Port Has Made

Great Progress

Has More Than Doubled

In Ten Years

INSURANCE RATES

By PROF. W. W. SWANSON.

means of traffic distribution on scale not equalled by any other po

NECESSITY OF FURTHER DE-

Sun rises, 4.1 a.m. Sun sets, 7.11 p.m.
New Moon. April 25.
First quarter. May 3rd.
Full Moon. May 9th.
Last quarter, May 16th.

MONDAY, May 11th, 1914.

TIDE TABLE

High water, 6.39 am., 7.09 p.m., Low water, 1.39 a.m., 2.18 p.m. Rise-19.4 feet a.m., 17.1 ft. p.m.

Highest spring tides today.

Almanac.

History of Modern

VOL. XXIX. No. 6

Safe Interesting Dates Back Over a Hundre Years from Oak Chest to Modern Vault

BURGLAR PROOF

Each Victory by the Burglar and "Sai Cracker," was followed by a Mor Ingeniously Made Strong Box b the Safe Makers, Perfection a Last Achieved.

Although much has been writte about safes. little has been said about strong-rooms. The reason for this not difficult to seek. It is printipally in the banks, insurances companies, and the safe deposits that we find these giant rooms of steel, annaturally these institutions are nonarticularly anxious to let all and sundry know the secrets and strength of the drvices they have erected for the safeguarding of their bullion and treasures.

stress. Nevertheless, it is possible to record the history of the strong-room, and a fascinating history it is. It had its birth scarcely more than one hundred years ago in the great oak boxes, clamped with iron and provided with formidable clasps and locks. In the Bank of England's museum may be seen an old oak chest, which was the old Lady of Threadneedle Street's first strong-room. It is little larger than old Lady of Threatheeste Street S first trong-room. It is little larger than common seaman's chest, and in this ie Bank stored its cash, notes, and

menious contrivances calculated to daunt the most persevering thief, and force him to admit that, at last, here was something he could not break open. Special steel plates were made, possessing great hardness and tough-This was to resist the vastly oved drills and "jemmy" of the

The latter at once called scence to his aid, and showed how he could at-tack and beat down the defence by a tack and beat down the detence by a small pinch of nitro-glycerine ingen-iously applied and carefully exploded. The vault-maker then turned his at-tention to armor-plate, and erected his strong-rooms of this metal. Yea again the burglar was successful. He produced a new cutting tool which did

to have at last succeeded, and it is the boast of these experts that many of the strong-rooms found in the more up-to-date safe deposits; banks and other institutions are not only burglar-proof, but proof against attack from armed mois and also from earthquake, shocks. Their great steel walls are absolutely undrillable on account of the hardness of the metal employed, while, by welding the plates together, it is virtually impossible to burn it is virtually impossible to burn

ROYAL GEORGE

THE ROBERT REFORD CO. Limited.
General Agents, 20 Hospital Street,

SHIPPING NOTES

Following the departure of the S.S. Magantic of the White Star Line, Saltwings, for Liverpool; the S.S. Canada will be in port in a day or two. She will sail from Montreal, May 18, for Liverpool. The passenger list is said to be large for the time of year.

The Gaspe and Bale de Chaleurs Lin

The Usaspe and Bale de Chaleurs Line centrolled by R. Blouin, is continuing their service this year with Fox River.

If the first saling was the Can.

Ottawa Valley and Upper St. Law.

Ispecial Correspondence.

It is the effects of the Board of Trade in the summer, mer between this port and Great Britten.

If the effects of the Board of Trade is the fill the summer is the salin in the summer is the salin in the summer in the summer is the salin in the summer in the summer is the salin in the summer in the summer is the salin in the salin in the summer is the salin in the summer is the salin in t

Bray Head
Crown of Castile, Barbadoes
Corinthian, Havre
Cairndon, Middlesboro
Calgarian, Liverpool, Frankfurt, Gorcke, Hamburg, Bre-men and Rotterdam. Passengers and

cargo. Arrived 7.30 am. May 11th. Canada Line. James Thom, Agent. Monmouth, Reilly, C.P.R., from Ant-13 between Great Britain and the British between Great Britain and the British 13 between Great Britain and the British 13 bosessions on the North American 154 Continent, and very quickly had five 154 bigs in regular commission.

