

	Per ton.	dredges almost entirely through the
Grain	3 cents	season of 1914, was the construction
Coal, flour, meats, etc.	6 cents	of a channel 20 feet deep at low wa-
Apples, hay, cattle, steel rails,		ter on the south-east side of St. Hel-
etc.	12 cents	en's Island. The extreme slope of
Sugar, etc.	16 cents	the river from the Victoria Bridge
General merchandise	20 cents	down to the lower end of the Guard
2. Grain Elevator charges:—		Pier causes the St. Mary's Current,
Elevating into elevator and weighing		which has been long recognized as
per bushel	3-10th cents	one of the features in Montreal re-
Storage 3 days and delivery to		quiring amelioration.
vessel, per bushel	3-10th cents	
3. Railway charges:—		The design of the channel behind
Shipment of cars from railway to any		St. Helen's Island has for a purpose
per wharf, per car	\$2.50	a discharge of a portion of the river
Transfer between railways	5.00	flow through the channel on a fixed
4. Shed rentals:—		slope, giving uniform current. The
Double story sheds, average per shed		work of 1913 and particularly of 1914,
per annum	\$7,200.00	has shown considerable effect, esti-
Clearly if the South Shore Free		imated to amount to 15 per cent., in
Port brings four hundred more ocean-		ameliorating the St. Mary's Current
going ships and twelve or thirteen		even at extreme low water stage of
thousand more inland craft to the		1914, when it would otherwise have
Port of Montreal every year (and I		been at its worst.
believe this is a moderate estimate),		
it will increase the revenue of the		The two dredges working behind
Harbor Board enormously without		the Island worked under conditions
increasing the expenditures propor-		which would appear impossible. These
tionately. The service these ships		dredges, however, worked continuo-
would render to Canadian commerce		ly throughout the summer in rapids
and especially to the export trade of		where the water was rushing over the
the Dominion, would be incalculable.		bed of the river and falling into the
		dredged cut. Only plant of extraor-
		dinary stability, and dredging officers
		of great skill could have undertaken
		this work, which would not have been
		attempted had not the results to be
		obtained warranted the effort.
		The ground area dredged in 1914
		amounted to about 8 1-2 acres, all of
		which required the excavation of 20
		feet of material consisting of cement-
		ed clay and sand with many embed-
		ded boulders. A length of 1,000 feet
		was dredged for a width of 335 feet,
		and before the work closed the

Dredging on the South Shore.

The Commissioners in their report for 1914 say that one of the most important items of dredging which occupied the time of two of their best

and before the work closed the