

Montreal's Free Port

ALL THE WORLD'S GREATEST SEAPORTS ARE SITUATED INLAND.
—MONTREAL FURTHER FROM SEA THAN ANY OTHER OCEAN
PORT.—ALL THAT IS NECESSARY TO MAKE IT SERVE HALF
THE CONTINENT OF NORTH AMERICA IS THE SOUTH SHORE
FREE PORT.—WOULD BE OF GREAT SERVICE TO FARMERS OF
NORTHWEST.

(From the "South Shore Press," Friday, June 16, 1916.)

The greatest seaports in the world are not as a rule situated on the sea-coast, but rather as far inland away from the sea as they can get. London, for instance, is fifty miles from the mouth of the Thames. Liverpool is three miles up the Mersey from the sea. New Orleans is 106 miles from the Gulf of Mexico, Philadelphia 105 miles from Hampton Roads. Other ports located a considerable distance inland are Brunswick, which is about 13 miles from the ocean; Hartford, about 53 miles; Mobile, 30 miles; Port Arthur, Tex., about 17 miles; Portland, Ore., 112 miles; Richmond, 104 miles; Sacramento, 111 miles; Savannah, 26 miles; Washington, 195 miles; Wilmington, Del., 82 miles; Wilmington, N.C., 30 miles. Hamburg is 76 miles from the mouth of the Elbe; Antwerp is 55 miles from the mouth of the Scheldt and at the head of ocean navigation; Rotterdam is 19 miles up the Meuse; Glasgow is at the head of ocean navigation on the Clyde, which has been made navigable by dredging. In 1773 the river at Glasgow was 15 to 18 inches deep and was fordable at Dumbuck, twelve miles below Glasgow. The port is 48 miles from Cantire, where it is considered the Firth of Clyde begins and is at the centre of the commerce of Scotland. By great engineering skill and a large expenditure of money, the Clyde has been made navigable to Glasgow, being 22 feet deep at low tide, and 35 feet deep at high tide. The importance of the Clyde in the ship-building industry is well known. The *Lusitania*, which was built and fitted at Glasgow, sailed down the Clyde, drawing 29½ feet of water. Another case of ocean navigation being extended inland is at Manchester, 35½ miles from Liverpool. It cost \$75,000,000 to make Manchester an ocean port by means of the Manchester Ship Canal.

Of course, the explanation of the inland seaport is—transportation by water costs so much less than transportation by railway. The greatest example in the world of inland ocean navigation is Montreal. The Port of Montreal was made in the first place by the Lachine Rapids. Had there been no rapids between Montreal and Lake Ontario, the head of the St. Lawrence ocean navigation would have been Toronto; not because Toronto is more adapted for an ocean port than Montreal, but simply because it is