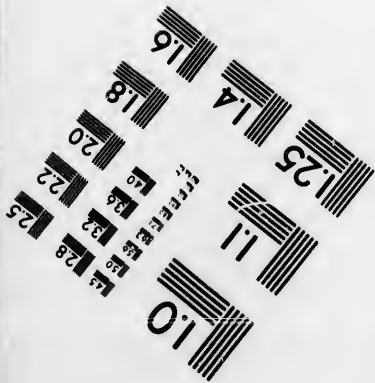
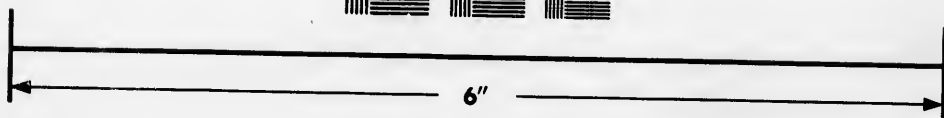
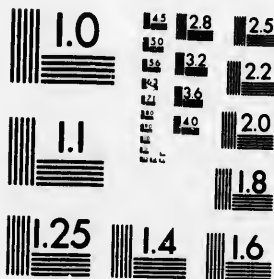


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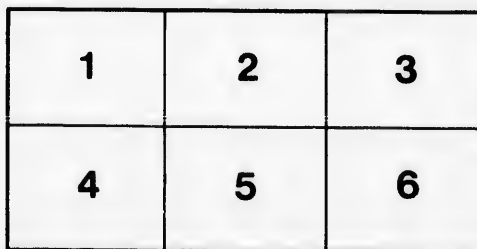
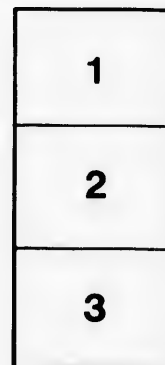
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Montreal. Mayor.

MEMORANDUM

WITH

APPENDICES

ON THE

ST. LAWRENCE ROUTE

SUBMITTED TO

SIR HECTOR L. LANGEVIN, K.C.M.G., C.B.

FEBRUARY, 1888.

MONTREAL:
GAZETTE PRINTING COMPANY.
1888.

Carleton University
Documents Division

JAN 18 1993

FOR REFERENCE ONLY

HON. SIR

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THE ST. LAWRENCE ROUTE.

HON. SIR HECTOR LANGEVIN, K.C.M.G., C.B.,
Minister of Public Works, &c.,

OTTAWA.

SIR,

It is no doubt within your recollection that for many years past the condition of the harbor of Montreal, and the burdens involved on the trade via the St. Lawrence River have been frequently brought before the Government.

In the year 1880 you yourself brought the matter to the attention of the Montreal Harbor Commission and the Board of Trade in a letter requesting information, and covering all essential points, such as the cost of transport tolls on the Erie and St. Lawrence Canals; the harbor dues in Montreal, New York, and other United States ports; the cost of pilotage, police, &c.

The Harbor Commissioners and Board of Trade furnished the desired information, apparently after careful enquiry, and our attention in the following memorandum, is to supplement the statements then made, and to bring down the information to the present date.

In that year (1880), the Harbor Commissioners were so confident that the Government intended at once to deal with the question and assume the Channel Debt that they communicated the gratifying intelligence to the Board of Trade and the public.

It is much to be regretted that no steps have yet been taken to remove these burdens, and as a necessary consequence the Harbor Commission has since been powerless to effect any improvement of consequence, or to do more than continue its routine work, the burdens on shipping remaining much the same as they were, or without material reduction.

We desire on behalf of the railways centering in Montreal to say that seeing no effort of any kind has been made to keep pace with the enormous railway development of late years, their traffic has suffered, and the managers have constantly had to

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deplorable the absence of reasonable facilities for the conduct of their business in this port.

The shipping interests maintain that the burdens in the support of New York, which would otherwise come to the St. Lawrence, and the fact that these dues are very much greater than in United States ports, notably New York, is established by the actual disbursements, and the accounts appended hereto. The facts presented in the appendices are so startling that the mere statement of them must, we think, demonstrate the urgent need of a prompt and sufficient measure of relief.

Seeing that vessels have the option of coming to this or going to United States ports, it seems perfectly plain that the trade of the port, and not the ships, must bear the burden of these dues. It is quite impossible that tonnage and other dues should affect the trade otherwise than in adding to the cost of imports, and leaving a smaller net return on all grain and produce exported.

The City of Montreal is beyond question interested, but not by any means to the extent it was under former systems of business. Formerly few articles were imported or exported without yielding some tribute to the city, now much of trade simply passes through, without being owned or controlled in Montreal at all. This being so the burdens we complain of are laid not on the trade of the city alone, but directly also on the business of the West, and the question affects every portion of the Dominion, either importing or seeking the cheapest road to the sea-board and a market for its produce via the St. Lawrence canals and river.

