

ment of moneys paid for interest during the progress of the work only to the extent of the deficit shown in the Harbour accounts for the year 1887, amounting to \$37,405, and there still remains in abeyance a claim on the Dominion Treasury for a sum exceeding one million dollars.

The Board of Trade may be congratulated on the results so far reached for there can be no doubt that these are due to the efforts made by its officers and members. The importance of the subject may be estimated from the fact that an annually increasing burden which amount in 1886 to \$91,384, and in 1887 to \$99,186, has been lifted from the commerce of the St. Lawrence by this act of justice on the part of the Dominion Government and Legislatures.

The Channel having been decided to be truly a Dominion work, it appears to your Council beyond question that the refund of the interest already paid, which has been largely borne by the shipping in years past, is a legitimate debt still due to the shipping of the future, and the Council recommends its successors to press the matter in the proper quarter.

It may be here stated broadly that no Government money has ever been spent on the Harbour or Wharves of Montreal.

CANAL TOLLS ON SAW LOGS AND SAWN LUMBER.

As requested at the October Quarterly Meeting, the Council addressed the Minister of Railways and Canals regarding the discrepancy between the rate of Canal Tolls on saw logs and that on square timber, (a lockage of the former being tolled at \$6.00 and of the latter only \$2.00); and also with respect to the collection of tolls from the manufactured product of the saw logs, when one rate of toll has already been paid on the raw material.

COAL TRADE COMPLAINS OF INSUFFICIENT WHARFAGE ACCOMMODATION IN THE HARBOUR.

Upon the opening of navigation, the various representatives of the Nova Scotia Coal Mines doing business in this City, addressed a letter to the Council, complaining of the restricted wharfrage space allotted to the coal trade at this port. This was communicated to the Harbour Commissioners, who replied, that this season there was more accommodation for coal ships to discharge than in former seasons, and that all applications for yard-room had been accommodated. The coal merchants, however, contended that their complaint was well founded, and urged that regular berths should be specially reserved at Windmill Point for coal steamers, similar to those at Hochelaga.