188 Since then the name of Allan has 187 been in the forefront of the mercan 187 been in the for

PORT OF MONTREAL

Movements of Allan Line Steamers.

Corintian, from London and Have, for Quebec, and Montreal, sailed from Havre, p.m. May 8th. Gramplan, from Montreal and Quebec, for Glasgow, sailed hence 3.10 am. May 9th, and left Quebec 12.45 p.m. May 9th. Victorian, from Liverpool, for Quebec and Montreal, arrived Montreal 8.15 p.m. May 9th.

Scandinavian. from Glasgow, for Quebec and Montreal, was reported 200 niles east Cape Ray 5 a.m. May 9th.

Scotland, from London and Havre. or Quebec and Montreal, was reported 24 miles seuth-east Cape Ray 7.30 m. May 9th.

Pomerantes

p.m. May 9th. Sardinian, from Philadelphia and St. John's Nfld., for Glasgow, arrived at St. John's, Nfld., 5 p.m. May 9th.

ast.

Matane, 200—Blinding snowstorm,
May 26—Mauretania, New York,
Fisherard Live

SAILINGS FROM NEW YORK AND BOSTON IN MAY, 1914. Date, Steamer. From. May 12-Franconia, Bosto Queenstown

May 12—Noordam, New York, Boulogne, Rotterdam Boulogne, Rottere May 12-Kp. Wilhelm, New York Plymouth, Cherbourg, Bram May 12—Caronia, New York, Queenstown, Fishguard, Liverpo May 13—La Lorraine, New York,

miles east Cape Ray 5 a.m. May 9th.
Scotland, from London and Havre.
Scotland, from London and Havre.
124 miles seuth-east Cape Ray 7.30
a.m. May 9th.
Pomerantan, from Glasgow and Liverpool, for St. John's, Nfd., Halifax and Philadelphia, sailed for Halifax 2 p.m. May 9th.
Sardinian, from Philadelphia and St.
Sardinian, from Philadelphia and St.
London Ray 16—Minnehaha, New York, London.
12 London.
13 May 16—Minnehaha, New York, London.
14 May 16—Minnehaha, New York, London.

May 16-Imperator, New York Cherbourg, Southampton, Hamburg. May 16—Finland, New York,

Plymouth, Cherbourg, Southampton May 23—California, New York,

Londonderry, Glasgow May 23—Minnetonka, New York London May 23-Amerika New York Cherbourg, Seuthampton, May 23—Lapland, New York May 23—Lapland, New York,
Dover, Antwerp,
May 23—Rochambeau, New York,
Havre.

Matarne, 20s—Binding snowstorm, strong east.

Cape 'Chatte, 234—Heavy snow, strong north-east.'

Martin 'Hiver, 250—Heavy snow, strong north-east.'

Cape Magdalen, 256—Heavy snow, strong north-east.

Cape Magdalen, 256—Heavy snow, strong north-east.

Cape Magdalen, 256—Heavy snow, strong north-east.

Flymouth Boulogne, Rotterdam, May 25—France, New York.

Hymouth Boulogne, Rotterdam, May 25—France, New York ... Havre, May 25—Celtic, New York, Fishguard, Liverpool.

east. In 4.30 a.m., MS.D., Canada.

Fame Point, 325—Cloudy, north. Out
330 p.m., Ausonia, 4.30 p.m., Megantic,
6.30 p.m., Willehad.
Cape Ray, 553—Out 10.30 p.m., Englishman yesterday.

Magdalen Islands: Grosse Isle—
Cloudy, north-east.

Quebec and Above.

May 28—Bremen, New York,
Plymouth, Cherbourg, Bremen,
May 30—Olympic, New York,
Plymouth, Cherbourg, Southampton,
May 30—Caledonia, New York,
Londonerry, Glasgow,
May 30—Minneapolis, New York,
London.

Quebec and Above.

