

is at last getting into decent shape, although it will take some time to complete it, as from economical reasons only ship's ballast is used for the filling, and only two vessels can lay at this front portion of the wharf and discharge into it at the same time.

Details concerning this and the other properties will be found in the Chief Engineer's Report.

Ballast.

The Acting-Harbour Master, Mr. C. Sullivan, reports that twenty-six sailing vessels discharged ballast amounting to 8,350 tons into Pointe-à-Carcy Wharf, and that nine vessels with 2,710 tons discharged into wharves belonging to private parties, this also being done under his orders.

The ballast discharged into the Pointe-à-Carcy Wharf cost the Commissioners \$824.00, or say an average of nearly ten cents (10 cents.) per ton. This expenditure consists of the towing and piloting of the vessel, as nothing is paid for the ballast.

In connection with this subject, the discharge of ballast in the River St-Lawrence, the Commissioners have now under consideration a By-Law totally prohibiting it in any part of the river or its tributaries that come under their jurisdiction, as they believe the practice has been, and is detrimental to the good of the Port.

By-Laws.

By-Laws prohibiting the passage of Ocean Steamships through a portion of the Harbour at a higher rate of speed than that of six knots an hour, and giving the Commissioners power to regulate the burning and breaking up of abandoned vessels, have been passed and sanctioned by His Excellency the Governor-General in Council.

These regulations have been necessitated : in the first instance by the passage of Ocean Steamships at so high a rate of speed as to endanger life and property all along the Harbour, from the