

- etc., for supplying power in the mechanical shops on the Garde pier.
- (g) Series lighting circuits, wharf extensions... 26,000
Covers electric lighting circuits required on account of the extension of wharves in different parts of the port.
6. Dredging and filling in general... 300,000
Inserted in the agreement with the Grand Trunk Railway Co., for the transferring of their elevator to the Harbour Commission is a clause to the effect that the Commissioners will deepen the Windmill Point basin for two berths to a depth of a least 30 ft. This basin has a rock bottom and varies at the present time from 25 to 27 feet of water on the North side, or the side upon which the elevator facilities exist. It is the intention of the Commissioners to blast and dredge this basin within the next two years to the extent of about 2000 ft., or four ships' berths, which will cost in the neighbourhood of \$300,000.
7. Bickerdike Pier Approach... 500,000
Some years ago an amount of \$500,000 was appropriated for the dredging of the channel approach to the Bickerdike Pier. The amount appropriated having become exhausted, the Commissioners apply for a like appropriation of \$500,000 to cover this work for the next two years. This work is absolutely necessary in order to obtain fill to complete the lengthening of the high level pier, as well as the high level wharf, from sections 27 to 30 and its continuation, already authorized, to be carried out during 1923, as well as for the construction of the railway embankment leading to and from the proposed grain elevator No. 3, upon which the tracks serving that facility are to be laid.
8. Shore wharves—Sections 38-42... \$1,700,000
(a) New quay wall... \$1,500,000
The Commissioners are providing elevator No. 3 with five shipping berths, four on the Tarte Pier and one at the shore wharf, section 45, i.e.—between Tarte and Sutherland Piers. The wharf from sections 37 to 42 is low level and in a dilapidated condition. The Commissioners propose in the next three years to raise this extent of wharf 2,500 ft. in length to high level so that both transit sheds and conveyor galleries may be erected on it to be served from elevator No. 3.
(b) Filling up to elevation... 200,000
Provides for the filling at the rear of the new quay wall for the proposed high level, referred to in item (a).
9. New Transit sheds, and extension of existing Transit Sheds... 1,735,000
(a) Three single storey sheds, sections 26 to 30... \$400,000
On the Tarte pier, at the present time, are four single storey sheds presently occupied by

the Hudson Bay Company, the Elder-Dempster Co., operating services to South Africa and the West Indies, as well as by the New Zealand Company and the Ellerman-Buchanan Co. line, operating services to New Zealand and Australia. None of these lines carry grain, and it is proposed, in view of the construction of elevator No. 3 in the vicinity, to provide sheds, three single storey on the new high level from sections 27 to 30 for these services, which will permit of cargo lines taking general cargo and grain to be substituted in their stead at the Tarte pier.

- (b) Extensions to sheds, Jacques Cartier Pier... 475,000

This amount is to extend the sheds on the Jacques Cartier pier. These sheds are required at once. Applications for them have already been received from the Headon-Hughston Lines, as well as from the Canadian Government Merchant Marine, both of which companies cannot accommodate their vessels or their business in the space which the Commissioners have been able to allot to them for 1923.

- (c) Extension to sheds, King Edward pier... 460,000

- (d) Extension to sheds, Alexandra pier... 400,000

These amounts are to provide extensions to sheds on the King Edward and Alexandra piers, lengthening of which piers will be completed during 1923. In view of the fact that some time will be required for the settlement of the fill in the extensions to these piers, these appropriations can be left over for another year.

10. Works in connection with elevator No. 3... 483,500
(a) New Jetty... \$430,000

- (b) Embankment for tracks leading to elevator... 53,500

In the original specification of elevator No. 3, it was provided to unload one lake vessel at a time lying along the bulkhead wharf in front of the elevator. The original plans have now been amended by the Commissioners, in view of the large number of lake vessels being constructed in the different shipyards at the present time, to provide a jetty in front of elevator No. 3, at which two lake vessels can be unloaded at the same time, each vessel having two travelling marine towers to unload its grain.

The \$430,000 covers the construction of this solid jetty, built solid on account of the travelling marine towers which operate upon it, as well as the fact that that a tunnel has to be con-