

Canal Enlargement.—The general question of canal enlargement seems to be settled by the action of the Government. The contracts for the Welland, with the exception of a single section, have been let, the basis of enlargement being locks $270 \times 45 \times 12$ feet, and the work is said to be progressing favorably. It will be seen from the Official Programme, however, that notice is given by the St. Catherines Board of Trade, suggesting that the question of *depth* on the enlarged Welland should be reconsidered, and that provision should be made for the passage of the largest class of vessels used on the upper Lakes, by increasing the proposed depth to fourteen (14) feet at least, on the mitre sills of the locks.

It is understood that the work of enlarging the St. Lawrence Canals will be pushed forward as rapidly as possible.

The Bay Verte Canal.—An advertisement has been inserted in several newspapers, informing intending contractors that tenders would probably be called for about the month of January, for the work of constructing the Bay Verte Canal. Meanwhile they could examine a lithographic map, as the work of preparing plans, specifications, &c., is being proceeded with preparatory to the calling for tenders.

INTERNATIONAL ARRANGEMENTS FOR COASTING TRADE.

Reciprocal arrangements for participating in the coasting trade of Canada have been entered into as undermentioned. Orders in Council were issued by the Dominion Government, indicating that Canadian ships were allowed the coasting trade of certain European countries, as follows:—To vessels of Italy, 13th August, 1873; Germany, 14th May, 1874; the Netherlands, 9th September, 1874; Norway and Sweden, 5th November, 1874. By Order in Council, dated 11th April, 1874, the Government of Brazil allows, for the present, all foreign vessels to carry national and foreign goods between any ports of that Empire where a Custom House exists.

CANADIAN TONNAGE AND MR. PLIMSOLL'S BILL.

Before leaving Ottawa at the close of the Annual Meeting, your Council, in accordance with a resolution passed during the second day's proceedings, considered the draft of a Memorial for submission to the Government, which was subsequently adopted, and forwarded, as follows:—

To His Excellency Earl Dufferin, Governor-General of the Dominion of Canada, in Council.

The Memorial of the Dominion Board of Trade:

HUMBLY SHEWETH,

That the tonnage owned and registered in the Dominion of Canada, in proportion to her population, exceeds that of any other country in the world:

That Canada now ranks *fourth*, if not *third*, as regards gross amount of tonnage, and that the building of vessels as well in the vicinity of our great inland waters as in Quebec and the Maritime Provinces, is one of the prominent and most profitable of the industries of this country:

That prior to the Confederation of the Provinces in 1867, our large-sized vessels were, as a rule, built under contracts for parties in England and elsewhere, and that when they once passed out of the builders' hands, our interest in them ceased:

That the practice of building vessels for sale, has been almost wholly abandoned, and that now ship-builders, being joined by Canadian capitalists, build their vessels, whether for inland, coastwise, or deep-sea voyages, and own them and reap the advantage or loss in the business, as the case may be; our ships are now found on every sea in the commercial world—carrying valuable East India and other cargoes, delivering the same in the best of order, and in a condition as satisfactory as by first-class iron freight vessels: