

To the Honorable Hector L. Langevin, C. B.,
Secretary of State of Canada, &c.

The humble memorial of the undersigned sheweth :—

That the Quebec Harbor Commissioners were appointed in November, 1859, in pursuance of the Act of the Provincial Parliament, 22 Vict. ch. 32, "for the Improvement and Management of the Harbor of Quebec," with authority to borrow £300,000 sterling for the purposes of the said Act.

That under the said Act the Commissioners borrowed \$684,600.00, of which

\$542,000 00 at	8	per cent.
600 00 ,,	7½	,,
70,000 00 ,,	7	,,
72,000 00 ,,	6	,,
<u> </u>		
\$684,600 00		

with which they purchased, repaired, and completed the extensive *Pointe à Carcy Wharf* the *East India, West India, and Wellington Wharves*, and *Atkinson's, Marmette's, and Reynar's Wharves*.

That being desirous of affording all possible facilities to navigation, and to avoid causing any delay in the loading and unloading of vessels, the Commissioners put those wharves in the best possible order.

That they built a grain elevator and extensive warehouses for the storage of western produce, in anticipation of a trade which the insurrection in the United States diverted from the course it had been commonly expected in Quebec that it would take.

That in order to give effect to a suggestion made by Commander Orlebar in his Report to Governor General Sir E. W. Head, dated 29th February, 1860, the Commissioners built a wharf 1,075 feet long, at the mouth of the River St. Charles, where it enters the St. Lawrence, to receive ballast from ships, which it had been customary to throw into the river.

That this breakwater protects all the wharfs to the west of it, and affords the numerous vessels that can lie alongside of it at the same time an anchorage in fifty feet of water at low tide.

That the Commissioners had reason to hope that the income from these different properties, with the duties levied on tonnage, would suffice for the expenses of keeping them up, and for the payment of interest on their loan.

That, unfortunately, the years 1866 and 1867 were bad for trade, the arrivals in those years being less by at least two hundred ships than in the preceding years :—

That the income, which had been \$36,172.00 in 1863, \$34,373.00 in 1864, \$34,221.00 in 1865 \$28,539.15 in 1866, did not exceed \$26,203.38 in 1867.

That on the 1st January, 1867, sixty debentures of \$1,000 each arrived at maturity, that the Commissioners issued new debentures and offered them for sale, without finding buyers; that they borrowed \$50,000.00 from a bank, and deposited as collateral security for the payment of that sum fifty of these new debentures, numbered from 488 to 537, both inclusive.

That on the 1st of July they had recourse to the bank again, in order to be able to meet the interest due at that date, amounting to \$26,792.50, the loan of which sum they repaid in the course of the summer.

That on the 1st of January, 1868, the Commissioners had engagements to meet to the amount of \$65,015.07, and that their cash in hand amounted to about \$5,000 only.

That, not being able to sell debentures, they negotiated a loan of \$21,000.00 to pay interest due, and another of \$20,000.00 to redeem debentures falling due at that date.

That in pursuance of the provisions of sub-section 4 of section 9 of the Act 22 Vict.