

MONTREAL HARBOR IN WAR CONDITION

Access to Wharves Granted
Only to Those Holding
Official Passes

ALL VESSELS FREE TO GO

If Commanders See Fit to Take
Chances—Guards for Ele-
vators and Harbor
Work

The port of Montreal is not closed. Vessels may go or come as they please or as their commanders see fit to decide. Once a vessel has received her clearance papers, there is nothing, other than physical compulsion, to prevent her from leaving the port. Any commander who deemed it advisable to put to sea and to take whatever chances such a course might or might not entail just at the present juncture, was perfectly free to do so.

THE PORT OF MONTREAL IS NOT
CLOSED.

At the same time, an order was issued by the Montreal Harbor Board closing the port to any one who has no immediate business there. Every entrance to the harbor was guarded by police at six o'clock yesterday evening, and from that time until further instructions no person will be permitted to enter within the revetment wall without a pass. These passes are issued by the Harbor Board, and will only be given to persons who can show that they have business which necessitates their presence in the harbor—just as was done in 1903 during the big dock strike.

Further precautions were yesterday taken by the Harbor Commissioners to protect the port, and about 100 extra police were put on. These men combine Dominion police, harbor police, city police and special officers. Every entrance to the harbor will be guarded, while special patrols will safeguard the elevators and vessels in port. In the same way the port at Quebec is to be guarded, with the possibility that some of the garrison at the Ancient Capital will be given that duty.

MANY HOSTILE RESERVISTS.

That this is no idle precaution is shown by the fact that there are in Montreal and throughout Canada thousands of Germans, Austrians and Hungarians, who are only prevented from becoming combatants in hostile armies because they cannot get across the Atlantic. There is no certainty that some of these might not, in a fit of patriotic ardor, decide to become belligerents here and try to blow up government property, and it is partly to guard against such a possibility that the elevators and harbor equipment are being so carefully guarded. The harbor is to be not only protected on land, but a patrol of harbor boats will be on the move every night to watch for any vessels coming or going without permission.

So far as ordinary movements are concerned this is a needless precaution, since very few vessels are moving with the exception of river vessels and colliers, with a possibility that in a short time regular ocean business may be suspended.

"People hardly realize what a difficult time the present is for shipping companies," said Mr. P. V. G. Mitchell, of the White Star-Dominion line yesterday. "We are getting all sorts of conflicting reports and little of a definite nature, so that it is hard to say what ought to be done. So far as I know all ships are still moving as usual, but it is not unlikely that, before the end of the week, events will have moved so that we shall know whether it is safe to send vessels out or whether business must be suspended."

In the meantime, it is not likely that any but British vessels will attempt to come or go.