Other interests are concerned, such as the carrying business on the lakes and canals. These are not permitted to share the business with United States ports, and have been reduced to a very low ebb by the entire abolition of dues on the Erie Canal, so that our magnificent and costly canal system is not doing more than a fraction of the business it is capable of.

The question whether the construction of the ship channel, from here eastward is a government duty and ought in fairness, and in accordance with the general policy in force as regards other localities, to be made a public charge, we do not desire to discuss at any length as you and the Government must be familiar with all that can be said on the question, we would however

for the conduct of the United States, the Federal Government here assuming all such duties, even the channels into the wealthy port of New York being made and maintained without any charge on the commerce of the port much business connected with the work being laid as dues on the commerce of the St. Lawrence, and the Great Lakes. We desire, however, unanimously to record our opinion that the interest on the ship channel debt ought not to be levied on the trade of this port, and that its effect would be to deprive the St. Lawrence route of a great deal of the business which might otherwise have been done over it.

We believe that a truly national policy is to free the St. Lawrence route entirely, so that the enormous expenditure on canals and railways may be utilized to the utmost in the development of Canadian trade.

It cannot be too clearly insisted on that, of late years, the manner of conducting trade has materially changed. When a ship is chartered to come here with an inward cargo, the outward cargo is a necessity, and is promptly looked after. The fact of her coming here ensures that both her inward and outward cargoes are diverted from some rival port in the United States, and carried to a market at figures which are in favour of the shipper of the goods.

It is not the case that any reduction of dues would benefit the shipping interest exclusively; the increased tonnage attracted to the port would inevitably entail cheaper freights, and transfer the benefit to the cargo. But it is manifest that the advantages of the National Policy, can only be fully attained by making our own ports cheaper (or as cheap) places to come to than any American rival. It is notorious that the capital invested in Canadian Ocean Steamship lines, has not, of recent years, yielded even interest.

The full advantages of the St. Lawrence route cannot be obtained till it is put at least on a par with New York which implies that a bushel of grain can be sent from the Great Lakes to the Ocean, absolutely FREE from dues or charges of any kind, other than the cost of carriage.

Briefly, we urge that the channel is a Government work. That the position of the city of Montreal towards the trade of the St. Lawrence is materially changed of recent years, the interest in that trade being not so much local as Dominion. That the competition of United States ports is every year keener;—what

with free canals, competing railways, and ports dredged and lighted by the Federal Government. That our canal system is not employed, and our inland carrying trade nearly extinct, is a consequence of our neglect of the advantages Nature has afforded us, and the disabilities we have imposed on what is the shortest route to the ocean. We have proved that our charges on commerce via the St. Lawrence are much more onerous than similar charges in United States ports.

The first step, in remedial measures, we conceive to be the immediate assumption of the cost of the ship channel by the Dominion Government, and that the total sum levied as interest on that expenditure, should be re-appropriated for the extension and improvement of the harbour.

In our opinion, the St. Lawrence Canals should ultimately be enlarged to the capacity of the Welland, so as to permit of the passage of lake craft with unbroken cargoes from all points in the West to meet the ocean carrier.

That the whole route from the Lakes to the Ocean should be at the earliest possible date, freed from dues or tolls of any kind we firmly believe to be a wise and enlightened policy, and in the interest of the whole Dominion.

We have the honour to be,

Sir,

Your obedient servants,

(Signed,) GEO. A. DRUMMOND,
Chairman.

, Mayor.

J. GRENIER, Chairman Finance Committee,
Representing the City.

W. C. VAN HORNE, Vice President C. P. R.
JOSEPH HICKSON, General Manager G. T. R.

Representing the Railways.

ANDREW ALLAN, Allan Line.

ALEXANDER MURRAY, Beaver Line.

Representing the Shipping Interest.

W. W. OGILVIE, Exporter.

C. P. HÉBERT, Importer.

Representing the Board of Trade.

JOS. M. DUFRESNE, President.

La Chambre de Commerce.

BOARD OF TRADE ROOMS,

MONTREAL, FEBRUARY, 24th, 1888.

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A COMPARATIVE STATEMENT OF THE WHARFAGE CHARGES IN THE PORTS OF
Montreal and New York respectively:—

REGULAR LINES.

IN MONTREAL—	Per Annum.
Allan Line, for six months, \$86,586 (See p. 43)..	\$173,172.00
IN NEW YORK—	
Cunard Line (one pier).....	22,500.00
Anchor Line (two piers).....	21,000.00
White Star Line (two piers—one of which they sublet).....	45,500.00
Inman Line.....(unknown)	....
(Private arrangement with the Penna. R.R.)	

