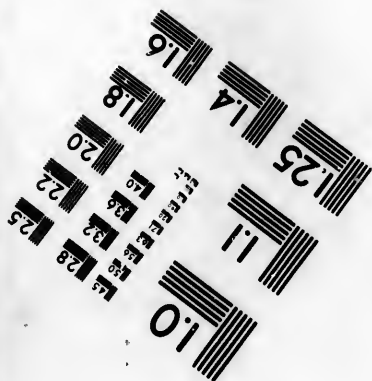
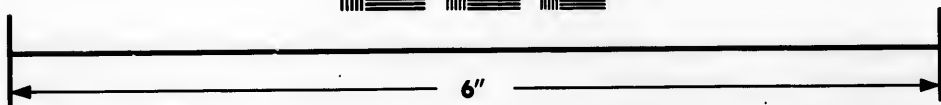
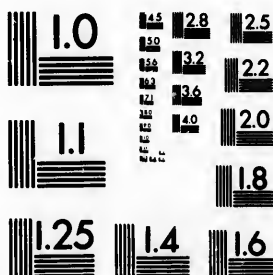


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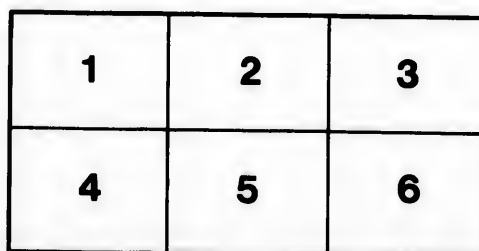
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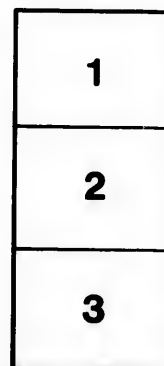
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# PORT OF MONTREAL

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## REPORT OF CONFERENCE

Held in the Board of Trade Rooms

WEDNESDAY, JANUARY 18th, 1888.

MONTREAL  
PRINTED BY THE GAZETTE PRINTING COMPANY.

1888

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# PORT OF MONTREAL.

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## REPORT OF CONFERENCE

Held in the Board of Trade Rooms,

WEDNESDAY, JANUARY 18<sup>TH</sup>, 1888.

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## PORT OF MONTREAL.

### REPORT OF CONFERENCE

HELD IN THE BOARD OF TRADE ROOMS, WEDNESDAY,  
JANUARY 18TH, 1888.

A private conference was held this afternoon in the rooms of the Board of Trade. The meeting was attended by merchants, manufacturers and representatives of the shipping trade, and was one of the most influential ever held in the city. The object was to consider the present financial condition of the Harbor of Montreal, the lack of facilities for discharging and loading cargo and the heavy wharfage charges on shipping, imports and exports.

Mr. Geo. A. Drummond, President of the Board of Trade, occupied the chair. His Worship Mayor Abbott, Mr. Andrew Allan, Mr. Joseph Hickson, General Manager of the Grand Trunk Railway Company, Mr. Van Horne, Vice-president and General Manager of the Canadian Pacific Railway Company, Mr. John Torrance, Agent of Dominion Line, Mr. W. C. Manderloh, German Consul and agent of the White Cross Line, and a very large representation of the mercantile and shipping interests of Montreal testified by their presence to the importance of the meeting, and their anxiety to see its object promoted in a manner satisfactory to the Dominion generally.

The following were among those present:—Sir Donald A. Smith, M.P., John J. Curran, M.P., A. Desjardins, M.P., Capt. Labelle, M.P., Walter Shanly, M.P.; and the following members of Council—W. W. Ogilvie, 1st Vice-President, R. Anchor,

C. P. Hebert, Chas. H. Gould, Edgar Judge, R. Paton McLean, J. M. Kirk, Hollis Shorey; Henry Bulmer, Acting President Harbor Board, Hugh McLennan, Victor Hudon and Andrew Allan, Harbor Commissioners; Joseph Hickson, General Manager G.T.R., W. C. Van Horne, Vice-President C.P.R., F. W. Henshaw, E. K. Greene, R. A. Smith, Alex. Murray, President Canada Shipping Company, Ald. Richard White, M. Nolan Delisle, Austin Cavillier, J. X. Perrault, John Kerry, D. A. P. Watt, R. Reford, Agent Donaldson Line, Wm. Weir, H. A. Budden and others.

The Chairman read the following telegram from Mr. C. J. Coursol, M.P.:—

ST. THOMAS, P.Q.

On arrival from Quebec yesterday got invitation. Sorry cannot attend. Will use best efforts to assist you; also to obtain from Government promise to abandon interest on capital for dredging river, a work which is of great concern to the Dominion.

The CHAIRMAN said:—Gentlemen, I believe there will be no difference of opinion amongst any intelligent body of citizens as to the fact that we have arrived at a crisis in the history of this port and of the city. I do not desire to have any long speeches if I can help it, and I will not show a bad example myself, but it is necessary that I should define in some degree what the objects of those who called this meeting are.

I assume that none of you are satisfied with the present condition of affairs,—and if there is any one present who is satisfied, he had better declare himself at once—but I take it for the time being that there is no such person here. The Harbor Commission is a body for which, individually, I have a great respect. If I were called upon to select a similar body, I don't know that I could improve upon the constitution of that body. Be that as it may, it is a fact beyond question that the Harbor Commission is utterly powerless under its present circumstances and conditions to effect any serious remodelling of our Harbor or any addition to the accommodation worth notice. The fact is, that the further they go and the deeper they dig into the channel of the river, the deeper they bury themselves under a load of debt from which there is no escape.

I don't blame them, but I certainly say that if we sit down

and pin our trust on the Commission, as at present constituted and under the conditions that now exist, we shall be utterly disappointed and trust to a broken reed.

If it be the case, as has been asserted in my hearing, that the shipping coming to this port cannot bear any further burdens, and that the charges here are greater than are warranted by the accommodation, the question arises for us, where are we to turn and what are we to do to accomplish this desired improvement in our Harbor? I would respectfully suggest that the interests concerned should lay their heads together and decide on immediate action. The Board of Trade has repeatedly, of late years, gone to Ottawa and urged the question on the members of the Government. The answer invariably given to all our applications has been that the Government would give their most serious consideration to the representations made. In fact, the answer to us might have been stereotyped. From time to time we have gone to Ottawa and come back with very much the same flattering assurances, from which nothing whatever has come. I very much fear that it is totally and utterly useless to go on with such deputations in future.

Judging from the fact that a popular government must necessarily look to the different opinions of the entire country before taking any extraordinary measures, I am not disposed to lay too much blame on the Government for their dilatoriness in this matter. But we shall have ourselves to blame if we continue to go to them in the future as we have gone in the past. My opinion is that the time is passed for deputations and complimentary newspaper paragraphs on this subject. I think that an organized agitation, energetic, and resolved to accomplish its object, should take the place of deputations.

