taining the approximate cost of such work as may be deemed necessary. A small sum, $12,500, has been appropriated for the dredging of the channel, but no permanent improvements can be effected without the removal of existing obstacles to navigation, and it is to be hoped that the Dominion Government may yet realize, and take steps to remedy, the disadvantages accruing to the Port of Victoria from the delay in proceeding with this necessary work. It will be seen from the Appendices that steps have been taken to deepen and otherwise improve the outer harbor with a view to facilitating the entrance and accommodation of deep draft vessels, and that the permission of the Dominion Government to make use of the Government dredging appliances has been sought.

BONILLA POINT SIGNAL STATION.

It is gratifying to learn that this much felt want will shortly be supplied, the Dominion Government having decided upon proceeding at once with the work. The existence of such a station will doubtless prove of the utmost value to shipping frequenting these waters and remove a source of danger which has hitherto been productive of many casualties. The Board has for several years past been unceasing in its efforts to have this work commenced, and it is satisfactory to find that in this instance their recommendations have been acted upon by the Government.

PILOTAGE AND TOWAGE.

Your Committee regret being unable to record any mitigation of the difficulties which were alluded to in the last Annual Report of the Board, and which have for some years past tended to render the ports of this Province extremely unpopular with ship owners. Any regulations which may have the effect of unduly inconveniencing shipping, or of enhancing the cost to vessels of visiting our ports, must of necessity operate to the detriment of the commercial interests of the Province, and your Committee sincerely trust that the repeated and urgent remonstrances of the Board may ulti-