AN OCCASIONAL LINER.

IN MONTREAL—	Per Voyage.
The Canada Shipping Co.'s SS. LAKE SUPERIOR, Sept. 29, Oct. 6th, 1887; total charge in Montreal on ship and cargo, the Harbor Board providing wharf room only (See p. 46). \$	1010.99
IN NEW YORK—	
Same vessel, New York, Jan. 21st to 28th, 1888; total charge on ship and cargo for use of wharf, with shed, closed and lighted.....	240.00
Excess in Montreal on one voyage.....	\$ 770.99

The Montreal charge is more than four times as great as in New York.

A TRANSIENT STEAMER.

IN MONTREAL—	
The SS. KATIE, to Montreal, with a cargo of sugar inwards, and outwards on ballast, paid to Harbor Board (See p. 52).....	\$ 939.66
IN NEW YORK—	
The charge for the same cargo and accommoda- tion would have been—say five days at \$13.58.....	67.90
Excess in Montreal.....	\$ 871.76

NOTE.—In the foregoing no account is taken of the other Port Charges
implied of by Messrs Anderson, McKenzie & Co., this enquiry having
been limited to wharfage charges alone.

LIST OF DOCUMENTS ACCOMPANYING THIS COMMUNICATION.

1. An official map of the piers and docks of the Harbor New York.
2. The annual report of the Department of Docks for 1886- City of New York.
3. Rules and regulations and rates of wharfage, Department Docks, City of New York, 1888.
4. Annual report of the Harbor Commissioners of Montreal for 1880.
5. Board of Trade report on "Harbor Dues and Trans- Charges at Montreal and Atlantic Ports," 1888.
6. Communications from the various Montreal steamsh- agents with respect to the Montreal harbor charges on merchan- dize and tonnage.

THE FOLLOW

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APPENDIX B.

THE FOLLOWING COMMUNICATIONS HAVE BEEN SENT IN BY THE
STEAMSHIP AGENTS IN MONTREAL.

ALLAN LINE OF ROYAL MAIL STEAMSHIPS,
MONTREAL, February 10, 1888.

GEORGE A. DRUMMOND, ESQ.,
Chairman of Conference, etc., etc.

DEAR SIR,

Replying to your request that we should furnish the exact amount of wharfage tolls levied at this port on our ships and their cargoes during the past season of navigation," together with a statement of the equivalent charges in the port of New York, we beg to say that we can furnish a closely approximate estimate of these Montreal tolls, together with the other charges applicable to our wharf accommodation, which will probably be sufficient for your purpose.

In regard to wharfage charges and pier rents in New York, we will see that the information you seek is forthcoming. Meanwhile, observe that navigation there lasts the year round, and ordinary steamers make twelve or thirteen trips in the year of forty-two weeks; whereas to this port six voyages is the maximum,

and five rather more than the average number possible during the St. Lawrence season. The aggregate amount of wharfage, tolls, etc., collected from our ships and their cargoes in Montreal, must, therefore, be at least doubled when making a comparison with similar annual charges in the port of New York.

In some Atlantic ports, notably New York, wharfage is levied only on the ship, the cargoes going free. In others wharfage is charged only on the cargoes (or on certain portions thereof) the ship going free. But here these tolls are imposed on the ship and cargo, and on bunker-coals, barges, etc., as well.

The wharfage charges on the tonnage of the ships we give exactly. On the 72 voyages of the over-sea steamers the Allan Line during the navigation season of 1887 the aggregate of these tolls paid at the Custom House (on 172,637 net register) was \$12,345.69.

To reach the aggregate wharfage on cargoes we taken an average voyage of one London, one Liverpool, and Glasgow steamer, the details of which you will find on accompanying sheets, and the average of the three voyages is

For the inward (imported) cargoes.....	\$435.22	per voyage.
For the outward (exported) do.	380.63	do do

The dismantling in the autumn, warehousing during winter and re-erection in spring of our wharf sheds costs us \$8,500 without reference to interest, tear and wear or insurance; the insufficiency of this shed accommodation involves us further annual expense of \$1000 for tarpaulins which we have included here.

We also own four iron barges (measuring 1077 tons), for supplementary wharf room. These cost about \$4000 to maintain in commission for the season, and a further sum of \$300 represents interest on capital and depreciation, making annual outlay, with respect to this item, about \$7000.

Wharf dues are payable on the property handled upon the wharves whether the wharves are used or not used. Also on the wharves themselves, on which we formerly paid as much as \$230

The number possible during the year per annum, but the Board has lately reduced the rate to \$15 each, or \$300 per annum for the four. We are also subject to an annual charge of about \$225 for the space occupied by our wharf huts.