The articles in the press and the great system of sending deputations are very well in their way, but they do not go far enough for my fancy. I look round this room and I see prominent business men who are accustomed to deal with their own concerns in a very different spirit from that in which they have heretofore approached this matter. We have now, in my belief, to deal with this question partly as a political and partly as a commercial one.

The Council of the Board of Trade have not prepared any programme for to-day's proceedings. They have ideas no

doubt, but I think it would be presumption for myself or for the Council of the Board to convene a meeting such as I see to-day and to come here prepared with cut and dry resolutions, which would be assented to probably as a matter of course, and not giving anyone any particular trouble, would become a dead-letter sooner or later. If you, gentlemen, desire to pursue a successful agitation which I hope to see now commenced, you are bound to give this question full and earnest consideration, to express your opinions frankly and freely, and to put your shoulders to the wheel, and work for yourselves without trusting to anybody. We don't want engineering plans. I think it would be utterly out of place now to discuss any particular plan for the extension of the Harbor or the improvement of the Channel. We have not yet reached that point, and are contending first for the general principle. As far as I take it, the Harbor Commission is in a state of practical bankruptcy; it has really resolved itself into a Government Department for the collection of dues and the payment of interest on the money spent. What are we to do under the circumstances. The question is one which is of interest to all classes of citizens. The general property-holder of the city of Montreal has as deep an interest in this question as the mercantile community and the shipping interest. It is for the benefit of every man in the city who is depending on industry for his bread and butter to have the matter settled once for all. I look upon it that the general property-holder represented by the Corporation is as much interested in the question as any other class of the community. But above all it is the question which affects most closely the producer of exportable products throughout the whole Dominion: for any remission of dues, any reduction of the charges inseparable from the carrying of his property to a market, is so much money in his pocket. (Applause.)

During the past year, the two great railways, centering in this city, have been enormously developed; new roads have been opened, and new trade promoted, which will give occupation to shipping and benefit the country immensely. To meet this development, nothing has been done. The Harbor of Montreal has not, in any sense, been improved worthy of the developments which are going on around us, and which will demand further accommodation, if we are to avail ourselves of this trade. I

would like to hear from Mr. McLennan, if he has anything to say in defence of the Harbor Commission, which he represents here, and if he can give us any hope that the Board is in a position to make improvements in the direction I have indicated. There are also present, to-day, representatives of the shipping interest, and I would like to learn from them if the shipping can bear any further burdens. It appears to me that there are two projects open to us. One is to go to the Government, to urge upon them that the deepening of the Channel and the maintenance of the Harbor is a work in which the Dominion is more interested than we, and to ask them to take it up as a public work, and make this a free port. This is a broad and sweeping step, no doubt. The other is to assume that, if the Government relieve us from the burden of the Channel debt, which it is no more the business of Montreal to bear than the Canals from here to Kingston, we will then take charge of the Harbor and its wharves ourselves. It will be for you to express an opinion on these points, and on your decision to-day will no doubt largely depend the future of this question. I ask Mr. McLennan, if I have misconstrued the position of the Harbor Board, to let us know in a few words in what respect I have erred.

Mr. HUGH McLENNAN, Board of Trade representative on the Harbor Board, said:—Gentlemen,—I must go back some years to explain the position of the Harbor Commission. In 1873, when the Commissioners were paying the interest on the Harbor debt, amounting to about \$80,000, in view of the steadily increasing business of the port, and of the fact that the 20-foot Channel which had been secured was not sufficient for the enlarged description of steamers that were then being constructed, the Harbor Commissioners secured legislation authorizing the expenditure of a million and a half (\$1,500,000) upon the river improvement, for which they were to pay five per cent. interest. At the same time they secured authority to borrow \$1,250,000 for the enlargement of the Harbor. They went on with these works until 1880, when it became apparent to the Commissioners that the resources arising from the revenues of the Harbor would not be sufficient for the carrying out of both the Harbor and the Channel work that had been undertaken, and which they were then prosecut-

ing. They then urged that the Government should assume the burden of the Channel debt. They were encouraged, time and again, by the Government of the day, and informed that the question would receive consideration. At that time river improvement seemed to be most essential. In 1882, the work upon the Harbor practically ceased. It was found by the Commissioners that they could no longer carry on the two branches of the work on which they were engaged, and be able to pay the current interest upon the indebtedness that had been authorized. The river work has been prosecuted up to the present time, but without the relief that was necessary to enable the Commissioners to carry forward any work for the improvement of the Harbor. I shall now give you an idea of the revenues expended by the Commissioners.

The revenue for the past year, and it has been a very good year, and will compare favorably with the best of years in the experience of the Harbor Commissioners. The entire revenue last year was \$289,000. The disbursements were \$116,000, interest upon the Harbor debt proper; \$100,000, paid to the Government for interest upon the debt of the river improvement; about \$35,000, expenditure for executive and general expenses, inclusive of the engineer's department; about \$50,000, for repairs to the Harbor; and \$13,000 for the buoys and beacons: making a total expenditure which is in excess of the revenue this year. It is, therefore, apparent to all how helpless the Harbor Board is to carry on any additional work.

The Government assumed that they were granting relief time and again, but their relief was of such a character that it really did not meet the exigencies of the situation. The grant, for instance, of \$325,000 last year, for the completion of the Channel, will be paid back in interest by the time the work is finished, if the Government insists on its present policy.

It is equally apparent, from the figures I have given, that if the Government will assume the river indebtedness and relieve the revenues of the Harbor, it will place about one hundred thousand dollars (\$100,000) at the disposal of the Harbor Commissioners, by which they could carry forward the work of Harbor enlargement. As the Chairman has stated, there has been no practical enlargement of the Harbor since the time of the initiation of the Canadian Pacific Railway, which will

from present crop, give us several millions of grain, as a forecast of the future development of the country, and which will be far in excess of anything that this Harbor has been called upon to handle hitherto. We have now the Sault Ste. Marie road, opening up to us the Western States and the largest milling interests in the world. If we are prepared to receive this business, we can have it in Montreal.

The Harbor Commissioners have not neglected their duty during the period I speak of. It was futile to consider any plans for the improvement of the Harbor, while there was no possibility of carrying on the work. I may state, however, that in the hope that the present agitation may lead to better results, and that the Government may see the necessity of adopting the right course towards the policy of the country with reference to river expenditure, that the Harbor Commissioners have now under consideration and will be prepared with a plan for the enlargement of the Harbor. That work is now in process by their engineer, and will be completed as early as the Harbor Commissioners can deal with this important question. So far as the influence of the Harbor Commissioners could go, they have been unceasing in their efforts to make such representations to the Government as would lead them to give relief by removing the necessity for paying this \$100,000 interest annually and making it a charge upon the revenues of the Dominion. As a Harbor Commissioner, I believe that if we were relieved of this burden, we might be able to construct such works, by a reasonable expenditure, as would be commensurate with the growing demands on our Harbor accommodation. This question cannot be postponed indefinitely without injury to the trade of the port. If the Harbor had only the burden of maintaining itself, the Commissioners could do something, but when its revenues are diverted outside, the Commissioners are powerless to carry out their trust in a manner worthy of the growing importance of our city.

