

Connolly, has been sold by them to the Canadian Pacific Railway Company, who have completely remodelled it, and converted it into an excellent flour shed, here it is their purpose to handle flour in bags or barrels destined for shipment to foreign ports.

ICE BRIDGE AT CAP ROUGE.

Early in April, the ice at Cap Rouge presenting every appearance of proving a formidable barrier to the early opening of navigation, it was decided to attempt to weaken or remove it by the use of explosives, and at the request of Commissioners, this work was kindly undertaken by Lt. Col. Montizambert, Commandant R. S. A., who, on the nineteenth of same month, made an attempt to do so, which did not prove successful.

On the first of May, a large fleet of Ocean steamers, bound for Montreal, having, in the mean time, arrived in the Harbour, and being obliged to take shelter in the Louise Docks, on account of this ice, Lt. Col. Montizambert was again requested to make another attempt, if ice had not moved with the next morning's tide. This renewal of operations was not required as the ice moved away with the tide.

BY-LAW.

A by-law passed by Commissioners on the 16th day of May, 1892, giving them, through their Harbour Master, more complete control over the mooring and placing of vessels in the Louise Docks and other property under their management, received the sanction of His Excellency the Governor General in Council, on the 28th February 1893, and has since been in successful operation.

ICE CUTTING.

Permits were given to Messrs. Boswell and Bros., and Proteau and Carignan, Brewers, to cut ice in the Inner Basin, Louise Docks, on the same conditions as mentioned in the report of 1892, that is, that the ice so cut would be used for *cooling purposes only*.