

	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:—  
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:—  
Shunting cars from railway to any  
per wharf, per car... \$2.50  
Transfer between railways... 5.00

4. Shed rentals:—  
Double story sheds, average per shed  
per annum... \$7,200.00  
Clearly if the South Shore Free  
Port brings four hundred more ocean-  
going ships and twelve or thirteen  
thousand more inland craft to the  
Port of Montreal every year (and I  
believe this is a moderate estimate),  
it will increase the revenue of the  
Harbor Board enormously without  
increasing the expenditures propor-  
tionately. The service these ships  
would render to Canadian commerce  
and especially to the export trade of  
the Dominion, would be incalculable.

The design of the channel behind  
St. Helen's Island has for a purpose  
a discharge of a portion of the river  
flow through the channel on a fixed  
slope, giving uniform current. The  
work of 1913 and particularly of 1914,  
has shown considerable effect, esti-  
mated to amount to 15 per cent., in  
ameliorating the St. Mary's Current  
even at extreme low water stage of  
1914, when it would otherwise have  
been at its worst.  
The two dredges working behind  
the Island worked under conditions  
which would appear impossible. These  
dredges, however, worked continuous-  
ly throughout the summer in rapids  
where the water was rushing over the  
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

It would probably be necessary for  
Parliament to take some means to  
bring marine insurance rates within  
reasonable bounds; but it looks as  
though it would have to do this with  
or without a Free Port.

#### Dredging on the South Shore.

The Commissioners in their report  
for 1914 say that one of the most im-  
portant items of dredging which oc-  
cupied the time of two of their best