

The shipment of grain was on a much larger scale than last year, and continued brisk and active all through the season. The total quantity of this staple shipped during open water was 14,236,977 bushels against 8,775,728 bushels last year, showing an increase of 5,461,249 bushels.

Phosphate continues to be shipped in considerable quantities; the total quantity exported this year was 18,968 tons.

The shipment of deals to Great Britain continues to increase, the quantity this season being in excess of any previous year: during open water of 1886, 45,594 St. Petersburg standards were shipped against 39,393 standards in 1885, and 23,368 standards in 1884.

The shipments of sawn lumber, which is principally to South America, was very large, although not quite up to last year in volume; the figures being 28,912,376 feet this year against 37,162,100 feet in 1885.

Cattle and sheep, now staple articles of export from this port, were shipped in large quantities; the figures being 63,900 head of cattle and 92,346 sheep this year, against 62,359 oxen, and 37,780 sheep last year.

Other exports require no special mention.

We have been again fortunate in having this year no missing ships, nor any lost or damaged from overloading or shifting of cargo. The large increase in the trade of the port and the extension of the wharves at Point St. Charles and

Hochelaga have increased the work of the office, which on the whole has gone on smoothly, without anything having occurred deserving of special notice, and I have therein been ably assisted by all the members of my staff.

I am, gentlemen,

Yours respectfully,

DD. ROSS KERR,
Port Warden.

DESIRED EXTENSION OF UNDERWRITERS' TIME LIMIT FROM 30TH SEPT. TO 31ST OCT., FOR STEAMERS ENGAGED IN THE ST. LAWRENCE TRADE.

The following resolution on this subject was adopted by the Council and presented by deputation to the Minister of Marine, who has undertaken to make the necessary representations to the English authorities:—

Resolved, That, owing to the action of underwriters on hulls at "Lloyds" and the insurance clubs in England, transient steamers are compelled to depart from the River St. Lawrence on or before the 30th day of September in each year, thereby causing great inconvenience and loss to the shipping trade of this Dominion.

That it is believed that said action of the underwriters on hulls, originated at a time when the trade of the St. Lawrence was carried on almost entirely by sailing vessels, and before the present extensive system of light houses, beacons and gas buoys, together with the signal service and the telegraphic communication was established throughout the entire length of the River and Gulf of St. Lawrence,—and therefore that, as steamers have to a great extent superseded sailing vessels, as the lighting, &c. of the River and Gulf has vastly increased the safety of navigation therein, and as ship masters, pilots and others concur in the opinion that under the present improved conditions, navigation is now as safe throughout October as in September,—the fact is clearly established that the reasons which formerly influenced the underwriters to restrict the period of insurance on hulls to the close of September, no longer exist.

That, in view of these facts, the importance of removing any unnecessary restrictions upon the shipping trade of the St. Lawrence, and for the promotion of