Long Point, 5—Cloudy, north-east, in 1.45 a.m., Spray and tow; 2.10 a.m., Andania, 5.25 a.m., Monmouth, 6.10 a.m., Frankfurt, 1.35 a.m., Jacona.
Vercheres, 19—Clear, light north. Sorel, 39—Clear, north. Three Rivers, 71—Clear, north. Arrived down 4.50 p.m., Cairngovan.
Grondines, 93—Clear, north. Three Rivers, 71—Clear, north. And annishaven, 6.50 a.m., Cairngovan.
Grondines, 93—Clear, north. Portneuf, 108—Clear, north-east. Out 6.40 a.m., Alaska and tow.
St. Nicholas, 127—Clear, north-east. Bridge Station, 133—Clear, north-east. Trived in 5.30 a.m., Scotian. In 8.05 a.m., Lingan. Left up 8.35 a.m., Sean-dinavian. Arrived down 2 a.m., Waccanam, 3.20 a.m., Colonial. Arrived in 1 a.m., yesterday, Bronwen, 11.15 p.m., Manchester Engineer.

West of Montreal.

Lachine—Out 4.40 a.m., Westerian, out 5.40 a.m., Bickefeiry, Cocteau Landing, 33—Out 5.10 a.m., Clede, 6.53 a.m., D.A., Gordon; 7.30.

Clede, 6.53 a.m., D.A., Gordon; 7.30.

The policitor went after Sir John in the wire west to doze for five minutes on a certain afternoon, and the solicitor was certain afternoon, and

Austro-American

Devona Murray, Middlesboro, Thomson Line, Troman Reford Co. Agents.

MR. JAMES THOM IMPROVING.

Mr. James Thom who has been comfined to his house by illness, is improving:

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Mr. James Thom who has been comfined to his house by illness, is improving:

The word advertising was not spoken. Before the interview end.

Account this investigation. He listened
as the salesman quickly explained his proposition. The word advertising was not spoken. Before the interview end.

Account this investigation. He istened
as the salesman quickly explained his proposition. The word advertising was not spoken. Before the interview end.

Account his investigation.

Mr. James Thom who has been comfined to his house by illness, sales after that, and he wanted to hear
attention the interview end.

The Curard Line ss.

The Donainson Line s.s. Cairngowan has been reported and is due to dock at Montreal on Tuesday morning, the 12th inst.

The Thomson Line s.s. Cairngowan has been reported and is due at Montreal Monday.

The Thomson Line s.s. Cairngowan has been reported and is due at Montreal on the 8th inst.

The Thomson Line s.s. Cairngowan has been reported and is due at Montreal on the 8th inst.

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The Thomson Line s.s. Cairngowan has been reported and is due at Montreal on the 8th inst.

The Thomson Line s.s. Cairngowan has been reported and is due at Montreal on the state of two young Russians who arrived in the city on Thursday morning, and before evening both were in the hospital with fractured skulls.

The first man was run over by a motor car on the way to the Windsor station, the second fell down an elevator shart in the station while waiting for his train.

The Thomson Line s.s. Cairngowan has been reported and is due at Montreal and so due to Montreal on the 8th inst.

The Thomson Line s.s. Cairngowan has been reported and is due at Montreal and so due to Montreal on the state of two young Thursday morning, and before evening both were in the hospital with factured skulls.

The Thomson Line s.s. Cairngowan has been reported and is due at Montreal and so due to would appear to be the case from the fact of two young Thursday morning, and before evening both were in the hospital with Apr. 30. ANDANIA ... May 7. ASCANIA ... May 7. ASCANIA ... Steamers call Plymouth Eas Rates, Cabin (II.), \$46.25, 3rd British Eas bound, 350 up. British Eas bound, 350

Lailways

CANADIAN PACIFIC

STEAMSHIP SPECIAL. ave Windsor Station 8.30 p.m., Wednesday, May 13th. MAIL & PASSENGER SPECIAL Leave Windsor Station 10 a.m., Thursday May 14th. Connecting with R.M.S. Empress of Britain.

Frains will run direct to ship's side.

HORSE SHOW, OTTAWA, ONT. \$5.00.
Including Admission to Show, ping May 18th. Return May 18th.