The CHAIRMAN :—That bears out what I stated. I should like to hear from the shipping interest. What do you say, Mr. Smith ?

Mr. R. A. SMITH, representing the Allan Line, said:—I entirely agree with the views which have been expressed as to the



desirability of increasing our Harbor accommodation and the necessity of being relieved from the Channel debt. But in my estimation it is essential that our first and greatest efforts should be directed towards relieving shipping and traffic from the taxes which they now bear at this port. During the past season, that share of Harbor revenue which is derived from the tax on ships and shipping—ocean-going vessels and their cargoes—amounted to about \$240,000. This tax is one which has proved extremely burdensome to ship owners. In so far as I am concerned, I would much prefer that any measures looking towards the improvement of the Harbor and the extension of its accommodation, should be contingent upon ships and shipping being first relieved from taxes in their entirety. In other words, that the port of Montreal should be made a free port. As to the manner whereby the revenue necessary for the purpose of meeting the expenditure required for Harbor improvement purposes can be obtained, that, I think, should be matter for subsequent determination. But I believe that the prosperity of our port requires that our first and greatest exertions should be directed towards securing relief to our shipping from the burdensome taxes which it has heretofore borne and which at present attaches to it.

The CHAIRMAN:—Can you add to that a statement of how we stand, so far as regards charges on shipping, with rival ports such as Boston, New York and Portland?

Mr. R. A. SMITH:—I may state, in a general way, that taxation at the port of Montreal largely exceeds that of any other port on this continent. I may also say that about one-fifth of the tonnage of this port last season was represented by vessels of the Allan Line. It is safe to assume that of the revenue of \$240,000 obtained by the Harbor Commissioners from the taxation on ocean shipping during the same period, about \$50,000 or \$60,000 was derived from those vessels and their cargoes; while at all other ports frequented by the steamers of the Allan Line—Philadelphia, Baltimore, New Orleans, Boston and Portland—they are practically free from such taxation. It can, therefore, be readily understood, that with our climatic disadvantages and short season, with the rates of insurance against us in the spring and fall months, and handicapped as we are by these port charges, it is hopeless to expect either to attract shipping in increasing

volume to the St. Lawrence, or that our existing lines can compete successfully with their rivals from American ports, until the removal of the burden of our port charges has been secured.

MR. HUGH McLENNAN:—But the leading Harbors in the United States are largely aided by the Government, sometimes the entire expenditure is by the Government, and their ports are, so to speak, free ports, the only charge being for the use of the wharves, which are private property.

MR. WALTER SHANLY:—So are the harbours of Canada all constructed at the cost of the Government, always excepting the Port of Montreal.

MR. SMITH:—It is immaterial as to the means by which this accommodation is furnished so long as the steamers frequenting such ports have freedom from taxation. It is essential, it is in fact of paramount importance, that our own first steps should be in the direction of securing freedom of tonnage from taxes, in short, of making Montreal, as far as may be practicable, a free port.

THE CHAIRMAN:—I should be pleased if any other representative of the shipping interest would speak to the question now.

MR. ALEXANDER MURRAY, President of the Canada Shipping Company, said:—It may be an extraordinary statement to you and to the meeting, Mr. Chairman, but really it is nothing new, that Montreal is the most expensive port on the Continent to bring a ship to. Some years ago, when I was foolish enough to join one of those futile deputations to Ottawa on this question, I showed a statement that we could disburse in New York the same steamer for \$800 less than in Montreal. That excited Mr. Robertson's indignation, but I gave him the figures in black and white, so that he could take no exception to them afterwards. That was perfectly well known then and is now, and I do not think it necessary to take any further evidence from shipping men as to a fact which has been known for years.

We have been begging on our knees for years before the Government, and the question now is, what steps shall we take in the interest of Montreal and of the country at large, to have justice done. I believe the present Government is no better or no worse than other Governments in Canada. All of them are more interested in keeping themselves in power, than in

caring for the interests of the country at large. I believe as long as you are on your knees to them, it will do very little good. Take a good stick in your hand, and hold it above their head, and you will be more successful.

I do not think that the members for Montreal, and from the districts surrounding Montreal, have in the past done their duty in this matter. The fact is the Government can rely upon them too much. The members from Quebec and its vicinity understand these matters better than we do, and, although they are nearly all in opposition to-day, I believe they can get more from the Government than our members who sit on the Government side of the house. I would suggest the establishment of a "lobby" in Ottawa next session, and the making of a "combine" of all the members, around Montreal and between this and Kingston, interested in the trade of Montreal. Let them organize and have a good understanding amongst themselves, and if possible secure "Room No. 8" to hold their meetings in.

Mr. ROBT. REFORD, Agent for several lines, said:—I have much pleasure in corroborating all that has been said by Mr. Smith and Mr. Murray. One point that has not been touched upon, and which should be calculated among the taxes we have to pay in Montreal, is the cost of erecting and taking down our sheds. It costs the lines which I represent \$3,000 to take down our sheds for the winter and put them up again in the spring. In addition to this expense, last year, during the month of May, the wharves were covered with water nearly three feet deep. The entire expense of elevating the cargo on platforms had to be borne by the ships, and our expenses on that occasion represented \$2,000. In no other port on earth where taxes are paid would such a condition of things be allowed. The Harbor Commissioners did not refund the cost, and we had to bear it. I agree with Mr. Murray, that we have got to take strong steps at Ottawa before we can hope for redress, and such action should be taken at once.

Mr. F. W. HENSHAW, ex-President of the Board of Trade, said:—I think the discussion has drifted away from the main subject which is before the meeting. If I understand the invitation I received to attend this meeting, it was to devise some means, if possible, of increasing the Harbor accommodation of Montreal.

You said, Mr. Chairman, in your opening address, that for years we had hopelessly appealed to the Government at Ottawa to relieve the Harbor from the Lake St. Peter debt. I can say that, during my term of office, during the whole time I have had the honor to sit on the Council of the Board of Trade—nearly seventeen years now,—most of that time we have been engaged in the same operations and with no better results than we see to-day. Although deputation after deputation of the first men in Montreal has laid these questions before the Government, they have politely said that it should be taken under their most serious consideration, and from that day to this nothing has been done. The question was started a few years ago of making Montreal a free port. That idea was received with the joyous shouts of the whole community. Everyone went in for having a free port. The question about taxation on our vessels was brought up and laid before the public as powerfully as Mr. Smith has done to-day. The result was that we got a small measure of relief by taking off some wharfage dues on wheat and flour, which, however, benefited the shipper more than the shipping. The reason why some relief could not be extended to the shipping was on account of this heavy channel debt. Let the Government relieve us of that incubus and we can assure the ship-owners of Montreal that their taxes will be lessened by that amount. It is a favorite theme of pride in Montreal that we have never asked anything for our Harbor. We boasted of that, and very properly so too. But if you are going to ask aid to extend your Harbor, you have to drop, for the present, this boast. But the city of Montreal, in her own interest, ought, in case of need, to stand behind bonds for the proper construction of the Harbor. We shall get no measure of relief from the Government by resting on our oars. If we lie here supinely on our backs and wait for the Government to take action, we shall see the trade which ought to come to Montreal going to the south of us.

