

MONTREAL SECTION

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Editorial, - T. C. ALLUM

Advertising, - A. H. CLAPP

MONTREAL'S MANY IMPROVEMENTS.

**Millions of Dollars being Spent to Make the Port
Thoroughly Up-to-Date—Movements in Steamship
World—Another Cotton Company.**

Montreal, April 4th.

The early opening of navigation means much to those who have to pay out large sums in freight every day. Last year, the ice moved out of the river on April 7th; the previous year, on the 15th; in 1904, it went out on the 18th; in 1903, on March 27th; in 1902, on March 28th; and in 1901 and 1900, on April 17th and 18th. Previous to the dates mentioned, the ice hung on as late as April 27th. In fact only once or twice has it moved out in March. This year it is unusually thick. Consequently it may be later than usual in breaking up. The efforts constantly made to prolong the navigation season, may be having more or less effect in starting the ice out earlier. For instance, the Montreal Light, Heat and Power Company last season constructed a timber dam at the foot of the Ste. Therese Rapids for the purpose of protecting the company's works from ice, and also to prove the theory the company held, that the Chambly dam is not the cause of the floods and the carrying away of the bridges. This year the ice moved out without doing the slightest damage. The removal of each obstruction is an additional aid to the earlier opening of navigation.

The ice-breaker, Montcalm, is engaged in shattering the ice bridge at Cap Rouge. The vessel will cut a channel 700 ft. wide in order to allow the ice to pass down from Montreal as rapidly as possible.

Improving the River Channel.

The improvement of the channel between Montreal and Quebec is receiving attention. The Federal Government will spend a million dollars on it this year, while another million will be spent below Quebec. The signal and lighting system of the route will be improved, and telephone systems will be inaugurated between the different stations in the river and gulf in order that news of accidents and other important matters may be made known without loss of time. At the close of 1906, the channel between Montreal and Batiscan, above Quebec, had been completed to a depth of thirty feet. It had a minimum width of 450 feet, in the straight portions, and 500 to 750 feet on the curves. The widening had been completed, save for 12.30 miles in Lake St. Peter. There were thirteen wireless telegraph stations along the St. Lawrence River and Gulf, and on the Atlantic seaboard. The river consequently is being improved from year to year, and the work has already cost almost \$6,000,000, besides which over \$3,000,000 has been expended on plant.

An agitation to have the mails transferred at Father Point instead of at Rimouski, is in progress. The depth of water at Rimouski is but nine feet, while that at Father Point is fully eighteen. The mail tender has to steam two miles to the ship, while if the change is made it is stated that they could be dropped from the ship to the tender, and from there thrown to the wharf. There seems to be little doubt that the proposed change would greatly expedite the handling of the mails.

Notwithstanding the pessimistic statements made from time to time respecting the coming navigation season, the true underlying feeling is that a record shipping business will be experienced. The second and third-class accommodation on the various passenger ships scheduled to reach port during the first two months of the season is almost completely taken up. There is no longer any doubt that the passenger business, both east and west, is assured for the season. The freight outlook is not quite so bright, but there is every reason to expect that there will be a good demand for space.

As to the facilities at the port of Montreal, much improvement is certain to be shown. The carriers in connection with the elevator at Windmill Point, will be available. Last year, this elevator handled 11,500,000 bushels of grain. Of this over 3,000,000 bushels went over the carriers to the ships, the floating elevators dealing with the balance. Altogether, 26,500,000 bushels of grain passed through this port last season. Most probably this will be considerably exceeded this season.

Ocean Service to be Augmented.

The Allans will add to their service the steamers Corsican, 10,000 tons, and Grampian, 11,000 tons, and the Do-

minion Line will also bring on a couple of new boats. The Elder-Dempster Line anticipates an increased business between Canada and the West Indies, and the Central and South American States.

