

terminal facilities and to make the completion completely complete in kind and another, wharfage rentals 1914, they were voted another \$9,000,- and elevators.

Never was money better spent in and for the Dominion of Canada. As a result we have to-day a port lacking only one thing to make it one of the best equipped ocean ports in the world—that is, a Free Port.

(From the "South Shore Press,"  
Friday, July 14, 1916.)

One of the first question which naturally suggests itself in connection with the proposed Free Port, is whether, under the existing conditions, the Dominion Government is justified in undertaking any great new capital expenditure. The question is a very proper one to raise and it is always raised more or less intelligently when any great national expenditure is undertaken.

The Free Port need not involve any big investment of public money. I do not mean to say that considerable expenditure would not be necessary. It would; how much is a question for the Government's engineers, but it should not add a dollar to the burden of the Canadian tax-payer and on the other hand, might and almost certainly would, add greatly to the revenues of the Federal Government and the Harbor Board, besides contributing immeasurably to the general prosperity of Canada.

The existing Harbor improvements in Montreal have not been made without a large expenditure, but the interest on the capital involved has all been paid by the Harbor Board out of

The debt of the Harbor on December 31, 1914, was \$23,554,000, and the average rate of interest was 3.344 per cent. The total amount received on revenue account during the year was \$1,446,364.77, and the total disbursements on revenue account \$1,459,455.08, of which \$785,642.07 was for interest. The disbursements on capital account were \$1,758,368.83, including \$229,808.22, for harbor dredging, \$745,062.04 for wharves, piers and basins, \$115,236.44 for railways, 345,246.56 for permanent sheds, and \$134,431.95 for grain elevators.

#### Dues.

The only dues which vessels coming to the Port of Montreal have to pay are as follows:—

| Pilottage                                  | Per foot of Draught |        |
|--|---------------------|--------|
|  | Up.                 | Down   |
| Father Point to Quebec                     | \$3.87              | \$3.40 |
| Quebec to Montreal                         | 2.50                | 2.50   |
| Total Father Point to Montreal             |                     |        |
|  | \$6.37              | \$5.90 |
| Port Warden's Fees on outward cargo only:— |                     |        |

General Merchandise, 1c to 2c. per ton. Grain, Ores and Minerals, Free.  
Hospital Dues:—

On Register Tonnage (3 times per year), 2c per ton Reg.

There are no light dues and no Port dues on vessels.

The charges in connection with the Harbor business are as follows:—

1. Wharfage on all goods landed and shipped in the harbor:—