The CHAIRMAN:—Does any other gentleman wish to speak on this question. I differ from Mr. Henshaw, as I think the discussion is going on in the lines on which it started. I should like to have the benefit of the experience and wisdom of the gentlemen representing the railway corporations. Let them favor us.

Mr. JOSEPH HICKSON, General Manager of the Grand Trunk Railway, said:—I was very much pleased to hear the statement

made by Mr. Smith. It only corroborated facts within my own knowledge, and what I have been aware of for a considerable time. The expenses of this port are very onerous, and a very serious drawback to the business passing through it. How it is to be remedied is a question upon which I daresay there will be a great diversity of opinion. Personally, I think that the whole work ought to be undertaken by the Government. Here we have a fine canal system connecting the Harbor of Montreal with the river, which is really a part of the canal, and why should not the Government extend the canal system right to Quebec? If that were done, you would have the responsibility, combined with the power, to apply a remedy. I do not think you have the power under the present organization, and that is the trouble. The Harbor Commissioners, everybody will admit, are as influential and efficient a body of business men as you will find in this community, but they are really powerless to carry out the work necessary in order to develop the port, and I fear very much that if the control of the Harbor were transferred to the city there would not be a very marked improvement. I, for one, do not think that the Municipal Government is calculated to undertake and to carry out efficiently the management of a work like the Harbor of Montreal. I do not think that our experience of the city government should give us confidence that they could do it efficiently.

Then what is the other resource—another Commission with extended powers, or the intervention of the Government? It seems to me that the intervention of the Government would be the most efficient way of obtaining redress, and I also think—looking on what they have done elsewhere, the large amount of money that is being spent in improving the Harbors of other ports—that Montreal is justified in asking the Government to undertake those great works and the management of this harbour, and to free the city from the debt or liabilities, which if it undertook the management, it would be obliged to incur.

I really fail to see in all the discussions which have taken place about the matter, that there is any solid reason why the citizens of Montreal should tax themselves to maintain the Harbor and to maintain these works. They are really for the benefit of the whole country; for the commerce of the entire Dominion, more or less, during one season in the year passes

through this port. Why Montreal should be made an exception as compared with other more favoured places, I have never been able to give myself a sufficient explanation. I believe that if the work were attached to a government department the necessary enlargement of the Harbor would be obtained, and it would also be efficiently administered. I see no other remedy for the present state of things. The Harbor accommodation is universally admitted to be insufficient for our wants and not calculated to develop the trade of the country.

Mr. W. C. VAN HORNE, Vice-President and General Manager of the Canadian Pacific Railway, said:—I have not any particular plan to suggest, but I imagine that everyone present is agreed in the opinion that some immediate steps are necessary for the enlargement of the Harbor facilities of Montreal. As to whether this can best be done by the Harbor Commissioners, or the City Government or the Dominion Government, I don't feel competent to express an opinion. Quite a number of plans have been suggested, and I have no doubt that the engineers of the Harbor Board will be able to propose a scheme for Harbor improvement that will be sufficient for the purpose. Any one of the three or four, or half-dozen schemes which have been suggested, would be infinitely better than the present state of affairs. I suppose the chief difficulty will be found in providing the necessary money for carrying out the works that may be decided upon. It seems to me that the Dominion Government ought at least to assume the Lake St. Peter debt. How long it is going to take to induce the Government to do that, in order to place the Harbor Board in a position to carry out the work here, it is hard to say. There may be a delay of one, two, three, or even four years, which would be a great loss to the trade of the country generally.

Some people, I know, in Western Ontario and elsewhere, are short-sighted enough to think that the City of Montreal ought to provide the necessary funds, not recognizing the fact that the deepening of Lake St. Peter is a work for the benefit of the whole Dominion, at least of all the Dominion west of Quebec. I think it extremely important not alone to improve and extend the Harbor, but also to wipe out as far as possible all of the present port charges and make the port a free port if possible. (Applause). The wisdom of such a course has been made apparent by the

wonderful development of trade at Antwerp, following the making a free port of Antwerp and the provision of ample facilities for shipping.

Mr. REFORM :—Was that a Government work ?

Mr. VAN HORNE :—Yes, the work was done by the Government and the port has no taxes or charges of any kind. That port has developed wonderfully since the completion of the work and the removal of the charges. Ocean carriers go there with freights for places twice as far inland as from Hamburg and other ports, because they avoid these charges and are able to discharge their cargoes and get away in half the time required at other ports. There are a number of gentlemen present who are infinitely more competent to express an opinion as to just how these things should be done than I am. I wish to record my opinion that the work should be done in such a way as to admit of Montreal being made a free port; and that it should be a free port is, I think, to the interest of every portion of the Dominion.

The CHAIRMAN :—We have had some very important expressions of opinion, and I think it all points in one direction, that is toward the hint thrown out by Mr. Murray that we should organize a powerful committee and give it powers to the fullest extent to endeavour to carry out our object. That is the keynote of the situation. If we continue sending deputations from Montreal to Ottawa we shall see the same results as in the past. I should like to know from the city authorities whether they fully apprehend what has been put before them—that this matter affects not alone the merchant, shipper and railway man, but that it is one in which every householder and citizen of Montreal is directly concerned. But there is the broader view of the situation, which was touched upon by Mr. Hickson and Mr. Van Horne, viz., that the Port of Montreal is the port of the province of Ontario and all the Dominion west of Quebec. If the western provinces had only a village at this point, instead of a large city like Montreal, they would soon find it to their advantage to develop and improve the port at their own expense. I should like to hear an expression of opinion from our worthy Mayor.

Hon. J. J. C. ABBOTT, Mayor of Montreal, said :—Gentlemen, I am afraid with regard to the civic authorities I should feel bound to agree with Mr. Hickson, and I am sure that other members of the Corporation, who have experience of the city, will

coincide in these views, that the management, extension and improvement of the Harbor are not matters that fall properly within the jurisdiction of a municipal body. The men who compose a municipal body are not generally supposed to be trained in the knowledge which is necessary for such a subject as that. They have the important interests of a particular class to attend to which have hitherto proved quite sufficient for their powers, and I think it would be a misfortune to see the maritime affairs—if I may so call them—of a port like this, destined to become a great outlet for trade, fall into the hands of a local municipal authority. Especially so, as in reality this is a national port. It is the national port of the Dominion of Canada, and ought not be placed, in my opinion, under the management or control of a local body. (Hear, hear.)