Our ships do not coal in Montreal. Wharf-room here has always been scarce and wharfage dues high. For these and other reasons, we long ago found it necessary to acquire certain portions of wharf property in Quebec, where we warehouse our stock of coals, but we have not estimated the expense of this, nor of our wintering establishment at Sorel, in the following statement of expenditure.

The case, therefore, stands thus :-

Wharfage dues on steamers	\$12,345.69
Do. do. on their cargoes, namely :-	
72 voyages inwards @ \$435.22	31,335.84
72 do. outwards @ \$380.63	27,405.36
<i>Add—</i>	
Shed accommodation, annual expense	\$8,500.00
Barge do.	7,000.00
	<hr/>
	15,500.00
Total for a season of six months	\$86,586.89

The wharfage taxation of the St. Lawrence route, in so far as it is borne by the traffic carried by the steamers of the Allan Line trading with this port, is therefore represented by a sum exceeding one hundred and seventy thousand dollars a year.

At intervals throughout every season, and more particularly during some weeks in autumn, the limited wharf accommodation allotted to our steamships is taxed to the utmost of its capacity, and our work is done at very considerable extra cost to ourselves and inconvenience to our customers and the public. We do not, however, complain of this inconvenience nor calculate its cost to us at the present time. Much of it would be removed by remedial measures, especially by a more prompt handling of their goods by the consignees. In our opinion the one measure of relief, presently essential, is the abatement of this excessive taxation.

We are,

Yours truly,

H. & A. ALLAN.

A MEMORANDUM of the Montréal wharfage char levied by the Harbor Board on the cargoes of three steamsh of the Allan Line during the season of navigation, 1887:—

POMERANIAN, London, September voyage.

INWARDS.

Measur't	859 tons @ 25c.....	\$214.75
Weight	342 " @ 20c.....	68.40
	1140 " @ 25c.....	<u>285.00</u>

OUTWARDS.

Weight	1289 tons, @ 7½c.....	\$ 96.67
	799 " @ 15c.....	119.85
	557 " @ 25c.....	139.25
Deals.....		27.95
Cattle.....		<u>24.52</u>

CARTHAGINIAN, Glasgow, October voyage.

INWARDS.

Measur't	58 tons @ 25c.....	\$ 14.50
	65 " @ 15c.....	9.75
Weight	412 " @ 25c.....	103.00
	859 " @ 7½c.....	64.42
	448 " @ 20c.....	89.60
	12½ " @ 10c.....	1.25
	10 " @ 15c.....	<u>1.50</u>

OUTWARDS.

Weight	1441 tons @ 7½c.....	\$ 108.08
	794 " @ 15c.....	119.10
	509 " @ 25c.....	126.75
Measur't	23 " @ 25c.....	5.75
Deals.....		12.88
Cattle.....		<u>39.45</u>

SARDINIAN, Liverpool, October voyage.

INWARDS.

Measur't	379 tons @ 25c.....	\$ 94.75
	84 " @ 20c.....	16.90
Weight	1229 " @ 25c.....	307.25
	106 " @ 20c.....	21.20
	134 " @ 10c.....	<u>13.40</u>

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Montreal wharfage charges of three steamships of navigation, 1887:—

September voyage.

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.....\$ 96.67
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 24.52

October voyage.

.....\$ 14.50
 9.75
 103.00
 64.42
 89.60
 1.25
 1.50

.....\$ 108.08
 119.10
 126.75
 5.75
 12.88
 39.45

October voyage.

.....\$ 94.75
 16.90
 307.25
 21.20
 13.40

OUTWARDS.

Weight	1165 tons @ 7½c.....	\$ 87.38
	358 " @ 15c.....	53.70
	570 " @ 25c.....	142.50
Measur't	106 " @ 25c.....	26.50
	Deals.....	20.55

330.63

Total \$ 2447.58

\$568 Inwards:—Average, \$435.22; total.....\$1305.67

Outwards:—Average, \$380.63; total..... 1141.88

2447.58

The Wharfages on our SS. PARISIAN are usually much greater than the foregoing. The following is the sum paid the Harbor Commissioners on one voyage last season. Our outlay for sheds, barges, light, etc., etc., will amount about \$250 more.

INWARDS:—

Weight	2221 tons @ 25c.....	\$555.25
Measur't	581 " @ 25c.....	145.25
Do.	47 " @ 15c.....	7.05

\$707.55

OUTWARDS:—

284 Weight	1432 tons @ 25c.....	\$358.00
Do.	10 " @ 20c.....	2.00
Do.	267 " @ 15c.....	40.50
Do.	988 " @ 7½c.....	74.10
Deals	.....	3.95
Live Stock	.....	1.15

479.70

403. SHIP:—

Ten days in port

344.50

Total for one voyage.....

