

Port Has Made Great Progress

Tonnage Handled in Montreal Has More Than Doubled in Ten Years

INSURANCE RATES

While Great Efforts are Being Made to Render Route Safe Companies Still Demand Higher Rates

By PROF. W. W. SWANSON.

The port of Montreal has made a splendid advance in the last decade, both in the amount of business done and in the creation of facilities to handle its trade.

There is no determination, on the part of the port, with respect to facilities supplied to railroads. Direct access to the docks at Montreal is provided for every railway in the country on equal terms.

NECESSITY OF FURTHER DEVELOPMENT.

On more than one occasion the Harbor Commissioners have urged that the port development of Montreal be placed on a par with that of at least equal that of Hamburg or Liverpool.

No Agreement Between Roads

Nothing Definite But Many Rumours Re. C.N.R. and G.T.P.

BASIS OF GOSSIP

Speculation is Based on Possibility of Government Insisting on Working Agreement Between Two Roads—Another Factor.

Ottawa, May 10.—Rumors which have been doing the rounds since the possible working agreement between the Canadian Northern and the Grand Trunk Pacific are regarded here as speculation based upon two factors—first, that in assisting the C.N.R. the Government is stipulating for a working agreement with its own railways, and, second, the possibility of the Grand Trunk refusing to carry out its bargain with the Canadian Government and thereby throwing back the eastern section upon that government with the likelihood that the Government would have to operate the road itself.

The position of the Grand Trunk with regard to the carrying out of the agreement is made more definite by the fact that the G.T.P. is to have remaining rights over the eastern section for the first seven years for nothing, the eastern section has been in course, that before that time had elapsed there would be a trade built up that would meet all working expenses, but the projected cost of the G.T.R. is 50 per cent of the cost of the G.T.P. for the eastern section.

Another ground for objection on the part of the railway is understood to be the fact that the policy of administration is to be carried out in the future. The original project actually projected itself as a railway and states that it is to be the policy of the Government while it has not yet settled questions that are to the very front in the present.

STILL RULES WAVES

Great Britain's Naval Supremacy Remains Unshaken By World Powers.

The following figures are taken from the annual summary of the world's shipbuilding for the year 1913, issued by Lloyd's Register of Shipping.

Table with 3 columns: Country, Gross Tonnage, Net Tonnage. Rows include United Kingdom, Other Countries, and various nations like France, Germany, etc.

NEED TO IMPROVE WHEAT AND FLOUR TRADE.

Montreal occupies a commanding place in Canada's foreign trade; but its trade in wheat and flour, although it handles 80 per cent of the wheat exported by way of Canadian ports, is not as satisfactory as it should be.

INSURANCE AND THE ST. LAWRENCE ROUTE.

One of the recommendations made by the Royal Commission on Transportation in 1906 was that Montreal should be a free port at which there should not be heavy port or dock charges.

NEED OF MORE WESTBOUND TRAFFIC.

Mr. W. G. Ross, the chairman of the Montreal Harbor Commission, states that, in his opinion, until Canada has a westbound trade capable of supporting and making Montreal a port of vessels on a par with United States ports, she cannot control the carrying trade from upper lake ports.

SHIPPING NOTES

Early this week will see things humming at the river front. All the latest arrivals from the west include the Niagara, Toronto and Quebec services.

Following the departure of the S.S. Mercurio of the White Star Line, Saturday for Liverpool; the S.S. Canada will be in port in a day or two.

THE BLISK DAMNED LINE

The Blisk Damned Line has kept their scheduled sailings well counter to the loss of their fine boat the Sydney during the winter.

THE GASPÉ AND BALE DE CHALEURS LINE

Controlled by R. Blouin is continuing this service this year with the R. J. P. St. John, N.B. May 11.—As a result of the efforts of the Board of Trade to get better steamship service in summer between this port and Great Britain, the Allan Line has agreed to send two steamers to St. John, N.B., in the summer.

Special Correspondence

St. John, N.B., May 11.—As a result of the efforts of the Board of Trade to get better steamship service in summer between this port and Great Britain, the Allan Line has agreed to send two steamers to St. John, N.B., in the summer.

