Jacksonville and the ocean with less depth than this, especially at Dames Point. So in order that Jacksonville might derive the maximum benefit from the improvement at the mouth of the river, the Board of Trade, in 1891, launched a movement for bonding Duval County for $300,000 for channel improvement at Dames Point. The usual machinery was set in operation to legalize a bond issue; the issue was approved, and on December 3, 1891, Duval County voted 1450 for and 723 against bonds. This was Duval County's first bond issue after the War Between the States, and it sold at a premium of nearly two per cent. The river work was started in June, 1892, and exactly two years later it was completed. It was possible for ships drawing 20 feet of water to now dock at Jacksonville.

This project had hardly been completed when the question of still deeper water for Jacksonville arose. The Board of Trade was behind this movement also, and it finally reached Congress. Congress deliberated six years, and in 1902, made an initial appropriation of $350,000 to start the work of dredging a channel 24 feet in depth and 300 feet wide, from Jacksonville to the sea. Two powerful dredges were built, the St. Johns, a sea-going dredge, and the Jacksonville, as an auxiliary. These dredges were familiar objects on the river for a long time. In four years the work was completed, and the 24-foot channel became a reality.

Ten years later, another dredging project was started that resulted in a 30-foot channel from Jacksonville to the sea. Vessels weighted to this depth can now come in and dock at the municipal docks at low tide.

**Total Cost**

The total expenditure for river improvement since 1880, including the jetties, but not including maintenance, and including also the bond money of Duval County, approximates $7,000,000. Results fully justify the expenditure. Jacksonville has met the Government a part of the way by building the municipal docks, which have already become an important factor in South Atlantic shipping.

Engineers in charge of the bar and harbor improvements at the port of Jacksonville: Gen. Q. A. Gillmore (Maj. J. C. Post locally), 1880-84; Capt. W. T. Rossell, 1884-86; Capt. W. M. Black, 1886-91; Maj. J. C. Mallery, 1891-93; Lt. A. M.