LAKE SHORE SERVCE. 4.15 p.m. daily, ex. Sunday,
Vaudreuil and int. Stations.
5.10 u.m. ex. Saturday and Sunday,
Beaconsfield, Ste. Anne's and Ri-

1.20 p.m., Saturday only.
Point Claire, Beaconsfield, Ste.
Anne's and Rigaud.

1.30 p.m., Saturday only. Point Fortune and Int. Stations. TICKET OFFICES: 141-143 St. James Street
Windsor Heal, Place Viger
& Windsor Street Stations

GRAND TRUNK SAILWAY

OTTAWA HORSE SHOW. Ottawa and return ... \$5.00 (Including One Admission.) Going May 13th; return May 18th.

THE DOUBLE TRACK WAY
Montreal and Toronto.
Four Trains Daily.
Highest Class of Equipment.
ub Compartment Car on 10.30 pm.
train. train CITY 122 St. James St., cor. St. Francoir
Xavier Phone Main 5995
TICKET Windser Hotel "Uptown 1181
OFFICES Benaventure Station "Main 8297

Steamshins

Canada S mship Lines, Limited

ichelieu & Ontario Division

Quebec Line Daily Service, except Sunday Saguenay Line

Steamer leaves Quebec on Tues-days and Saturdays at 8.00 a. m Toronto-Hamilton and Montreal Line
Three Sallings Weekly—Tuesday
Fridays, and Saturdays.

Gulf Ports NORTH AND SOUTH SHORES Freight now being received. S.S. "Cascapedia" sails May 7th Dock Foot of McGill St. Carrage.
Phone Main 2688.
PHONE FOR RATES AND GENERAL
INFORMATION General Freight Office, Main 5562. Passenger, Main 4710

THE ATLANTIC ROYALS

Montreal-Bristol ROYAL EDWARD

Next Sailing, Tuesday, May 5th ORCHESTRA PLAYS DAILY

CANADIAN NORTHERN STEAMSHIPS, 226 St. James St.; M. 6570, or any Steamship Agent

DONALDSON LINE

Steerage Branch, 488 St. James Stree Uptown Agency, 530 St. Catherine W

Limited.
General Agents. 20 Hospital Street.
Steerage Branch, 488 St. James Street;
Uptown Agency, 530 St. Catherine W.

MR. W. G. ROSS,

Chairman of Board of Harbour Com

there should be a free port district. I after the model of Hamburg. In the I free port district of Hamburg soods can be stored, mixed, improved or I re-manufactured, together with local I raw materials, within these limits and

The state of the state of flat states of

No Agreement Between Roads

Tonnage Handled in Montreal Nothing Definite But Many Rumours Re. C.N.R. and G. T.P.

BASIS OF GOSSIP

While Great Efforts are Being Made
To Render Route Safe — Companies
Still Discriminate Against Port —
Need of Westbound Traffic.

Agreement Between two Rolds —
Another Factor.

Ottawa. May 10.—Rumors which have been affort with regard to pos-sible working agreements between the canadian Northern and the Grand Trunk Pacific are resarded here as The port of Montreal has made a blendid advance in the last decade eculation based upon two facts -st that in assisting the C.NR. the evenment is stipulating for a workand in the creation of facilities to handle its trade. But the port needs to be further developed to take care of Cariada's growing trade by the St. Lawrence. During the last ten years the tonnage annually handled at this port has more than doubled while marine insurance rates have been cut in two. But Canadians have as yet scarcely realized the great natural advantages of the port, and the possibilities of future growth in its business. rn section upon that Government the likelihood that the Govern-would have to operate the road

e position of the Grand Trink regard to the carrying out of greement it made some years ago the Dominion Government has charter, the G.T.P. is to have

original charter, the G.T.P. is to have running wish is over the eastern seep-tion for the first seven years for nothing. The especiation has been, of course, that before, that line had elapsed there would be a trade built up that would meet all working expenditure at least. By the agreement the GT.R. is, to, pay during the next 43 years as rent for the eastern see. enditure at least. By the agreement tain, the site of T.R. Is, to pay during the next two scans on interest at the rate of 3 per cent will guard on interest at the rate of 3 per cent will guard bon the cost of construction; it is foreign the point upon which there may be the first that road has cost so very much out that road has cost so very much assured, a samed, a conder ground for objection on the lart of the railway is understood to the fact that the policy of admin.

