

THE TRINITY HOUSE OF MONTREAL,  
MONTREAL, 30th October, 1867.

SIR,—In compliance with your desire, I have the honor herewith to enclose :  
1st. Memorandum of the several Acts which establish and affect the Trinity House of Montreal.

2nd. A Copy of the By-Laws.

3rd. List of the Light Houses, Light Vessels and their Guardians, with Salaries, &c.

4th. A List of the Officers and their Salaries, including the Acting Harbor Master at Sorel, and the Captain and Crew of the Steamer Richelieu.

5th. A List of Buoys.

The Trinity House owns the Richelieu, a small Iron Steamer, used in the service of the Buoys. She is 67 tons burthen; 130 feet in length; 30 horse power.

I have the honor to be, Sir,

Your most obedient servant,

E. D. DAVID,  
*Registrar.*

The Honorable,  
The Minister of Marine, &c., &c., Ottawa.

HARBOR COMMISSIONERS' OFFICE,  
MONTREAL, 28th October, 1867.

*Memorandum for the Hon. Mr. MITCHELL, Minister of Marine, &c.*

The Acts of Parliament relating to this *Trust* are the following, viz: 18 Vic., cap. 143; 20 Vic., cap. 126; 24 Vic., cap. 68; 27 and 28 Vic., cap. 12; 29 Vic., cap. 56.

By the above, you will see the powers conferred on the Harbor Commissioners, and the duties they have to perform.

Since the passing of the Act entitled "An Act to replace the improvement in the Navigation of the River St. Lawrence, between the Harbors of Quebec and Montreal, under the control of the Commissioner of Public Works (27 and 28 Vic., cap. 12), and the completion of the Ship Channel above alluded to, the Harbor Commissioners have been engaged in deepening the Harbor to 20 feet, so as to correspond with the improved Channel.

In reference to the enquiry whether the duties of the Trinity House, and those of the Harbor Commissioners could be managed by one Board, thereby saving a large amount to the public. I may mention that this question has frequently come up for discussion, and especially in November, 1861, when the Commissioners addressed a letter to the Trinity Board asking for a conference with that body, with a view to amalgamating the two Boards, a meeting was held, but was followed by no results, and from that time nothing further has been done in the matter. The Trinity Board have the lighting and buoing of the Channel between this and Quebec, and the licensing and control of the Pilots, with some other duties more particularly defined in the several Acts of Parliament regulating that Body.

Now, if the Government would take charge of the Light Houses, as they do in every other part of the Dominion, and transfer the powers now vested in the Trinity House to the Harbor Commissioners (whose Corporation, owing to the nature of their duties and their engagements with the public, must continue to exist) there is no doubt that a great saving would thereby be effected.

The Channel being completed to 20 feet, (when there is 11 feet of water on the flats in Lake St. Peter, and the Harbor Commissioners having carried out their engagement in that respect with the Government, have properly nothing further to do with the Channel, yet it must be periodically inspected, in order that obstructions which occur from deposits caused by the shoving of the ice and wrecks of vessels, may be removed. The question naturally arises as to who shall perform that duty? By the Act 27 and 28 Vic., cap. 12, that duty at present devolves upon the Board of Works, but that Body has never done anything to the Channel as yet.

Pilots decline to take charge of vessels drawing more than a certain depth of water.