

INTRODUCTION

the South Shore Free Port would augment instead of decreasing the Government revenues.

A Free Port is really a port that is free from customs duties; and the following articles will show how this works to the advantage of the whole country without any loss of customs revenue to the government and without any conceivable injury to any established interest or to any locality.

One word more. Frankly, I have met with less difficulty than I anticipated from local prejudice. Neither on the South Shore, in Montreal, or

in any other place in Canada should this be regarded as a local question. It is really a national question. The South Shore, opposite Montreal, is indicated by nature as the best site in Canada for a Free Port, and that for a number of reasons which I have set forth herein at considerable length but as briefly as possible. I feel that the subject merits the careful consideration of Parliament without any avoidable delay because it is for the present at least a War Measure.

HENRY DALBY.

The C.P.R. and the Free Port Question

Lord Shaughnessy and Mr. Bosworth Support the Idea

Lord Shaughnessy and Mr. Bosworth, Vice-President of the Canadian Pacific Railway in charge of the Traffic and Ocean Steamships, both cordially approve of the principle of Free Ports for Canada. Their idea is that the Dominion should have no less than three free ports, one at Quebec, one at St. John, N.B., and one at Vancouver.

Four strong points they make in favor of Quebec are that it already has deep water docks; that it has at

least ten days longer season of navigation; that the marine insurance rates are lower than to Montreal; and that all the principal railways of the Dominion centre there.

I have repeatedly maintained that Canada is big enough to find use for several Free Ports. Their best location is, of course, a matter for investigation by the proposed Royal Commission.

H. D.