

strengthen the Canadian inland marine interests is therefore to be expected from all classes of the business community.

INTERFERENCE WITH COASTING.—The United States severely maintain their coasting privileges exclusively for their own vessels, a like duty is imposed upon our Government. We have pleasure in reporting than an attempted interference by the transport of grain in United States vessels through Ogdensburg to the sea was, upon the representations of this section, efficiently met by the Minister of Marine and Fisheries, and an effectual remedy immediately applied by the Hon. Clarke Wallace, Comptroller of Customs.

RE-IMPORT OF GRAIN.—The import of Canadian grain stored at Buffalo is a question which affects the coasting laws and the inland marine carrying interests. To permit such re-import would not only introduce United States vessels into the privilege of practically carrying between Canadian ports, but would also operate adversely to the elevator interests at Midland, Collingwood, Owen Sound, Goderich, etc., and to the inland railways running from these points. Instead of being carried in Canadian bottoms and stored at these ports, Buffalo would become a distributing point for Canada, and the transportation earnings be diverted from the Canadian localities and owners. We have the pleasure of reporting this attack has also been frustrated by the decision of the Comptroller of Customs.

COMPLETION OF ST. LAWRENCE CANALS.—This Section tenders to the Council their hearty thanks for the action taken by them at the Deep Water Ways Convention recently held in this city. Whatever may be the theoretical possibility of future deepening of the water ways, the plain, practical business course at the present time is to complete the canal system we already have in hand, as was proposed in the motion—presented to the Convention, but which did not receive their consideration. Trade practice is sometimes more advantageous than hopeful theory however brilliant. The Canadian coasting trade is of undeveloped value. The moment the St. Lawrence Canal system is deepened throughout to 14 feet, a new line of traffic between the Maritime and Western Province will become capable of being profitably engaged in; heavy freights, such as coal, pig iron, plaster, fish, etc., will be brought without transshipment west, and return cargoes of flour, meat products, heavy merchandise and manufactures, will complete the circle of exchange of our inter-provincial trade. The same vigor which was applied to the construction of the Sault Ste. Marie Canal should be applied to the completion of the single unfinished lock on the St. Lawrence, and, we trust, the Board of Trade of the City of Toronto will continue to press upon the Government the policy of immediate completion, which it has always maintained.

INSPECTION DUES.—Wherever Government Inspection is introduced to the advantage of the general public the cost of such inspection is, with the sole exception of the marine interests, not charged against the specific trade inspected, but treated as a general Government expenditure. The marine interests require that they should be relieved from this impost and exceptional treatment. The