Within the next few days the Government may vote another \$3,000,000 towards the completion of Montreal as a thoroughly equipped port. A portion of this advance doubtless will be applied towards taking over the railway tracks on the wharf by the Harbor Commissioners, the same to be administered by a Terminal Company, under control of the Commission. Mr. John Vaughan, of the C.P.R., has been appointed to the new position of Superintendent of Terminals.

Reinforced concrete will be the material from which the large new cold-storage building, to be erected near the C.P.R. elevators in Montreal, will be constructed. The C.P.R., in company with a large butter and cheese exporting house, is, it is thought, about to greatly improve their cold-storage facilities. The James Alexander Company, Limited, of Montreal, associated with J. and J. Lonsdale & Company, Limited, of Liverpool and London, has completed arrangements for the erection of a large butter and cheese cold storage warehouse on this side of the Atlantic. While the C.P.R. itself, is erecting at its Liverpool docks, a cold-store building at a cost of \$25,000. The Alexander Company has secured a site from the C.P.R. in the Place Viger Yards, Montreal, next the railroad company's elevators, and will commence the erection of the building next month. It is to be built entirely of reinforced concrete, and will be fire-proof. The capacity will be 300,000 boxes of cheese, and 75,000 packages of butter. The estimated cost is \$400,000. The plant is to have the most modern facilities for handling dairy products.

More New Cotton Companies.

The Liverpool plant being built by the C.P.R., is intended to assist in making the company's refrigerator service the most complete yet inaugurated between Canada and England. The building will be used chiefly by the Empresses, which ships do not come up the river to Montreal, but stop at Quebec.

The same company has completed arrangements with the Liverpool port authorities for the acquisition of the Sandon dock for the accommodation of their Atlantic fleet. This dock is one of the finest in the port, and in future the C.P.R. will have its fleet concentrated instead of spread throughout the length of the port, as hitherto.

Reference was made in these columns last week to the formation of a number of new cotton companies. Among those mentioned were the Montreal Royal Spinning Company, with a capitalization of \$1,500,000, to be erected near St. Henri, Montreal; the North American Cotton Company, with a capitalization of \$3,000,000, to be erected at Shawinigan Falls, and the Wabasso Cotton Company, with a capital of \$1,750,000 bonds and stocks, the location of which had not yet been decided upon. The last-named company may establish at Three Rivers. Representatives have obtained already options upon certain property and upon power. This week, they waited upon the city council in order to place before them their proposals for tax exemptions and other desired advantages.

Apparently still another company is being organized. An application for tax exemption for twenty years from the promoters of a new cotton spinning company, came up recently at a meeting of the Maisonneuve Council, and was referred to the general committee. It is understood that a syndicate of American capitalists is concerned in the undertaking. They propose to invest about a quarter of a million in land and buildings, and to employ from two to three hundred hands and pay out annually about \$50,000 in wages. The cotton business must be much more attractive, just now, than it was represented to be a few years ago, or even as late as the hearing of evidence by the Tariff Commission.

A deputation of influential citizens, including members of the Quebec Industrial Committee, a few days ago called upon Hon. S. N. Parent, president of the Transcontinental Railway Commission, during his visit to Quebec City, to interview him regarding the advisability of forming a company to erect large, up-to-date car shops for the construction of railway passenger and freight cars, at Quebec.

Car Shops for Quebec.

Mr. Parent spoke most encouragingly of the project, saying that the car shops in Canada were altogether inadequate to the amount of work they were being called upon to do. If a company were formed at Quebec, he had no doubt that the Commission would be glad to take advantage of their facilities to aid them in getting a sufficient supply of cars for the Transcontinental Railway. Owing to the enormous demand for cars as well as to the lack of supply, he considered that such a company as proposed would pay well. He also referred to the electrical process of removing titaniferous properties from iron ore and at the same time to do the smelting. It is generally thought that the magnetic iron deposits along the north bank of the St. Lawrence will become extremely valuable in a few years owing to this process.

THE OPPORTUNITY TO HUDSON

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