\$1531.75

And for a year of 52 voyages of such vessels, equal to..... \$79,651.00

NOTE.—The wharfage ton is 2,000 lbs. weight, and 40 cubic feet of measurement.

CANADA SHIPPING COMPANY.

BEAVER LINE OF STEAMSHIPS,
No. 1 Custom House Square,

MONTREAL, Feb'y 10, 188

TO GEORGE A. DRUMMOND, ESQ.,
Chairman of Conference, &c., &c.

DEAR SIR,

In answer to your request I have to say that the steamers of the Beaver Line having for some years been trading between Liverpool and New York during the winter months I am able to furnish accurate and detailed information regarding the harbour charges of the two ports—Montreal and New-York.

In Montreal Harbour the charges are three-fold:—

1. There is a charge of one cent per ton per day, exact during the whole time the steamer remains within the Harbour limits, whether occupying a berth, or waiting until a suitable berth becomes vacant.

2. There is a charge per head of live stock and per ton cargo imported, whether discharged on to the wharf or transferred to craft alongside.

3. There is a charge on all export cargo and live stock loaded on the vessel, whether the wharves be used or not used.

And in addition to these direct charges we, in common with the other regular lines, have to erect and maintain our own sheds.

I have summed up this taxation on one voyage of our ship, the **LAKE SUPERIOR** last season as follows:—

The vessel arrived 29th September, departed 6th October, 7 days in Harbour, 2,960 tons @ 1c. per ton per day.	\$207.20
On the cargo inwards—	
The wharfage dues were.....	549.30
On the cargo outwards—	
The wharfage dues were.....	254.49
Total Harbour tax for one voyage on ship and cargo....	<u>\$1010.99</u>

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In New York there are three options open to a steamship agent:—

1st—His ship may have the use of one of the public piers, allotted by the Dock Master, the daily charge for which is fixed by statute at "two cents per ton for each of the first 200 tons of cargo, and one-half of one cent per ton for every additional ton." We have not used these berths, they are without sheds and similar to the open public wharves in Montreal. See pamphlet—"Dock Regulations"—herewith;

Or, 2nd—The exclusive continuous use of a pier, with sheds, warehouses and other structures, may be leased at an annual rental either for a single year or for a term of years. This is the arrangement under which many of the regular ocean lines hold their piers. The rents vary from \$8,000 to \$15,000 for the smaller piers, up to from \$20,000 to \$30,000 for the large new piers in choice positions for the city traffic;

Or, 3rd—A pier or berth may be hired by the day for the ship's exclusive use during her stay in port. This is the arrangement which we have heretofore made, and for this service we have paid sums varying from \$40 to \$50 per diem while the ship occupied the berth.

In New York there is no wharfage charge on cargo, livestock, or passengers; the foregoing payment, made by the vessel, covers and includes everything.

Our ships now use a pier on the East River, near Wall street; it is covered by a substantial shed, protected by gates and doors, and lighted for us at night. While in occupation we have the exclusive use of the entire pier, one side being used to berth the ship, the other side being available to load and unload her cargoes or for other purposes.

Our LAKE SUPERIOR arrived there 21st January, and sailed on the 28th January, and the entire wharfage charge on ship and cargo, inwards and outwards, was:—

Six days wharfage at \$40 per day \$240.00

cargo...\$1010.99

The general result, therefore, is as follows:—

Wharfage on one voyage of ship and cargo in Montreal.	\$1010.90
Add an allowance for the use of shed and cost of Gas-light.....	150.00
Total in Montreal.....	\$1160.90
Do. in New York	240.00
Difference against Montreal for one voyage....	\$ 920.90
And for a year's business of 52 weekly voyages....	\$47,891.48

In New York the Federal authorities have provided elaborate and costly arrangements to receive foreign passengers from ocean steamers, and to transfer them to inland carriers, without delay or expense to the Ship.* No such facilities are provided in the harbour of Montreal.

Any further information you may require of us we will cheerfully furnish.

Yours truly,

H. E. MURRAY,
General Manager.

EXTRACTS FROM the pamphlet sent in by Mr. Murray, entitled:—City of New York: Board of the Department of Dock Rules and Regulations and Rates of Wharfage. 1888.

§ 798. It shall be lawful to charge and receive within the city of New York, wharfage and dockage at the following rate, namely: From every vessel, that uses or makes fast to any pier, wharf or bulkhead within the said city, or makes fast to any vessel lying at such pier, wharf or bulkhead, or to any vessel lying outside such vessel for every day or part of a day, except as hereinafter provided, as follows: From every vessel of tw

* Unless the United States customs duty (of six cents per ton per voyage, not exceeding thirty cents in any one year) levied on all foreign shipping entering any sea-port, be deemed an equivalent.