So far as that goes, and so far as contribution by the city goes, towards the enlargement of the Harbor, I don't think any movement could be made by the meeting that would be beneficial to that object. There are many objects for which money is required by the city, and which the revenues of the city at present are insufficient to promote effectively, and to impose upon the city burdens beyond those essential to the comfort of the citizens is not, it would seem to me, a businesslike or prudent move. It would be well to consider before making such a move, what practical object we have a chance of gaining at this moment. As to our becoming a free port in the future, most of us may live to see it, but I do not think that at present we are in a position to seriously press it. We have upon us a burden which by universal consent is pronounced to be an unjust one, the burden of the Lake St. Peter debt. When I come to this subject I feel myself embarrassed by the fact that I am one of the body whom Mr. Murray proposes to follow up with a sharp stick. (Applause.) I don't wish to say more than is necessary. I have a strong opinion that the burden of the Lake St. Peter debt ought not be placed on the Harbor of Montreal, and that is the unanimous opinion of the people of Montreal and vicinity. If we look, on the other hand, to another section of the people, we find, perhaps, a good many strong opinions in an opposite direction. It is attributable to that fact, and not to any unreasonable supineness of the Government, that the burden of the river debt has not been long ago removed from the Harbor of Montreal.



Gentlemen who live here in Montreal, knowing very well the current of opinion about them, should look with a little indulgence upon gentlemen who have to consider not only the public opinion of Montreal, but of a vast territory 3000 miles across. That is precisely the position of the Government. I have no right to speak for the Government. I am not authorized or prepared to do so, but I think I may state, as a matter of fact, that I know the opinions of many members of the Government to be just as I have stated my opinions to be—that this burden of the Lake St. Peter debt is not one which should rest upon the Harbor of Montreal. I have no doubt that steps will be taken before long to remove this burden from the Harbor. I do not think the Harbor Commissioners are to be blamed for spending money on deepening Lake St. Peter; but on the contrary they should be applauded for having carried on a work which has helped largely to make Montreal what it is, and I do not believe that any one in Montreal thinks differently. And, on the other hand, I don't think they ought to be censured for not, under present circumstances, expending money on the enlargement of the Harbor, for the simple reason that they have neither the money nor the means to get it. It is not that they are disinclined to make progress, but that the resources they derive from the port of Montreal must pay the interest on the debt incurred to bring trade to Canada. A part of that debt should be taken off their shoulders, and it will leave them a large margin of revenue; a portion of which may be usefully expended on the payment of interest on the capital required to enlarge and improve the Harbor. That, I understand, the Harbor Commissioners are perfectly willing to do. I have been a Harbor Commissioner for a short period, and I know that the Commissioners are looking towards measures to enable them to raise money to improve the Harbor in proportion to the increasing demands upon it. At this moment their position is identical with the majority of citizens. They are imploring the Government to take off this port the burden of the Lake St. Peter debt, and they intend, with the means this will place at their disposal, to carry on those improvements and enlargements of the harbor which they are just as anxious about as any citizen in Montreal. That is, I think, the position of the Harbor Commissioners and the position

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which Mr. McLennan stated. This is about all I have to say and I trust I have not trespassed too long on your patience. (Cries of "No" and "Go on.")

It is practical, it seems to me now, perhaps by modified action similar to that which Mr. Murray suggests, to get this river debt taken off the harbor of Montreal. That will give us the means to improve the Harbor and give to the Harbor Commissioners the power of raising money for the enlargement of the Harbor. All that is practical, and it is in the near future, in my opinion, and might probably be carried out during next session of Parliament, if there were a concerted effort made by all those interested in this port, and the maritime affairs of the Dominion, to have such an object attained. Might I suggest to you, and to the Committee you propose to appoint, to press for a practical object—the assumption of the Lake St. Peter debt by the Government. But I think the attempt to make Montreal a free port at the present time would be a fruitless one. Probably in pressing for more than we can get, we may not obtain that which I think we really can get, and which would be an important step towards the result we all wish for. (Applause.)

Mr. W. W. OGILVIE said:—One point has been lost sight of, and that is that the majority of the Harbor Commissioners are appointed by the Government. The Government have maintained such a close supervision over the affairs of the Board, that during the time of the negotiations for making a land survey, the then Minister of Public Works came down to the meeting, took a seat, and nominated one of the engineers. I may say that at that time, the members of the Harbor Commission were not in favor of this. At that time, and during the whole term of its existence, the Harbor Commission has been under the control of the Government. The deepening of Lake St. Peter was first started, and the money first spent by the Government. The then Harbor Commissioners endorsed the bonds, assumed the work for the Government, and have virtually been running it for the Government ever since. We speak of the Harbor Commissioners, and a stranger here might go away with the idea that they were an independent board elected in Montreal, and not that a majority of them were named and nominated by the Government in Ottawa, with the Government controlling the expenditure of the money.

I should not like to have a partner having the sole control of the expenditure of the establishment, who could make me assume the whole liability and entire cost, yet that is exactly the position the Harbor Commissioners are in with respect to the Government.

I think we are now going in a right direction, and that we are nearer to the assumption of the debt by the Government than ever we were before. We had their assurance last session, and I feel they will carry out their promises. It has been stated that, with the exception perhaps of Quebec, Montreal stands alone in this matter, and that all other ports in the Dominion were built by the Government. I am interested in Goderich, where we have a mill, and if I want some improvement there, I don't go to any Harbor Commissioner, or to the town of Goderich, or to anyone else. I go to Ottawa. The Government has already spent \$500,000 there. Why is it that Montreal should be so differently treated as compared with other ports? Last year, when we went to Ottawa, the case was so ably put before the Minister by our worthy Mayor, that we were led to understand something would be done during the Session, and there never was a more favorable opportunity of doing it. The Minister of Public Works could not be blind as to the position he stood in with regard to Quebec. Quebec then owed the Government \$133,000 of interest, and had only \$30,000 to pay it. Sir Hector must have known this, yet another \$1,200,000 was advanced, making a total interest-charge of over \$200,000, with only the \$30,000 to meet it. Although Quebec is quite welcome to all she can get, and the rest of the Dominion the same, I don't see why Montreal is treated so badly by the Government. Perhaps they look upon the other as the prodigal son, and give him the fatted calf, whereas we, like the good boys, get nothing. I have been asked in Ottawa, "Why don't you do like Quebec, go back and don't pay your interest?" but I am happy to say that Montreal has paid its debt and acted honorably. I am glad we have such a representative meeting here, and that we have the representatives of the two great railways, who are a little stronger than the rest of the Dominion outside. (Laughter.) If we can get them to act with us, there is nothing to prevent Sir Hector Langevin bringing the matter before the House this year, and relieving us of our burdens. (Applause.)

