

THE MINING LAWS.

It seems probable that some change in the Mining Laws of the Ontario Government will be made this session of parliament. The board should carefully watch any legislation with reference to them, and make such representations to the Government as may be deemed necessary in the public interest, and also that the miners' interests may in no way be prejudiced.

THE FISHERIES.

The fisheries have had a successful year, and are steadily growing in importance. There are at present seven steam tugs and a large fleet of sail vessels engaged exclusively in the trade, and a livelihood is provided for over five hundred people, and notwithstanding hostile American legislation, this industry will expand in the future, in as great ratio as it has in the past few years. The fishermen are greatly in need of a freezing house, so that their fish could be kept for favorable markets. I would earnestly request the board to gather the necessary information regarding fish freezers, and to devise some means whereby this much needed accommodation can be supplied to them.

THE ST. LAWRENCE CANALS.

Your Board has persistently pressed on the government the urgent necessity of proceeding rapidly with the enlargement of the St. Lawrence Canals, and have been aided by other Boards of Trade. Their completion is now assured. The work has progressed this year, not so rapidly however, as its importance demanded. Our lake shipping has not kept up with the times. The capacity of the Canadian lake marine, is, on the average, small, and no improvement, such as should take place can be looked for, until vessels at least as large as the full capacity of the Welland Canal, can reach the head of ocean navigation at Montreal. The farmers of Manitoba will not enjoy the minimum freight rate, until these canals are improved. This is a matter in which every individual has an interest. It is of much more concern to the general public than to the vessel owner, (largely as he is no doubt interested in it), as rates to a very great extent will always be ruled by the capacity of the vessel employed. On their completion, when a steamer can deliver two thousand tons of freight, from the head of lake navigation at tide water, without breaking bulk, an era of low freights will ensue, the benefits of which will be felt by the entire people of Canada. These low freights will also be beneficial to vessel owners, by attracting business from American sources, and we can then confidently expect to see our idle shipyards resume work, with their old time vigor, and Canada take her place as the carrying nation of the great lakes. Every effort