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MURRAY,
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dred tons burden and under, two cents per ton; and for
y vessel over two hundred tons burden, two cents per
for each of the first two hundred tons, and one-half of one
per ton for every additional ton;
every vessel that shall leave a pier, wharf, bulkhead, slip or
n without first paying the wharfage or dockage dues thereon,
. shall be liable to pay double the rates
by this section.

801. It shall be lawful for the owners or lessees of any pier,
arf or bulkhead within the City of New York, to charge and
ect the sum of five cents per ton on all goods, merchandise
materials remaining on the pier, wharf or bulkhead owned
eased by him, for every day after the expiration of twenty-
four hours from the time such goods, merchandise and materials
ll have been left or deposited on such pier, wharf or bulkhead,
the same shall be a lien thereon.*

802. *It shall be the duty of every person owning or having
rge of any pier, wharf, bulkhead or slip in the City of New
rk, to cause to be printed on the back of all bills presented by
m for wharfage, section seven hundred and ninety-eight of
act,† and the owner, consignee or person in charge of any
essel shall not be required to pay the wharfage or dockage due
such vessel, unless upon his demand the bill printed in com-
munity with this section is presented to him. Any person
nning or having charge of any pier, wharf, bulkhead or slip as
resaid, who shall receive for wharfage any rates in excess of
use now authorized by law, shall forfeit to the party aggrieved
ble the amount so charged as damages, to be sued for and
covered by the party aggrieved.*

Twenty-four hours is also the time allowed by the by-laws of the
rbour Board of Montreal.
So printed in the book of Regulations.

LETTER FROM MESSRS. ANDERSON MCKENZIE & Co., AGENTS OF THE FURNESS LINE, AND OF TRANSIENT STEAMSHIPS.

MONTREAL, February 13th, 1885.

GEO. A. DRUMMOND, Esq.

Board of Trade.

DEAR SIR,

You have asked us to inform you how those transient steamships, known as "tramps," are accommodated in Montreal when compared with other places, and in reply we have to offer us here it as our opinion, that the facilities here are the poorest, and the cost, by far the dearest, of any port on this continent.

Transient tonnage of this character is very useful to a shipping community. The vessels can commonly shift ports on their way to ballast. When here, they are ready to carry a cargo for a Canadian exporter to any destination; and when abroad, they are ready to go to any port where a Canadian merchant may own a vessel, and bring it to Montreal.

In Boston and New York covered piers or wharf storehouses into which cargo can be discharged, are freely open to transient vessels, but nothing of the sort is furnished here. Such vessels have therefore to find wharf-dunnage, hire tarpaulins, and procure the property as best they can.

But it is in respect of its charges that this port transcends others, in proof of which we give you details of the disbursements of the SS. KATIE during some voyages last season.

This vessel came to Montreal in the end of May in ballast, carrying a cargo; she made two midsummer voyages carrying cargo both ways; and late in autumn she brought to Montreal a cargo of sugar and other merchandise, but, the season being about close, had to leave hurriedly in ballast without cargo.

In the latter case, the inward cargo being perishable and weather inclement, it would have been difficult, if not impossible for the work to have been got through had not the Messrs. Allan placed their sheds at our disposal for the protection of the cargo while in transit.

For purposes of comparison we have assumed the export and the import cargo of the first and last voyages to be equal

MCKENZIE & Co., AGENTS, round trip, inasmuch as the ship's earnings from ballast were
 ANSIENT STEAMSHIPS, and we submit the following figures, which show the exact
 of the Harbor Commissioners for wharf charges alone :--

February 13th, 1858

Wharfage on the Import of sugar and other cargo	\$ 860.88
Do. on the Ship, 2116 tons, say 5 days, at 1c...	105.80
Do. on the Export cargo of produce	229.29
Total	<u>\$1195.97</u>

an average of \$239.20 for each of the five days.
 how those transacted in Montreal, New York, an open berth, such as the Harbor Master has
 commodated in Montreal, New York, an open berth, such as the Harbor Master has
 n reply we have to offer us here, would have cost \$13.58 per day; and a berth at
 re the poorest, and a berth provided with ample shed or warehouse accommodation
 his continent. or \$35, or at most \$40, per day, for a vessel of this tonnage
 very useful to a ship class.
 lift ports on their waters were it not for the better rates of freight generally obtainable
 carry a cargo for a vessel, and for the cheaper cost of labor and provisioning in Can-
 en abroad, they are these wharf charges would of themselves, suffice to drive
 merchant may own a vessel from the St. Lawrence.

