

With reference to the Harbour Survey by the Dominion Government, the surveying party, under Mr. Kingsford, C.E., commenced their survey on the 2nd of September, and were withdrawn on the 10th of October. They returned on the 28th of same month to observe the changes which had taken place, the results of which will be shown in the Engineer's Report.

I have much pleasure in stating that, during the difficult operations of laying the Water Works' large iron pipes across the Harbour, there were no complications of any kind, and only one individual complaint, so far as I am aware of.

In June last I had a convenient boat house built next to Tinning's Wharf for the Harbour Life-boat, where she can be speedily launched at any time, should her services be required.

There are many matters detailed in my Monthly Reports to the Board Meetings, which are not necessary to repeat in the Annual Statement.

In conclusion, I have much pleasure in again bringing to the notice of the Board the efficient manner in which my two deputies, Captain Kerr and Mr. Helliwell, have assisted me in carrying out the interest of the Trust, showing at all times commendable promptitude in connection with their respective duties.

Hoping the management of the affairs of the Trust for the past year will meet with the approval of the Board of Harbour Commissioners of Toronto.

All which is respectfully submitted.

JOHN CARR,  
Harbour Master.

Harbour Master's Office,  
December 31st, 1874.

TORONTO, January 11th, 1875.

SIR,

I have the honour to report that the dredging at the Western Channel, south of the Queen's Wharf, was continued by the contractor during last year, and completed on the 29th of October last, as previously reported.

Owing to the decreasing level of the water in Lake Ontario, it was found necessary to dredge the blue clay and boulders in the centre portion of the channel, 100 feet in width, down to the surface of the rock, leaving a depth of 12 feet of water.

The least width of the channel was 328 feet, opposite the western extremity of the wharf, when the dredging was completed; but it is likely that the point of the bar has encroached on the channel during the Autumnal gales. If this is found to be the case, it should be dredged early in the spring.

The present level of the water is about six inches below the datum; and should the low period continue during the ensuing summer, the blue clay and boulders in the remaining portions of the channel should be dredged early this year, so as to ensure 12 feet at the lowest water in all parts of the channel, which will be ample for the trade of the port for some years.

According to your instructions, I examined the state of repair of the Queen's Wharf, with Mr. Wragge, the Engineer-in-Chief of the Toronto, Grey and Bruce Railway Company, and we agreed that it would be necessary to strip the wharf down to the level of the water, on the outside portions and ties, for a distance of 700 feet, to remove the decayed wood, and replace the same with sound timber and planking eight feet in width, on the south side of the wharf, the cost of the planking to be defrayed by the Railway Company.

As the winter season is the most favourable time to have the wharf repaired, it would be advisable to advertise for tenders, according to plans and specifications now in course of preparation, so that the work may be completed before the opening of navigation this year.

I have the honour to be,

Your obedient servant,

KIVAS TULLY,  
Engineer.

J. G. WORTS, Esq.,  
Chairman, Harbour Commissioners, Toronto.