History of Allan Line in History of Canada's Trans-Atlantic Trade.

In a recent issue of "Canada," of London, appears a portrait of Mr. Hugh A. Allan, an interesting history of the shipping line of which he is the head. The story is in reality not only a history of the expansion of the Allan Line, but of the growth of the Dominion of Canada and the Dominion of Great Britain and the Dominion of the North Atlantic.

PORT OF MONTREAL

Arrivals: Frankfurt, Gorko, Hamburg, Bremen and Rotterdam, Passengers and cargo, arrived 4:30 a.m., May 11th.

Departures: Montreal, Reilly, C.P.R., from Antwerp with general cargo, arrived 1:30 p.m., May 11th.

Marine Items

Honoree, from West Indies, went into Ellis Bay, Antioch, to load pulpwood, and left for Lake port.

MR. JAMES THOM IMPROVING.

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

ROBERT REFORM CO. REPORT.

The Donaldson Line's Athena sailed from Montreal for Glasgow on Saturday morning, 8th inst.

IMMIGRANTS NEED TO TAKE OUT POLICIES.

Agents of Accident Insurance Companies Should Meet New Arrivals at the Wharves.

CUNARD LINE

From Southampton, From Montreal, May 20—ANDANIA, May 16.

SHIPPING NEWS

MONDAY, May 11th, 1914.

Almanac

Sun rises 4.1 a.m. Sun sets 7.11 p.m. New Moon, May 25.

TIDE TABLE

High water, 6:38 a.m., 7:03 p.m. Low water, 1:31 a.m., 2:18 p.m.

Weather Forecasts

Lower Lakes and Georgian Bay—Fresh northerly gale, north-westerly winds; fair and a little cooler.

Upper Lake Steamers

Kewatin arrived Port McNicoll 7:50 a.m. 10th inst.

Atlantic Steamers

Monmouth arrived Montreal 6:40 a.m. 11th inst.

SIGNAL SERVICE BULLETIN.

Montreal, 9:30 a.m., May 11, 1914. U.S. Light, 20—Clear, east.

VESSELS BOUND FOR MONTREAL.

Table with 3 columns: Name, From, Left. Lists various ships like Bertrand, Chateaubert, etc.

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SAILINGS FROM NEW YORK AND BOSTON IN MAY, 1914.

Table with 3 columns: Date, Steamer, From. Lists various ships like May 12—Franconia, Boston.

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History of Modern Safe Interesting

Dates Back Over a Hundred Years from Oak Chest to Modern Vault

BURGLAR PROOF

Each Victory by the Burglar and "Safe Cracker" was followed by a More Ingeniously Made Strong Box or Safe Makers' Perfection of Last Achieved.

LAKE SHORE SERVICE.

4.15 p.m. daily, ex. Sunday. Vaudreuil and Int. Stations.

OTTAWA HORSE SHOW.

Ottawa and return, \$5.00 (including One Admission). Going May 13th; return May 16th.

THE DOUBLE TRACK WAY

Montreal and Toronto. Montreal and Toronto, daily. Highest Class of Equipment.

Steamships

Canada Steamship Lines Limited. Montreal and Toronto, daily. Highest Class of Equipment.

ichelieu & Ontario Division

Quebec Line. Daily Service, except Sunday, 7:00 p.m.

Saguway Line

Steamers leave Quebec on Tuesdays and Saturdays at 8:00 a.m.

Toronto-Hamilton and Montreal Line

Three Sailings Weekly—Tuesdays, Fridays, and Saturdays.

Gulf Ports

NORTH AND SOUTH SHORES. Freight now being received.

THE ATLANTIC ROYALS

Montreal-Bristol ROYAL GEORGE. Next Sailing, Tuesday, May 15th.

DONALDSON LINE

Glasgow Passengers and Freight Service. From Glasgow, From Montreal.

THE ROBERT REFORM CO. Limited.

General Agents, 20 Hospital Street, Steeple Branch, 458 St. James Street, Uptown Agency, 530 St. Catherine W.

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