Mr. D. A. WATT said:—It would be no more than reasonable that this meeting should coincide with Mr. McLennan in deprecating any undue criticism on the part of the public towards the Harbor Board. The Commissioners are simply the administrators of a public trust, taking in and paying out so much money, and thereby arranging to extend and maintain the Harbor as their means will permit. If they are expected to go on enlarging their works, it is for the public in general to put them in a position to do so, and I think the Commissioners deserve the thanks of the community in that they have not weighted the Harbor with a load of debt. Our Harbor works presently represent three millions of expenditure (\$3,000,000), as against only two millions (\$2,000,000) of debt. It has been said that a majority of the Commissioners are appointed by Government; that they are in truth a branch of the Government, and in fact good Conservative office-holders. I think the time may come when these gentlemen may have to say to the Government in Ottawa: "If you don't do justice to Montreal, we won't serve you any more and we will resign." I doubt whether there is a self-respecting Conservative merchant in Montreal who, under these circumstances, would accept office under a Government which should continue to leave Montreal in the lurch as she has hitherto been. Mr. Abbott seems to think that all we can get is relief from the Lake St. Peter debt. I think we ought to get more. We have already paid upwards of \$800,000 of interest, and before the work is finished we shall have paid \$1,000,000. That is to say, the Government has exacted from the port of Montreal interest during construction and while the works were only in progress. This refund would give a million dollars for improvements, but what can one do with a million dollars on a Harbor like Montreal? You will find it go a very short way indeed in that direction. One thing has become certain, namely, that interest cannot continue to be paid by taxation on shipping, because taxation will drive away trade. Whatever is done for the Harbor, nothing should be done to add to the existing burdens on traffic; but, on the contrary, the existing burdens should be largely lessened or removed. How, then, are they to be lessened? Some people think the Government should lessen them, while others think that all the Government can do is to take from us the burden of the Lake St. Peter debt. Millions of

dollars had been spent on navigable waters and harbors all over the Dominion, and the Government does not exact interest from the works. The Goderich Harbor is not taxed by the Ottawa people. Quebec has been given five million dollars, and the bills were supported by the Government and passed by Parliament, while they knew the position of the Quebec Harbor to be, about \$50,000 income and \$20,000 expenses, leaving but \$30,000 net profits to pay interest on \$5,000,000. Notwithstanding this state of affairs, the bills were passed by Parliament with scarcely a question from either side of the House. Yet we are very carefully told that Montreal need not ask anything. All the favor is to be shown to ports that have comparatively no business, and even-handed justice withheld from a port that does the largest business in the Dominion.

The port of Montreal should be encouraged and aided by the city as well as by the country generally. I don't think we need look for much from the Quebec Government, as I daresay constitutional objections would apply there, but any objection to the city of Montreal undertaking some of this work is untenable. So far as my experience goes, I think that the majority of the Harbors in the United Kingdom are to a considerable extent civic Harbors. In view of the benefit which our Harbor confers on the city, and of the increased value which it brings to property as well as to business, I think that the city should give liberal assistance to the work. We should remember that Montreal gave one million dollars to the North Shore Railway, and three quarters of a million, if I remember aright, to the Grand Trunk, and the improvement of the Harbor is a work of greater civic importance than either. In event of the City Council voting to the Harbor a similar sum, it would not be necessary that they should manage it. They did not seek to manage the North Shore or the Grand Trunk. One of the best investments the city of Montreal could make would be the grant of a sufficient sum to let it go forth to the world that Montreal was a free port.

I do not think we should run away with the idea that nothing more is required than getting rid of this Lake St. Peter debt. Mr. Murray furnished a statement which I read in Ottawa, and which was afterwards published, regarding port charges. One of his ships went in and out of Montreal and, in respect to these charges, the expense was about \$1200, while the same ship

went in and out of New York, and the expense was but \$400. One of the items in Montreal was \$269 for pilotage. The Government is so interested in this hardy class of mariners below Quebec, that it secures to them a minimum salary. These pilots are legally organized into a kind of a commune, so that they, each and all, do draw an uniform and minimum salary for life, whether the business warrants it or not. Public services such as theirs should be a pension-charge on the public revenue, and not tax on shipping. In New York the pilotage fees would have been only \$184. The charge for wharfages in Montreal on the cargo inwards and outwards, and on the ship, was \$800; in New York the charge was but \$40 a day on one occasion, and on another \$50. The main thing, above all others, in the interests of the whole Dominion, is to get those excessive charges reduced, or better still abolished.

The Government should undoubtedly help in the work of Harbor enlargement; the city should also help; but there is no reason why the railways should not also aid in the work. In Portland the Grand Trunk Railway Company has spent large sums in building wharves. In Boston, New York, Philadelphia and Baltimore, the great railways have spent millions of dollars on wharf accommodations, which they freely offer to ocean vessels free of charge. Here, the railway companies have found a wharf prepared for them, and have been admitted to its use. If any large scheme of improvement is undertaken, and if the railway companies are to be facilitated and accommodated, they, too, by a yearly subvention or otherwise, should contribute half a million each.

The CHAIRMAN asked Alderman White if he could give the meeting any information as to the position the city stood in, with regard to this project.

Ald. RICHARD WHITE said:—Mr. Chairman and Gentlemen, I think our first object ought to be to induce the Government to assume the Lake St. Peter debt and we may afterwards consider some plan by which the charges can be reduced in the Harbor. As to how far the city would go in the matter, or how far the railways would go, or how far the Government would go, I can not say. I do not think it would be possible to make anything like a positive assertion as to what action the city would take, as

the matter has never been discussed by the Council. There are, however, some expenses in connection with the wharves borne now by the Harbor Commissioners which the city might assume, the police and care of the revetment wall, for instance. Probably in a re-arrangement there are duties of this kind which the city could and would assume. I quite agree with the Mayor that at the moment our efforts should be directed to have this Lake St. Peter debt removed as a charge on the port. That is the most practical thing we can do, and it will give us plenty of work to accomplish it during the next two months. From what I know of public opinion, both here and in Ottawa, on the question, I am sanguine that if we keep at this object we shall achieve it. If we succeed, we have as a certainty \$100,000 a year more than we had before, to be expended on the Harbor, and that will be one point gained. The question as to how far this will be supplemented by the city or by railroads and other bodies interested will then be more intelligently discussed than it can be to-day. The discussion has led us to see that we must vigorously press on the Government their duty in this matter, and that we should enlist the active assistance and sympathy of all favorably disposed towards our object. One noticeable want in the past has been that the merchants of Montreal have not sufficiently appreciated the value of the influence of members from surrounding constituencies. If the Board of Trade took a little more pains to make themselves and their wants known to neighbouring members it would be better for them and the city's interests. In the meantime, if we get the Lake St. Peter debt removed, I think that other advantages will follow to the Harbor, and follow very rapidly.

The CHAIRMAN said:—Undoubtedly the most practical step to be taken at present is to appoint a strong Committee, with ample powers, to carry on a vigorous agitation.

