

farther inland and the nearer you can bring your ocean ships to the centre of the continent, the better is it for everybody concerned. In this matter Montreal has the advantage over all the ports I have named. It is 960 miles from the Atlantic upon a river which is navigable by the biggest ocean steamers; ships drawing over thirty feet of water; and it is at the foot of a system of inland navigation by river and canals, stretching for 1,400 miles farther across the continent; which is available to ships drawing 14 feet of water from Montreal to Port Colborne, and 20 feet from Port Colborne to Buffalo, Cleveland, Detroit, Chicago, Sault Ste Marie, Fort William, and Duluth. The port seems to have been specially designed by Providence to provide more than half the continent of North America with the cheapest possible transportation.

All that is needed to make it actually serve this purpose is

#### A FREE PORT.

For every ship that comes to Montreal now, probably from twenty to fifty would come if there were a Free Port area set aside in the harbor. They would not only contribute their full share to the revenues of the Harbor of Montreal; but they would provide facilities now sadly needed for Canada's export trade. The farmers of the North-West and the great Canadian railways are as much interested in this matter as are the people of Montreal and the South Shore. Thousands of bushels of grain are shipped every year to the United States ports, because ships cannot be found for them in Montreal.

Canada's transcontinental railways (and it is the only country possessing transcontinental railways) are the complement of the river and canal system of transportation. A Free Port would find winter traffic for the Intercolonial, the Canadian Pacific, the Grand Trunk, the Grand Trunk Pacific, and the Canadian Northern, to say nothing about the American railways which have Montreal connections.

The Stephens-Cowle report, after enumerating the many advantages Montreal already enjoys as an Inland Ocean Port says:

"In view of these facts it would seem to be most urgent to supplement **without loss of time** these great advantages:

1. By making the most of our present accommodation through its proper equipment;

2. By doing everything in our power to attract shipping by securing absolute safety of approach;

3. By laying down a general plan of future development with a view of providing at Montreal a port equipment equal to that of Hamburg or Liverpool;

4. By encouraging the railways serving the Port of Montreal to develop more intimate traffic relations with the railways serving the British and Continental Ports;

5. By developing and equipping a modern winter port providing ample accommodation to take care of the trade developed through Montreal during the season of navigation;

6. By incorporating in the future general plan of extension a **Free**