We append a detail of the Montreal port-charges, governmental
 or wharf storehouse otherwise, that you may see how excessive they are. Our
 freely open to transshipment dues are higher than in New York, Boston or Port-
 fished here. Such as Hospital and Police dues we have never heard of else-
 tarpaulins, and provisions in America. If we have to work at night, or if merchants
 slow to bring in their permits or to take away their goods, the
 this port transshipment government exacts from us payments for so-called "extra
 bills of the disbursement" of Custom House officers. The Port Warden fees,
 t season. which in other ports are optional and for services rendered, are
 of May in ballast season a legal tax on ships and export cargo. The Harbor
 voyages carrying cargoes are so strong and berthing so difficult, that tugs and boats
 ht to Montreal a cargo to be employed to assist in bringing the ship to her wharf.
 season being about 1000 d when the cargo is taken from or brought to the ship by
 thout cargo. At the wharves, the same dues are exacted on the goods and also on the
 ng perishable and cargoes as if wharves had been used in the usual way.
 difficult, if not impossible. Altogether, we think it will be difficult to find a port in
 not the Messrs. Allen, America where the charges are so excessive and the facilities so
 protection of the sugar different as in the Port of Montreal.

We are,
 Your obedient servants,
 ANDERSON, MCKENZIE & Co.

A MEMORANDUM of certain Port Charges levied on three voyages of the SS. KATIE (2116 tons) in and out of Montreal during the season of 1887:—No. 1 being inwards on ballast and outwards with full cargo; No. 2 inwards with full cargo and outwards on ballast; and No. 3 inwards with partial cargo and outwards with full cargo. Time in port on the three voyages, seventeen days in all, Sundays included.

GOVERNMENTAL CHARGES.	No. 1.	No. 2.	No. 3.
1. Pilotage and Trinity dues [‡]	221.90	266.16	244.04
extra at Father Point on this voyage.		39.00	
2. Hospital and Police dues* [‡]	165.80	.....	165.80
3. Wharfages on ship and cargo [‡]	336.09	939.66	895.22
Tarpaulin hire.....	.....	.....	65.85
4. Port Warden dues [†]	8.25	4.25	11.25
5. Custom House Officers [‡]	35.00	42.00
OTHER CHARGES.			
6. Shipping Master.....	1.50	2.00	2.50
7. Harbour Tugs, etc.....	22.00	22.00	22.00
	\$695.54	\$1308.07	\$1388.66

* Payable on the first, second and third voyages made by a steamship during the calendar year; subsequent voyages being free.

† Compulsory on export cargo; for services rendered on import cargo.

‡ Compulsory for services "after hours."

§ Compulsory always.

Unmarked. Optional but necessary.

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ALLAN LINE OF ROYAL MAIL STEAMSHIPS,

MONTREAL, February 13, 1888.

GEORGE A. DRUMMOND, Esq.,
Chairman of Conference, &c. &c.

DEAR SIR,

You have asked us for a detailed statement of the wharfage-tolls levied on European steamships and their cargoes at the various seaports of the Atlantic coast which are in competition with the St. Lawrence route.

As regards the railway ports—Boston, Philadelphia and Baltimore, and to which Portland may now be joined—the statement made by the Chairman of the Harbor Board in his Report for 1880, at page 28, that “Steamers are free at railway wharves” has become the universal rule. In all four ports there is now no wharfage-toll levied, either on the ship or on her through cargo, and, in so far as these ports are in competition with the St. Lawrence, they are absolutely free ports. The same is true also of Halifax, where the Dominion Government has provided extensive wharf accommodation, which is freely offered to all sea-going shipping, free of charge.*

In New York, with its great water feeder the Erie Canal, its four trunk lines of railway, and its vast trade—local, domestic and foreign—the conditions are somewhat more complicated, and to elucidate these we transmit a map of the entire harbor, with the wharves and piers shown on a scale large enough to be distinct.

On the west side of the North River all the water-front is owned in fee-simple by Ferry, Railway and Steamship companies. The North German Lloyd and the Hamburg lines own their extensive wharves at Hoboken, where the Thingvallia, the White Cross, and the Wilson lines are also berthed; while the Inman, the Red Star, and some other lines have accommodation a short distance

* We understand that the Government collects some trifling wharfage dues on such Halifax merchandise as may pass over this wharf, probably for the protection of the owners of the private wharves in that city.

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to the south, at the piers of the Pennsylvania Railway in Jersey City.

On the Brooklyn side of the East River the water-front is also owned in ~~the~~ simple by Ferry, Steamship, Railway, Warehouse and Dock companies. The East Indian, South American, West Indian and Mediterranean trades centre here, and the wharf and warehouse owners compete with each other, and with the pier lessees of New York, for steamship custom.

