

HYDROGRAPHIC AND TIDAL RE-SURVEY OF THE GULF AND RIVER  
ST. LAWRENCE.

Early in the year, the Council joined by deputation with the British Association Committee in pressing upon the Premier and the Minister of Marine the necessity of a hydrographic and tidal survey of the Gulf and River St. Lawrence, when the Government promised consideration of the subject. Afterwards the Maritime Provinces Boards of Trade were invited to press the matter upon the attention of the Minister of Marine.

ICE BRIDGE AT QUEBEC.

There being good grounds for believing that the ice-bridge at Quebec was occasionally the cause of some days' delay in the opening of navigation between that city and Montreal, the Council petitioned the Federal Government last year for the repeal of a clause in the law which made it a penal offence to obstruct its formation, and although the Government's reply thereto indicated that no change would be made in that law, the objectionable clause was thereafter repealed, and authority in the matter transferred to the Quebec Harbour Commissioners. The ferry service between Quebec and Levis is now maintained throughout the winter, thus preventing the formation of an ice-bridge.

ELECTION OF REPRESENTATIVE ON BOARD OF HARBOUR COMMISSIONERS.

The term of office of Hugh McLennan, Esq., the representative of the Board of Trade on the Board of Harbour Commissioners, expiring on 2nd August last, a Special General Meeting of the Corporation of the Board was held, as provided by Act 39 Vic., Chap. 38, Sec. 1, on that date, when Mr. McLennan was re-elected for another term (to 2nd August, 1890) by an unanimous vote.

The Annual Report of the Board's representative is as follows:—

MONTREAL, 22nd December, 1886.

*To the President and Council of the Board of Trade, Montreal.*

GENTLEMEN,—I have the honour to report that the work of deepening the ship channel between Quebec and this port, has been prosecuted with energy throughout the past season, and that the Commissioners expect to be able to report by the close of another year a channel of 27½ feet to the ocean.

While it is subject for congratulation that the work of channel improvement is being prosecuted to an early and satisfactory completion to the capacity provided for, and which will place the Harbor of Montreal among the class of ports accessible to the largest steamers engaged in the Atlantic trade, I regret to be compelled to point out, that with our improved channel and the increased trade that may be