

from the pier, there is a large boulder, with only from 16 to 17 feet of water upon it, and about 30 feet from the upper end of the pier, there is a bank of considerable size, with only 12 feet water upon it. I would strongly recommend the removal of these obstructions, so that vessels would have a clear and uninterrupted passage to and from the pier."

(Signed,)

"A. M. RUDOLF,
"Harbor Master."

The Council have not lost sight of the urgent necessity for a new Custom House in this city, but no suitable opportunity has presented itself of urging this matter upon the attention of the Government.

The Council have much pleasure in acknowledging many valuable professional services rendered gratuitously by the Hon. J. J. C. Abbott, especially in connection with their duties consequent on the Insolvency Act.

Petitions were forwarded by the Council to Parliament during the year as follows, namely:—

Against "An Act to amend the Act 12th Vict. chap. 114, relative to the Powers and Duties of the Trinity House of Quebec, and for other purposes."

Against "The Montreal Warehousing Company Bill," on the ground of its limited liability and the absence of a penal clause.

Against a Bill to amend the "Act to incorporate the Pilots for and above the Harbour of Quebec."

Memorial to His Excellency the Governor General,—To prohibit the export of Coal from this Province, under certain existing circumstances.

PETER REDPATH,

MONTREAL, 28th March, 1865.

President.

Table showing the tonnage of sea-going vessels and the value of Imports and Exports at the Port of Montreal, for years 1833 to 1864 inclusive:—

YEAR.	SEA-GOING VESSELS.		VALUE OF EXPORTS.	VALUE OF IMPORTS.	YEAR.	SEA-GOING VESSELS.		VALUE OF EXPORTS.	VALUE OF IMPORTS.
	No.	Tonnage.				No.	Tonnage.		
			\$	\$			\$	\$	
1833..	133	30,769	1,691,360	3,475,648	1849..	144	37,425	1,935,592	6,749,636
1834..	89	20,259	800,076	2,234,544	1850..	211	46,156	1,744,772	7,174,780
1835..	108	22,873	1,080,808	3,783,864	1851..	231	55,660	2,319,228	9,178,840
1836..	98	22,289	1,209,192	4,845,568	1852..	184	45,439	2,727,464	9,245,884
1837..	91	22,668	989,916	3,375,704	1853..	245	59,500	2,983,044	14,014,788
1838..	65	14,441	872,079	2,601,168	1854..	253	70,740	1,833,640	16,221,004
1839..	110	24,311	966,936	5,764,384	1855..	199	48,139	1,910,844	12,372,580
1840..	137	31,266	1,677,124	5,036,676	1856..	232	69,962	3,815,564	16,144,694
1841..	208	50,277	2,737,772	5,663,248	1857..	209	65,712	2,917,340	16,848,540
1842..	172	43,156	1,714,644	8,075,840	1858..	191	70,183	3,042,940	11,584,072
1843..	151	35,682	1,512,192	4,745,540	1859..	193	85,319	3,044,762	15,690,340
1844..	207	49,635	2,992,076	9,902,124	1860..	259	121,599	6,020,715	15,479,453
1845..	210	51,848	2,777,096	10,459,644	1861..	574	261,793	10,415,738	16,814,161
1846..	219	55,566	2,617,220	9,215,632	1862..	571	265,243	8,765,594	20,529,893
1847..	234	63,381	3,363,668	8,253,680	1863..	504	209,224	7,557,799	18,841,885
1848..	162	41,811	1,542,316	6,829,736	1864..	378	161,901	5,654,186	25,651,738