There is no discrimination, on the part of the port, with respect to facilities supplied to railways. Direct access to the docks at Montreal is provided for every railway in the country, on equal terms. A 30-foot ship chainel now extends from Montreal to the sea. There are no great engineering difficulties to be surmounted in enlarging it and maintaining it at a lower comparitive cost than any European approach channel. The sids to navigation throughout a thousand miles of water route are not excelled in Antwerp, Bristol, Cardiff, Glasgow, Hagmburg, Havre, Liverpool, London, London, Hamburg, Havre, Liverpool. London, Manchester, Marselles or Newcastle-on-Tyne.

Harbor Commissioners have urged considerable that the port developement of Montreal racing under should be planned on a scale to at Pacific and the least equal that of Hamburs or Liverbusiness. The pool, it has been suggested also that it the alt.

10		nau.	ter .
	the annual summary of the world's spipbuilding to the year 1913, issued by Llord's flegister of Shipping. They represent the gross tonnage of ships built in the United Kingdom and the combined tonnage built in all other countries, excluding warships and vessels under 100 tons aross:	London appears a portrait of Mr. Hugh A. Alfan, and an injeresting history of the growth and development of the Allan Line. The story is in reality not only a history of the expansion of the Allan Line, but of the growth of commerce between Canada and the Mother Country. It is a far my from the days of the little wooden brig.	Bronwen, Philadelphia. Pallanza, Rotterdam Crown of Aragon, West Indies Royal Edward, Bristol Lake Michigan, Antwerp Lake Manftoba, Belfast, Ascania, Southampton Bray Head Crown of Castle, Barbadoes Corinthian, Havre.
	Kingdom Countries Gross Gross tonnage. tonnage.		Cairadon, Middlesboro Calgarian, Liverpool,
	26/193	brig of one hundred and sixty-nine tons named "Jean" sailed from Green-	PORT OF MONTREA
	1897 925,486 379,438	book to Quebec in quest of cargo. Her owner and master. Alexander Allan	Arrivals.
	1899 1,416,791 704,947	had foresight enough to believe that Canada, then but little known and	Frankfurt, Gorcke, Hambu
	1901 1,524,739 1,092,800	sparsely populated, would one day be- come a great and flourishing country.	men and Rotterdam. Passeng cargo. Arrived 7.30 a.m. M
	1,075.197	He decided to run a fleet of vessels between Great Britain and the British	Canada Line. James Thorn, A Monmouth, Reilly, C.P.R., fr
	1904 1,205,162 782,773	Possessions on the North American	werp with general cargo. A a.m. May 11th. C.P.R. Atlan
	1906 1,828,343 1,091,420	Continent, and very quickly had five ships in regular commission.	Line, Agents. Andania, Cunard Line, from
8	1908 929,669 903,617	Since then the name of Allan has been in the forefront of the mercan-	ampton with passengers and cargo. Arrived 6.30 am. M.
1	19101,143,169 814,684	tile marine of the North Atlantic. The soft-wood sailing ships which Alexan- der Allan sent to Quebec in George	Robert Reford Co., Agents. Jacona, Thomson Line, fro
	040,436	der Allan sent to Quebec in George	die - Nan- Clares I and de la

Early this week will see things humming at the river front. All the lake craft will be busy and this includes the big river business too, such as the Ottawa, for onto and Quebec services. Then there are a dozen or more big ocean liners due to-day or to-morrow. These include the Boldwell from Antwerp the first boat of the Roth line; the Jaconsand Cairigowan from Middesboro, the Frankfurt from Rotterdam, thus haddrif from London, and the Manyaman frond Avonmouth.

Marxman from Avonmouth.

