

ESTABLISHED 1879

The Shareholder

Devoted to Banking, Insurance, Railways and Manufactures.

ISSUED EVERY FRIDAY.

Terms of Subscription—Post Paid.

Canadian Subscribers	£2.00 per annum
British and Foreign	10s. 6d. per annum
Single Copies	10 cents

RATES FOR ADVERTISING

Ten cents per line solid nonpareil measure.
 Liberal contracts made for display advertisements or notices in reading matter columns.
 Advertisers by contract desirous of making changes in their advertisements are requested to do so not later than Wednesday of each week.
 Notice to discontinue any advertisement or subscription to the paper will not receive any attention unless sent in writing to the Office of Publication.

S. B. FOOTE & CO. Publishers and Proprietors,
 Registered.
 TELEPHONE, MAIN 1169. BEAVER HALL HILL

MONTREAL, FRIDAY MORNING, SEPTEMBER 30, 1910.

MONTREAL AND THE TRANSPORTATION QUESTION.

The present development along the Harbour front and on the St. Lawrence.

THE visit of the Toronto City Council and Board of Trade to Montreal for the purpose of inspecting the harbour facilities in this city, calls attention anew to the whole problem of transportation, one of the most vital questions confronting the people of Canada to-day. The visiting delegation from Toronto inspected the various improvements and devices being used by the Harbour Commissioners to facilitate the transshipment of goods from boat to wharf and wharf to boat. They had pointed out to them the workings of the grain conveyors, the elevated tracks, the new high level docks, the uses of the break-waters and the hundred and one other interesting facts in connection with the improvement of the harbour. They learned that Montreal now possesses one of the finest harbours in the world. This has been made so through the energetic workings of the Harbour Commission, backed up by liberal expenditures by the Federal Government, and to a lesser extent by the co-operation of the railways.

The history of the growth and development of Montreal's Harbour should afford encouragement to Toronto or any other cities anxious to develop its water front. For years Montreal suffered from the lack of proper harbor facilities. As Sir William Van Horne once tersely remarked, "In Canada we have developed the hopper at the expense of the spout," meaning in plain language that Canada had expended vast sums of money on her railways and canals and had done little or nothing in the development of the harbour facilities. The result was congestion of the worst kind. The railways and canals brought vast quantities of grain and other products to Montreal and other ports, only to find that the facilities for the transshipment of cargoes were obsolete and antiquated.

Further, the St. Lawrence, the great highway from Montreal to the sea, was dangerous to navigation, the channel being shallow in places and at other places crooked and difficult to navigate. The Montreal Harbour was at that time run in a rather "hit and miss manner." Some years ago, however, the whole water front was placed under the direction of a Harbour Commission, consisting of three members, all well-known and experienced men of affairs. Under their management the harbour took on a new lease of life. The Commission visited practically every great sea-port in the world, making a study at first hand of actual conditions confronting other cities and the means being taken to overcome these problems. They also secured the most competent engineers in the world and gave them a free hand in studying and suggesting plans for the betterment of the Montreal Harbour. After a residence of some months in Montreal, they prepared plans which were submitted to the Harbour Commissioners. Between the plans submitted by these world-famed engineers, the plans devised by the Montreal Harbour Commissioners' own engineers and the observations and conclusions arrived at by the Commissioners themselves, a very comprehensive and thorough plan of harbor improvements was decided upon. These were not made for the needs of the present day, but covered the estimated growth and needs of the city for 50 years to come. It is in accordance with those far-reaching plans that the present tremendous development is being carried on along Montreal's water front.

At the same time the Harbour Commissioners were devoting their attention to the needs of Montreal's Harbour, the Marine Department of the Federal Government gave their undivided attention to the straightening, deepening and buoying of the St. Lawrence river from Montreal to the sea. Huge dredges and sweepers were put to work and the process of deepening and straightening the channel proceeded with. The channel now has a depth of 30 feet from Montreal to the sea and work is proceeding to make a 35 foot channel throughout the entire distance. The channel has been improved to such an extent that the fine 15,000 ton boats of the White Star Dominion Line are able to come from Quebec to Montreal at night. These are the largest boats using the St. Lawrence route, and it speaks well for the safety of the channel when they are able to navigate it during the night time. Mr. Brodeur, Minister of Marine, estimates that a uniform depth of 35 feet at extreme low water in the channel will be accomplished by 1912.

With the development of the harbour and the deepening of the channel came the desire and necessity for dry docks, without these it was felt that the greatest efficiency could not be

obtained. Now, however, there is every likelihood of large dry docks being established within the next year or two. A group of shipping men, contractors, engineers and financial men have formed a company known as the Dominion Dry Dock Co., with Mr. Andrew A. Allan, as president. This company are planning to erect several dry docks in the Dominion, beginning with one at Levis. Its construction will commence early next Spring under the superintendency of Sir Robert Perks. It is expected that the dock will be ready for use in August, 1911, and will be of sufficient size to take care of any vessels using the St. Lawrence route. Negotiations are also going on between the Vickers Company of England, and the Dominion Government for the establishment of a large floating dry dock in the port of Montreal. A site has already been selected for this at Longue Pointe, the Harbour Commissioners and Federal Government deeming this the most suitable sight. In connection with the establishment of this dry dock, several allied industries are being arranged for, the whole to represent an expenditure of over \$5,000,000. It is expected that this work in connection with the Montreal dry dock and the allied industries will be completed inside of the next two years.

In the meantime, the development in connection with Montreal's Harbour is being actively pushed by the Harbour Commissioners. As stated before, they are building for the requirements of 50 years hence, and of necessity their plans must be on a comprehensive scale. Montreal is peculiarly fortunate in the fact that she owns the water front on both sides of the river for a distance of some miles. This gives the Harbour Commissioners plenty of room in which to build docks, railway tracks, elevators, sheds, and all the other paraphernalia essential to a modern port. Already 14 sheds have been built, capable of storing and handling about 200,000 tons of freight a week. These are steel structures of two stories in height, surmounted by a grain conveyor. They have sliding doors along the entire length of the lower storey and on every alternate panel in the upper storey. The floors are laid with cement, the upper ones having wire reinforcing. The grain conveyors are capable of distributing grain to a dozen different ocean steamship berths, and when the present plan of expansion is completed the warehousing capacity of the harbour will be doubled and the lower part of the water front brought into close and ready communication with the central portion. Plans are being made by which the present lineal space of 10,000 feet in the central harbour will be doubled. This will prove a necessity as the tonnage of the vessels entering the harbour during the past five years has doubled, and the resources of the harbour are being taxed to the utmost.