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MONTREAL HARBOR DEVELOPMENT.

(Continued from page 397).

3. In private or public companies, as at London and Manchester.

4. In a railway company, as at Southampton and Cardiff.

5. In a public trust, as at Liverpool and Glasgow.

State control in Germany has been unquestionably a marked success, where the railways and waterways also come under the same authority. Mixed control by the State, private corporation and the railways has been a failure, as demonstrated by the loss of business and prestige in Marseilles, whereas dual management by municipality and State has produced in Antwerp a great port.

They remark that example of private individual effort and a multiplicity of port authority, the river being under one authority, the pilotage arrangements under another, and the docks and quays under the control of the different individuals directly interested in them. This type does not recommend itself to the investigator.

Liverpool, where the organization is in the hands of men who though directly interested in some particular business connected with the port, make their share in its management the pride of a life career, where the expenditure of large sums of money has been carried out with a view to harmonious development as a whole is another type of successful enterprise.

Necessity for Immediate Development.

In conclusion, the Commissioners observe:—"Reference need only be made to the description of the eleven principal ports of Great Britain and Europe, in these pages, and a comparison with the physical, natural, and trade advantages of Montreal, to complete the favorable decision regarding the future of the Port of Montreal, and of the

necessity of taking immediate steps in a careful and comprehensive way of development for the future."

To what an absurd extent competition may be carried may be seen in numerous examples in Britain. Two instances are to be discovered in transportation circles. The recent proposal to amalgamate the interests of various railroads is only made after years of the keenest rivalry. The duplication of express trains to the same city by different lines has reached the limit. The proposed combines are regarded with mingled opinions. One section thinks that railroad shareholders will see bright days if amalgamation is effected, and that the railroad business generally will take on some semblance of prosperity. Another section imagines that a cutting out of the rivalry will mean a mere donkey race on different routes where each line is bad until compared with its neighbor—while the neighbor is none too good. News comes also of a combine of omnibus companies in London. The estimated loss on the working for last year, it was stated by the chairman of one company, was nearly \$600,000. This was credited mainly to the insane competition between the various companies. A walk through the streets of London and a glance at the hundreds of vehicles of the omnibus and multi-colored variety, lead one to ponder as to where is the bread and butter for the numerous concerns responsible for this pill-box form of transportation.