

Moving Troops to Support Lines - Clearing for Gun Positions



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- (1) The lengthening of the British front somewhere in France.
- (2) Troops moving up to support.
- (3) Handing out gas masks.
- (4) Canadian Red Cross Ambulance car at the front.
- (5) Clearing the ground for a howitzer position.
- (6) British troops exchanging books at the trench library.
- (7) Soldiers of an English regiment in a shelter in a trench firing bombs.

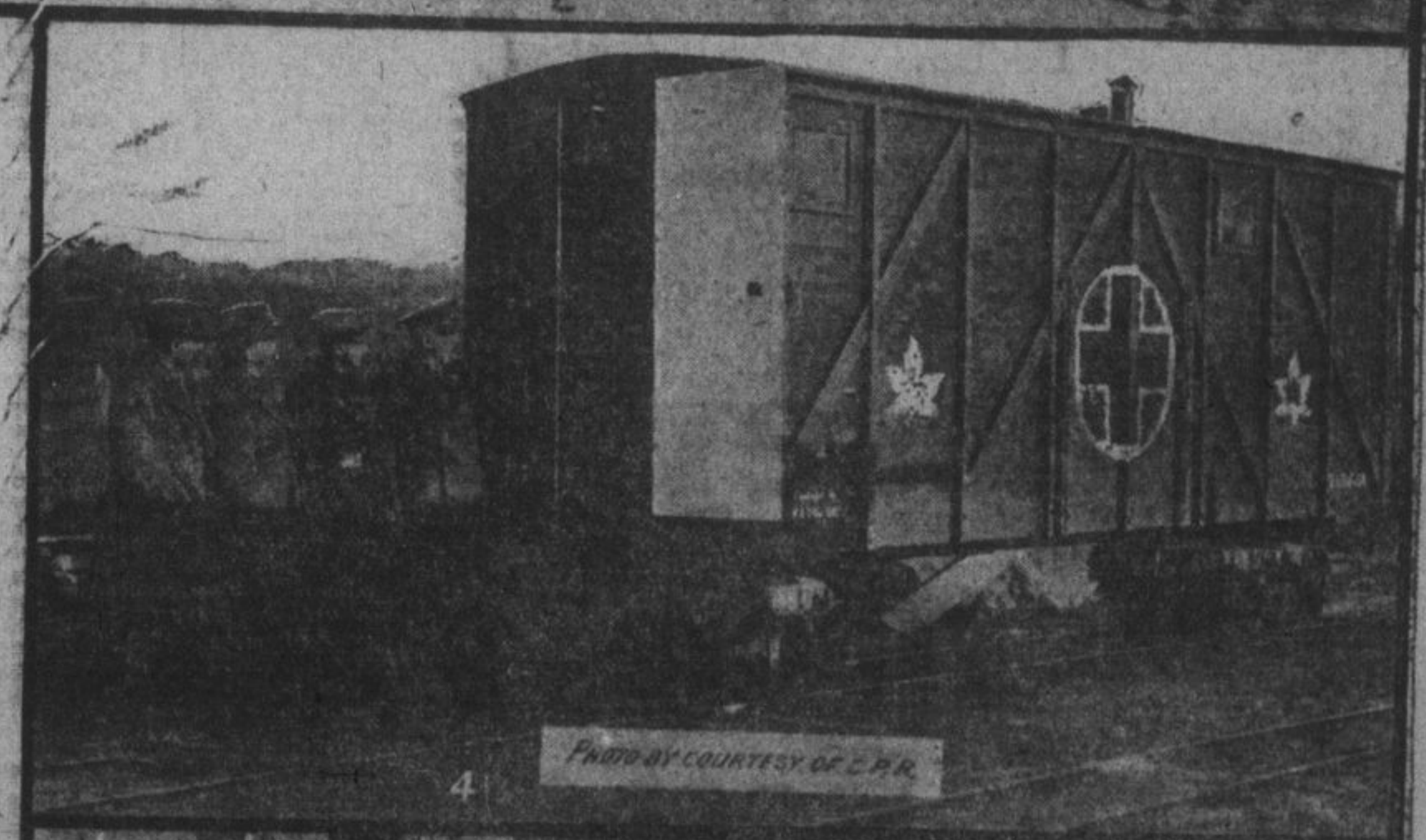


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Montreal a Busy Port

Who would think of finding a busy seaport one thousand miles from the sea? Canada, that land of marvelous development, has one—it is Montreal, its metropolis—built on the island of Montreal that lifts Mount Royal where the waters of the great St. Lawrence and Ottawa Rivers mingle, its site is admirable. This marks the head of ocean navigation and here the great ocean-crossing ships meet the lake and river boats. The cargoes brought from the west by boat and rail are transferred to ocean carriers and start on their way to faraway ports by an initial voyage down the mighty St. Lawrence, thirty feet deep at this point.

During 1917 Montreal witnessed the sailing away from her wharves of more than sixty-five million bushels of grain. Over two-thirds of this grain came into Montreal by rail, chiefly on the tracks of the Canadian Pacific Railway and was handled with little or no congestion. This was accomplished through a co-operative arrangement. The representatives of all transportation lines met in conference with Montreal's Harbour Commission and after discussion decided that 650 cars of export freight should be delivered daily by the lines, the Commissioners undertaking to handle that amount without congestion. This they have done successfully.

Because of secrecy entailed by the war, little has been heard concerning movements of vessels and it will surprise many to learn that 647 ocean vessels came into Montreal harbour during 1917. Naturally passenger travel has been greatly curtailed. The war demands nearly all available ship space for the transport of supplies. These have been going forward in immense quantities and landed on the other side with comparatively few losses—thanks to the efficient conveyer system maintained by England. In addition to the great grain shipments, other products of the fruitful Prairie Provinces—meats, fresh and cured, butter and cheese—are going forward in a steady stream to feed the hungry millions of Europe and our armies overseas.

This volume of shipping means unceasing activity in the elevators, warehouses and along Montreal's waterfront. It has given an added stimulus to shipbuilding, the 1917 output of one firm being 3 steel trawler hulls, and installed supplied boilers and machinery; 3 steel trawler hulls complete with boilers and machinery; 26 wooden drifter hulls; installed machinery and boilers in 16 drifters; built and launched one 7,000-ton cargo boat; docked and repaired 30 vessels—a creditable showing. There are many more yards and they have all been correspondingly busy. Recently a new departure in shipbuilding was initiated when a concrete vessel was launched. If developments justify the use of this sort of craft, Montreal shipyards are ready to embark in the new industry. Such an event would call for more laborers and the installation of new machinery, all adding to Montreal's prosperity. There have been no labor troubles and work goes on week days, holidays and Sundays, without interruption. Not one of the 214 days—May to November, inclusive—was an idle day in the shipyards. These busy, well-paid workers spell good business for Montreal's merchants.



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C.P.R. BRIDGE

St. James St., Montreal

MONTREAL WATERFRONT