In the city proper the wharves are for the most part civic property, and are either :—

(A) leased for a term of years not exceeding ten ; three-fourths or more of the whole area is thus disposed of, yielding an annual rental of \$1,024,696 :—or

(B) rented from year to year ; these rents amount to \$87,530 :—
or

(C) left open for the use of transient tonnage ; the wharfage dues from these amount to \$147,810.

The accompanying Annual Report of the Department of Docks for 1886-87, gives details of all the rented piers, with the name of the lessee, the conditions of the lease, and the annual rental. Some extracts from this Report are given below (see page 56).

The enormous local traffic of the city in passengers and goods, coupled with the competition among the Railway and Ferry companies has given an extreme value to certain convenient waterfrontages, and the regular lines of European steamships have suffered somewhat in consequence.

We have not ourselves had as much experience of New York as of the other ports named above, but we are aware that the railway companies compete with private wharf owners and with each other for the patronage of steamships, even to the extent of offering free wharfage.

One of our vessels, the SS. COREAN, was there in March, 1887. She was berthed by her consignees at Prentice's Stores, pier No. 1, Brooklyn, at a charge of \$50 per day, equal to \$350 for seven days ; while the wharfage dues, if in Montreal, would have amounted to \$286, as by the following details :—

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INWARDS :—

Measurement—	486 tons @ 25c.....	\$121 50
Weight	—1222 " @ 25c.....	305 50
Do.	— 421 " @ 20c.....	84 20

OUTWARDS :—

Weight	—1882 tons @ 25c.....	\$470 50
Do.	— 689 " @ 15c.....	103 35
Do.	— 16 " @ 7½c.....	1 20
Measurement—	119½ M @ 10c.....	11 92

SHIP :—

2258 tons, 7 days @ 1c	586 97
	158 06

Total for the voyage.....

\$1256 23

In the month of February, our SS. NESTORIAN, was also in and out of New York, with a partial cargo inwards and a full cargo outwards. The wharfage charges on this voyage at the Montreal tariff rates would have been as follows :—

On the inward cargo.....	\$377.55
On the outward cargo.....	499.96
On the ship—	
1748 tons, 7 days.....	\$122.36
Bunker-coal 500 tons.....	41.80
	<u>164.16</u>

Total for the voyage.....

\$1041.67

Generally we may say that our experience agrees with Mr. Murray's statement to the effect that commodious and convenient wharf room for steamships of large size can be procured at covered piers and at warehouse piers for \$40 up to \$50 per diem.

We need scarcely add that in New York daily wharfage on steamships is chargeable only for the time the vessel remains in occupation; while at anchor awaiting a berth she is free. Or that the one payment made by the vessel includes cargo as well as ship; indeed there is a statute, quoted below [see p. 49, § 802], which forbids a wharfinger from exacting dues on goods unless his wharf has been used as a warehouse.

We remain,

Yours faithfully,

H. & A. ALLAN.

NEW YORK PIER RENTS.

Annual rentals of certain piers in the City of New York, taken from Annual Report of the Department of Docks for 1886-87.

NORTH RIVER.

THE ANCHOR LINE—	
Pier 20 and bulkhead.....	\$ 9,000
Pier 21 and bulkhead.....	12,000
THE MORGAN LINE—	
Pier 36.....	15,000
THE NATIONAL LINE—	
Pier 38.....	30,000
THE GUION LINE—	
Pier 39.....	30,000
THE CUNARD LINE—	
Pier 40.....	22,500
THE FRENCH LINE—	
Pier 42.....	30,250
THE WHITE STAR LINE—	
Pier 44 } and bulkheads	45,500
Pier 45 }	
(Sublets one pier to other lines.)	
THE MEDITERRANEAN LINES—	
Pier 54.....	20,000
PIM BRO.'S LINES—	
Pier 55.....	20,000
THE ARROW AND BRISTOL LINES—	
Pier 56.....	25,000

EAST RIVER.

RAILWAY COMPANIES—	
Piers 4, 5, 6.....	29,000
Pier 8.....	8,000
THE MALLORY LINE—	
Piers 20 and 21.....	17,000
THE CLYDE LINE, ETC.—	
Pier 25 and half the bulkhead.....	8,000
Pier 34.....	10,000
Piers 38 and 40.....	20,000

NEW JERSEY.

THE NORTH GERMAN LLOYD—
 THE HAMBURG LINE, and
 THE WILSON LINE—
 Are at Hoboken, on the west side of the East River.

THE ISMAN LINE—
 THE RED STAR LINE—

And other lines are at the Pennsylvania RR. wharves at Jersey City.

NOTE.—The piers are generally about 600 feet long and afford ample accommodation for two large steamships, one on each side of the pier. The wharf sheds are the property of the lessees.

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1888

New York, taken
for 1886-87.

\$ 9,000
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