

expected, the wharf accommodation will be utterly inadequate. Even during the season just closed the shipping has suffered delay and inconvenience owing to the limited space available. Both the water frontage and wharf surface should be greatly extended at once to overtake the requirements of the general trade; and the lumber trade for the South American markets is only limited by the extent of the wharf accommodation that can be afforded.

The improvements I have indicated are of such vital importance that no time should be lost in prosecuting them, but it must be evident that while one half of the revenues of the harbor are diverted to pay the Government the interest on the expenditure for channel improvement, it is out of the power of the Commissioners to enter upon the necessary expenditure for harbor accommodation.

As your representative on the Board of Harbor Commissioners, I would respectfully urge upon the Board of Trade the necessity of a persistent effort to have the harbor revenues relieved permanently from the interest on the channel debt and thereby enable the Commissioners to enter upon a system of enlargement of the accommodation of the port.

All of which is respectfully submitted,

HUGH McLENNAN,  
*Harbor Commissioner,  
Representing Board of Trade.*

#### DISCRIMINATIVE RATES OF FREIGHT ON INTERCOLONIAL AND OTHER RAILWAYS.

This subject was, in February, brought by the Council before a largely attended conference of business men, at which Messrs Curran and Gault, M. P's, were present. Resolutions were adopted expressing the opinion that the Intercolonial Railway, being a Government work, its rates should be strictly impartial,—more especially, that Montreal might insist that it should not be deprived of its natural advantages as a manufacturing and commercial point by any through or local rates on Government railways,—and that no goods should be carried in one direction at lower rates than in another from the same point. A numerous deputation proceeded to Ottawa to represent these views to the Minister of Railways, but without a large measure of success.

At a subsequent date, the deputation waited upon the Grand Trunk authorities, who promised consideration, and hoped that by a re-adjustment of rates, the difference between the through rates and the two local rates might be reduced to a point satisfactory to the trade in Montreal; this expectation has not, however, been realized.

#### PROPOSED COURT OF RAILWAY COMMISSIONERS.

A Bill was again introduced into Parliament at last session, to provide for the establishment of a Court of Railway Commissioners, but the