Mr. HICKSON:—I should like to know for what the Committee is to agitate.

The CHAIRMAN:—It would be impossible to define very closely the functions of the Committee, but, as I stated, they should be charged with very full powers, and authorized for as much as they can obtain, in justice to the port of Montreal and the development of the trade of the Dominion. But I would not lay down a hard and fast line. If they cannot get the Government to assume the

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debt and make the Harbor of Montreal a free port at one sweep, I should say they ought take as much as they can get, on the principle that a half loaf is better than no bread.

Mr. HICKSON said that it might be a long time before they would have such a representative meeting again. He gathered from the addresses that the great majority of those present were in favor of making Montreal a free port. For that reason he wished to have an expression of the meeting as to the functions of the Committee.

Mr. WALTER SHANLY, M.P., said:—If I understand this thing right, for what object is it? There is very considerable probability that we will be relieved of the river debt, and if I understand the discussion here to-day, the money represented by the interest on that debt may be spent upon the Harbor, so that, as far as I can see, there would be no relief for shipping. My belief is that unless you make this a free port there is very little use enlarging the Harbor and spending money on it. Last session, when Sir Charles Tupper brought down his loan resolutions, I had occasion to say that I did not see what good the enlargement of the canals would be, so long as you enlarged them only to bring down freight to a port to which it would not come. I believe now, as I told the House of Commons then, that the Government will never gain the fruition from the immense expenditure on the canals above, until the Harbor of Montreal below is practically made a free port. Do I understand the intention is, if the Government assume this burden, to expend a similar sum on the Harbor, and still maintain the tax on shipping?

The CHAIRMAN:—I can hardly categorically reply to that enquiry. The Committee will be guided by the expression of opinion here to-day, and the Resolution I have to propose is to look after making Montreal a free port. It will be for the Committee to find out the best way of doing that. I will now read the Resolution.

Resolved—That the following gentlemen be a Committee to organize at once a vigorous effort in favor of making Montreal a free port, and extending and improving the harbor:—

City:—The Mayor of the city and the Chairman of the Finance Committee.

Railways:—The General Manager of the Grand Trunk Railway, and the Vice-President of the Canadian Pacific Railway.

Board of Trade:—The President of the Board of Trade; one member of



the Board of Trade representing the export trade, and one member of the Board of Trade representing the import trade.

Shipping:—Two representatives of the shipping interests.

The President of Le Chambre du Commerce, Montreal.

I desire further to say that more than once last year the Board of Trade found it necessary to return thanks to the local members, Sir Donald Smith, Mr. Curran, and Mr. Coursol. We never went to Ottawa without having the services and assistance of the local members readily and heartily given to us. I will add that it will be the first duty of this committee to enlist the sympathy of all the members, especially to the westward of Montreal, in this question. In the meantime, I would wish Sir Donald Smith, Mr. Curran, Mr. Desjardins, and Capt. Labelle, members whom I see present, to say a few words on this question.

SIR DONALD A. SMITH:—I should have preferred to have spoken after Mr. Curran, but the expressions of opinion given at this meeting leave me little to say. It appears to me to be the unanimous view of this meeting that prompt action is required in this matter. I say unanimous, because, although Mr. Henshaw appeared to dissent to some little extent, it was only in appearance, and I think that much that he said is the best argument possible for prompt and vigorous action. We should not look forward to the Government keeping us in suspense for three, four, or five years, but we should go to work ourselves and try to have our object obtained immediately. (Hear, hear.) By combining among ourselves, by understanding each other, by getting those who have the greatest interest in the community to come together determined to work heartily, by bringing every possible influence to bear on the Government, we must succeed. Every member who sees that his constituency is interested in having Montreal made a free port, should follow the example of my friend Mr. Desjardins, and act in whatever way is best calculated to further our interests. We all agree that the Harbor accommodation is far from being sufficient even for the present greatly increased traffic coming over the old lines. If that is the case now, what can be expected when the enormous increase of traffic, over the Canadian Pacific Railway and the other new lines in the northwest, comes to Montreal? Last year there was a surplus of twelve to fourteen million bushels of wheat alone in Manitoba and the Northwest Territories. Judging from the additional

quantity of land broken up last autumn, we shall have nearly twice as much grain next year, if, as we hope, the harvest is favorable. Considering further, the opening of the roads leading to the great milling centres of the northwestern States, the road from Minneapolis, the road from Duluth, and the road from Montreal to Sault Ste. Marie, with, no doubt, other lines to Sault Ste. Marie in good time, we in Montreal must be prepared to accommodate the enormous volume of freight which will come to us over these lines, the construction of which is of so much importance to the northwestern States and to Canada. Those interested in the lines already built to the Sault control an output of some 30,000 barrels of flour per day. Minneapolis gets to its mills more than 40,000,000 bushels of wheat in a year. If we consider this, and if we consider also the various products that are to be brought from the northwest, and the goods that will be required to be sent there in return, we may well feel that it is our duty to make every effort to bring as much of that trade as we can to the port of Montreal. That the trade will come from the northwest is certain, and we should not permit it to be diverted from the Harbor of Montreal. If we cannot all at once make Montreal a free port, we ought to aim at making it as near so as possible. (Applause.) Let us go to the Government with as strong a force as possible, with the members interested in the making of Montreal a free port supporting us, and I for one, cannot doubt that we shall have success. (Applause.)

Mr. J. J. CURRAN, Q.C., M.P., said:—After all that has been said, it would be unbecoming on my part to detain you for many minutes. I think there is a great deal in the remarks that have fallen from the Hon. Mr. Abbott, Mayor of the city. In the first place, we are unanimous here that the more strongly we urge this matter upon the Government, and the more positively we speak, the likelier we are to succeed. I should like very much that the gentlemen present, especially those who think that the city members and their associates from neighboring constituencies have not done all that could be done, to remember that we are only a small body among two hundred and fifteen members, a large number of whom entertain different views from those entertained by the entire meeting here; and that we have had to fight all along a vast amount of sectional jealousy, prejudice

and indifference, which has not been confined to one side or other of the House. Even last session, when the question of obtaining a loan was on the *tapis*, to complete the work of deepening the Channel, two prominent gentlemen—Mr. Jones of Halifax and Mr. Mills of Bothwell—on the other side of the House, made furious attacks on Montreal in regard to its pretensions in reference to the Channel. It appears clear to my mind that we have made considerable progress, although not so much as some people imagine, to get the Government to assume this Lake St. Peter debt. I firmly believe we have reached the point that next session we shall have that debt assumed. We may possibly achieve that. (Applause.) It was only by educating public opinion and the unceasing efforts made by our Board of Trade, Corn Exchange, and other similar bodies in this city, and through the favorable advocacy of the press, on both sides of politics, in different parts of the Dominion, whose utterances could be laid before the Government at any time, that this result could be brought about. Some reference has been made to the City of Montreal, through its Corporation, giving some aid in the matter of a free port, which I take to be quite a distinct question from that of the assumption of this Channel debt by the Government. (Hear, hear.) Most of those present will remember that at the excursion of the Corn Exchange down the river, last summer, Alderman Grenier, Chairman of the Finance Committee, was present, and met, to some extent, the reproach against the City Council. He said that if the Channel debt were assumed by the Government, the charge which now falls on shipping for the protection of the Harbor by a body of police, would be assumed by the city. That was reasonable, and would be a great relief to the shipping interest, because whilst the Dominion Government, through the Marine and Fisheries Department, paid that police force, there was a tax levied on the shipping of the port to meet the expense. (Applause.) I have always endeavored to carry out the views of our Board of Trade and Corn Exchange, believing that they represent the commercial and manufacturing interests of the city of Montreal, and I intend to follow the same line of action in the future. (Applause.)

