

The exports of grain from this port during the past season were as follows :—

Wheat.....	2,033,325	Bushels.
Corn.....	2,721,282	"
Peas.....	895,314	"
Oats.....	3,484	"
Barley.....	4,822	"
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Total shipments in 1887.....	5,658,227	"
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Showing a falling-off in 1888 of.....	11,372,789	"
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	5,714,562	"

A portion of this large decrease is doubtless attributable to the break in the Cornwall Canal, in consequence of which navigation between Kingston and Montreal was virtually suspended for five weeks at a season of the year when the heaviest movement of grain usually takes place.

I would respectfully call the attention of members of the Association to the very interesting financial statement made a few days since by the Chairman of the Harbour Board.

I think that statement shows conclusively that, under present conditions, the resources of the Harbour *proper* are ample for all Harbour requirements, and that the Commissioners will be fully warranted in considering, with a view to putting into immediate execution, such plans for Harbour improvements as may be found best calculated to promote and facilitate the trade of our port.

Very respectfully,

CHARLES H. GOULD,

Representative of the Corn Exchange Association

On the Board of Harbour Commissioners.

WITHDRAWAL BY DOMINION GOVERNMENT OF THE SUBSIDY TO THE GERMAN STEAMSHIP LINE.

Representations were made to the Council in April last, by several of the leading Exporters and Importers of this city, with regard to the Government's declared intention of not renewing its contracts with the Hansa and White Cross Steamship Lines, which had been supplying a regular service between Montreal and the Continent in summer, and the Lower Provinces and the Continent in winter, the Council being requested to endeavour to procure a continuance of the subsidies.

The Council, after consideration, addressed the Minister of Finance, stating that while as a principle it was averse to advocating subsidies to any steamship lines, it was unwilling that the assistance afforded by the Government to the Hansa and White Cross Lines should be withdrawn so long as other lines were subsidized, but that as the unsubsidized lines plying between Montreal and Great Britain consider they are subjected to unfair competition from those receiving subsidies, the contracts with the