The Black Diamond Line have kept their the duried skillings well considering the loss of their fine boat the Sydney. Juries the winter. Their next sailing will be to-day when the Cacouras will leave for Frince Edward Skard. Sydney and Newfoundland. Mr. Weldon, the passenger and freightman ager, stated to-day that they were belt to assure their patrons of an extended to assure their patrons of an extended to assure their patrons of an extended to assure their patrons of an ex-

this point upon the cost of construction. It is point upon the cost of construction. It is point upon which there may be the fact that road has cost so very much more than the original estimates.

Another ground for objection on the part of the railway is understood to be the fact that the policy of administration has been projected too far into the future. The original assured and the indications are that the policy of administration has been projected too far into the future. The original assured may be the fact that the policy of administration has been projected too far into the future. The original assured may be the fact that the policy of administration has been projected too far into the future. The original assured may be the fact that the policy of administration has been projected too far into the future. The original assured may be the fact that the policy of administration has been projected too far into the future. The original assured may be the fact that the policy of administration has been projected to far into the future. The original assured may be the fact that the policy of administration has been projected to far into the future. The original assured to be well as to be formed in the future of the future o

in the present.

In the

Great Britain's Naval Supremacy Re-mains Unchallenged By-World Powers.

Grada's Trads-Atlantic Scandinavian, Glasgow Millpool, Philadelphia Manchester Inventor, Manches

He decided to run a fleet of vessels between Great Britain and the British

the Bank stored its ceen, available papers.

It was not long before man's faith in the strong-boxes of oak was rudely shattered by the ease with which the burglar of those days opened them with a fine saw and chisel. Then came the strong-rooms built of bricks, followed by still stronger receptacles erected of hard Staffordshire blue coment. The openings erected of interest and started and shocks laid in cement. The opening into these chambers were gaine through strong iron doors possessin, heavy bolts and locks. But the burgar got through them. To mak them, as they thought, absolutely burgar got through them.

produced a new cutting tool which did the work with even greater ease than dynamite or nitro-glycerine. Now, here was a problem; the burglar had shown his ability to cut through steel plates with ordinary ease, and to turn out something that was absolutely proof against all his devices was in-deed a difficult task. proor against all his devices was in-deed a difficult task. Yet, the vault-maker would appear to have at last succeeded, and it is the

while, by welding the plates together, it is virtually impossible to burn through them. Then by means of time and combination locks it is impossible to open the doors without the key, and a knowledge of the combination, once they are closed. As a further precaution, many of these strong-rooms are so designed that an attack be made upon them, or the basement in which they are situated is flooded with water the moment their mechanism is tampered with.

attack be made upon them, or the basement in which they are situated is flooded with water the moment their mechanism is tampered with.

It is in America that the construction of strong-rooms has been developed to a fine art. Take, for instance, the Carnegie Safe Deposit vaults recently completed in New York. From first to last they took two years to build, and cost over \$500,000. The leaves of the toler in the basement of one of New York's latest skyscrapers. The lower one is called the same to fine the wide, and 10 feet high, and the upper one \$5 feet long, 20 feet wide, and 10 feet high, and the upper one \$5 feet long, 20 feet wide, and 10 feet high, and the upper one \$5 feet long, 20 feet wide, and 10 feet high. They are made of the best Harveytized nicked steel armor-plate. In all, some 1,400 lons of this metal was called into requisition, a greater quantity than is caused in the construction of a indeen warship. None of the plates of which cities vaults are constructed, weighs less than five tons, and some of them turn the scale at ffty or sixty tons agreed. Indeed, the two biggest plates are the largest pieces of armor-plate in the construction of a indeen many to the server forged for any purpose.

These plates, which form the shell of the vaults, are five inches thick. No bolts or rivets were used in the control of the same of wedge-ends and channels, virthis means that the completed structure is, to all intents and purposes, one present of the same of the server forged for any purpose, applied to the joints has only the effect eld tightening the grip of the wedges.

As a further precaution, a fire-wall perform the solid rock.

As a further precaution, a fire-wall for concrete, weive weight men for the vaults, except of course, at the doors. Then, underneath comes the foundation, which consists of ten of tightening the grip of the wedges.

As a further precaution of a fire-wall of concrete, weive feet thick, was laid around the vaults, except of course, at the doors are the foundation, which consists o