

absolute right to dictate its movement. But cost, as we have shown, is the controlling factor, and the exporter naturally sends his grain by the cheapest route, except where the element of speed in delivery is paramount. Therefore, it is imperative that an equalization of the New York and Montreal rates be effected.

This might be done by abolishing elevation charges at the port of Montreal; by some character of subvention to the inland carriers, or by the abolition of the coastal laws, which restrict, or at least partially restrict the operation of American vessels in Canadian waters. The freight fleet of the Great Lakes is preponderantly American, particularly as applied to the 7500 to 10,000 ton vessels. A removal of the coastal restrictions would seriously jeopardize the interests of Canada's inland merchant marine, but nevertheless would exercise a most salutary effect on the movement of grain to Montreal, for it would invite United States owners to operate their ships from Canadian Lake-Head ports to Kingston and Prescott, diverting to this route much of the grain that now reaches the sea by way of Buffalo.

MONTREAL NEEDS FINEST AND BEST EQUIPPED DOCKS.

The future needs of Montreal Harbour should be anticipated. Not only should her grain handling equipment be maintained at the very highest possible standard, and her elevator storage capacity increased from its 15,000,000 bushel limit to a point sufficient to cope with any emergency, but the facilities for handling every character of cargo should be developed to the utmost. This would mean, necessarily, the construction of new and larger warehouses, and their equipment with all devices that are considered essential to modern port practice. There is ample room for such major extensions in the Bickerdike Pier Area.

SYNCHRONIZE GRAIN HANDLING WITH MODERN COAL HANDLING SYSTEM

Nothing will promote the grain trade of Montreal so much as a guarantee of a cargo in both directions. Under existing conditions, tramp steamers frequently come thousands of miles in ballast for their loads of grain. With this condition corrected, hundreds of vessels should be attracted to the port. A cargo in either direction is the ideal of all transportation. England owes her supremacy on the high seas largely to the fact that she has been able to guarantee a return cargo of coal for her importations of food and raw materials. Canada uses millions of tons of American coal, both anthracite and bituminous, which in any well conceived plan of inter imperial trade could be largely replaced. There is ample room for such terminals at Bickerdike Pier, and they should be developed at once.