

A black and white photograph of a busy canal scene. A large horse-drawn barge is being pushed along the canal by several men. The canal is bordered by a high wall on the left and a bridge on the right. In the background, there are industrial buildings and a large crane.

THE facilities for handling upward-bound passengers at the Canadian Pacific dock at Liverpool, England, are as perfect and speedy as any in the world. As seen from the picture above of future Canadian citizens boarding the "Montcalm", the travellers pass from the street and railway station levels to waiting rooms on the dock, through the bridged wharf, board the ship by the saloon deck, where they are received and assigned to quarters. Their baggage is received and stored below 'and with despatch. A travelling belt carried operated by an electric dynamo eliminates the necessity of any noisy and slow moving winch hoists which, when used and not too carefully operated, are the cause of many trunks and boxes being damaged, so that the baggage is carefully loaded and distributed almost as the passengers are received. It is usually planned to have passengers aboard at least half an hour before sailing time, and the ship waits for their reception about three hours before that time unless special trains are scheduled to arrive earlier. As for the Montcalm, she was moved to take on her first and disconsolate cargo, most freight, at six o'clock of the morning, and her arrival. By 2.45 in the afternoon she had taken 1,000 tons of cargo, including auto bunkers, and at the same time she was unloading her first freight, this being discharged by 7.15 the same evening.