In this great meeting to-day we have achieved something. I am satisfied that everyone here is willing to do his utmost

towards obtaining the object we have in view. Let us first work to have the Harbor Commission relieved of the River debt. At a future period, if we can go to the Government and show them two such powerful institutions as the Grand Trunk and the Canadian Pacific railways, running through every constituency in the country, endorsing our application, the time may come, and come soon, when Montreal will be made a free port. At all events, I presume that the Committee named now will go to work at once, and prepare a plan to carry out our object. The Channel debt being assumed, and the prejudices which have existed heretofore overcome, we shall be enabled to go ahead and free our port from this taxation on shipping.

Let us bend all our energies for the present towards the one object of inducing the Government to assume the Lake St. Peter debt. A powerful leverage can be brought to bear through the combined action of members directly interested. Above all things, let us present the case in its true position not as a Montreal question, which will excite jealousies, but as one affecting the interests of the Dominion. Those who desire to paralyze our efforts seek to make it a local question; we must not play into their hands. I deem it but fair to say that we have always had the good will and concurrence of the members of the adjoining counties, and if we adopt a course calculated to awaken the people generally to the importance of the issue now before us, we may safely reckon upon the Government of the Dominion doing us justice. (Applause.)

Mr. DESJARDINS, M.P., Hochelaga, said:—I have not much to add, but I am glad to be present to answer the accusation brought against neighboring members of Parliament, that we are indifferent to the interests of the city of Montreal. That is not precisely the case. For one, I have often complained that the citizens, representing large interests of the city of Montreal, do not avail themselves more than they have of the services of members representing the outlying counties. The first news I often get of a deputation going to Ottawa to urge an important question on the Government, is when I see it in the papers the next morning. The fact is that, in my opinion, the citizens of Montreal have been too self-reliant; while they have seen the people of other centres of commerce looking to the Government for the public works required

in their own localities, the citizens of Montreal were depending on themselves alone. We may be proud of this, but we ought to take a leaf out of our neighbours' books when they are moving in the right direction. They have received large sums of money from the Government from year to year, while we have been paying our own way. I am very glad to see that the citizens of Montreal now believe that they ought to do the same as the people of Quebec. Why has the city of Quebec obtained \$5,000,000 for improving the Harbor, when there was no possibility of paying the interest? because the city of Quebec has been doing all along what we are thinking of doing now. You see now that not only in the vicinity of Montreal, but from Kingston down, you can bring forty representatives who will accompany you to the Government and obtain from them the assistance you are entitled to. By agitation as has been suggested, by interesting the newspapers and furnishing them with figures, and by influencing public opinion, you will succeed in making Montreal what it ought to be, the great port of the Dominion. Not only will Montreal but the entire Dominion benefit by the improvements in our port. Our canals are worthless unless you can bring to Montreal a large shipping business. I beg to say that I am at one with the object of this meeting, and that you can depend on my support in carrying it out. (Applause.)

Mr. SUANLY, M.P., said:—I have nothing to add to what has been already said. The important part of the business of the meeting has been reached. I will say this in reference to what my friend, Mr. Desjardins, has said about certain members between here and Kingston. I am neither a Montreal merchant nor a shipper. I am here as a representative of an Ontario constituency, and I believe that my constituents in Ontario are largely interested in the improvement of the port of Montreal. I repeat what Mr. Desjardins has said, that I am entirely one with the object of this meeting, and I will help your efforts in any way I can, either in Parliament or out of it. (Applause.)

Capt. LABELLE, M.P., said:—I agree with what has been stated at this meeting. As one of the members representing a constituency below Montreal, I will be in the lobby of the House to meet you gentlemen and to vote in favor of exempting Montreal from the Harbor debt and improving the Harbor of Montreal.

The CHAIRMAN:—Any other practical suggestions are in order now before we bring the meeting to a close.

Mr. MUNDERLOH:—I wish to state that the city of Antwerp paid one-half of the 100,000,000 francs, required to improve its Harbor, and the country of Belgium, which is a very small country, the other 50,000,000. I think the city of Montreal should surely do something.\* Our position in the past reminds me of the story of the Irishman who fired at a bird, and the recoil of the gun knocked him down. When he got up again, he saw the bird chirping on a tree, and he said to him: "Ah! my boy, if you were at the other end of the gun, you would not chirp that way." (Laughter.) We have been firing blank cartridges hitherto, but I am glad to see now that we intend to look after our rights in the proper way.

Mr. HENSHAW:—I think we should not forget the extension of the Harbor, which was the object of this meeting.

Mr. R. A. SMITH said:—The object we have in view is the attraction of tonnage to the port of Montreal. If we are relieved of the Lake St. Peter debt, and the money thereby saved is appropriated to Harbor improvements, without relief being extended to shipping, I for one do not believe that the desired result will be attained. I think I fairly represent the views of the shipping interest generally when I say that there cannot be any very material increase in tonnage unless taxation is removed. It is essential that vessels should find Montreal a cheap port. If we are relieved from the Lake St. Peter debt and the taxes on tonnage are not reduced thereby, we shall, I am convinced, fail in the attainment of the great object we have in view. (Applause.)

Mr. HUGH McLENNAN:—I take it that the improvement of the Harbor and, as far as practical, the reduction of the expenses upon shipping, will be the objects of this Committee.

\* With a view to secure accuracy on this point, Mr. Munderloh, after the meeting, telegraphed to Antwerp, and received in reply the following cable, which materially modifies the statement made above:—

"MUNDERLOH,

Montreal.

From Anvers, Jan. 24, 1888.

New harbor constructions cost sixty-eight million francs, whereof nine-tenths paid by Government, one-tenth by city.

STEINMAN."

Mr. WATT:—It should be put inversely, as in the Resolution; first, the removal of taxation on shipping, and then the improvement of the Harbor.

The CHAIRMAN again read the Resolution, which was unanimously adopted by the meeting.

On the motion of Mr. OULVIE, Sir DONALD SMITH conveyed to Mr. DRUMMOND the cordial thanks of the meeting for the interest he took in the matter and for his conduct in presiding over the important conference.

The proceedings then terminated.

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