

dredging was in a fair way to approaching deeper water near the head of St. Helen's Island."

The South Shore Channel.

The former commissioners in their report for 1912, said:

"One of the serious river problems has been the control of the St. Mary's Current, between St. Helen's Island and the City, which has always been a menace to navigation and interferes with the progress of pier construction in the Harbor.

"This condition is produced by many causes, one of which is the damming of the South Shore Channel by Moffatt's Island and its approaches, diverting as it does the natural flow of the river belonging to the South Channel over on to the Montreal side.

"The proposed modification of these obstructions will not only relieve the rapid current referred to, but will improve the southern part of the river and make its use for navigation purposes also possible."

THE PROPOSED FREE PORT.

"The Herald" says: "We imagine that most people who have studied the question of establishing a free port at the head of ocean navigation will agree with the principle of the petition being forwarded by the united municipalities of the South Shore to establish such a port opposite Montreal. The general idea of such a port is to facilitate manufacture for export by allowing the free import of all materials for manufacture, and the manufacture of them in bond, as it were, the customary taxes only being im-

posed when the goods leave the works. In Europe this plan has been found to be of immense benefit in building up an export trade.

"The South Shore municipalities have a plan to combine into one municipality and make that municipality a free port. Naturally, however, there is some opposition to this plan. For instance, 'Le Canada' says that if a free port is to be established at the head of ocean navigation the logical thing to do is to make the Island of Montreal a Free Port. Its geographical formation, with boundaries laid out and protected by Nature, is certainly ideal for the purpose, and, as our contemporary says, we already have in Montreal all the industrial establishments ready for the purpose, and would not have to build up entirely new ones, as would be the case on the South Shore. Also, we have miles upon miles of wharves and railways ready to serve the purpose of a free port.

"The idea of the people on the South Shore is, of course, that the interests of a free port would be best served by building it up from the foundation upon a site that at present is largely unoccupied, and that it would be better for the development of the port if the south side of the river were made available for the berthing of ocean ships. There is a good deal to be said on both sides. It is to be hoped the authorities will give the matter the most careful attention. If a free port is to be established it should be done in time for the manufacturers to take advantage of the trade conditions that will arise immediately after the war. If