

gentleman who represents that district in the House of Commons, and they saw nearly all the squatters on the land, and informed them that leases would be granted to them on certain conditions, one of which was, that no growing timber will be allowed to be cut, as it was the determination of the Department to preserve and cultivate it in every possible way, with the view of protecting the harbor from the heavy gales which frequently prevail on Lake Ontario, and rendering it a safe harbor of refuge. The Department of Public Works has already made a contract for improving and dredging the harbor, and it is probable that operations under that contract will be commenced early in the spring. The contract provides that a channel is to be made 300 feet in width, dredged and cleared out to an uniform depth of fourteen feet below a fixed mark upon the wharf owned by George Craig, and to be located so that its southern side will form the continuation of a line between Quick's wharf, situated at the head of the bay and the northern side of the pier on which the Lighthouse at Salt Point is erected. The material dredged out is to be deposited in the Lake outside of a line between the Main Lighthouse on Presqu' Isle and Nicholson's Island, but at no place nearer to the shore than where there is at least a depth of six fathoms of water.

TRINITY HOUSE, MONTREAL.

No change has been made in the constitution of this body since my last report. The business entrusted to their management and superintendence in connection with that portion of the St. Lawrence under their supervision, appears to be carefully and economically performed, and the Department has always found the corporation alluded to ready to do all in its power to aid and assist the Marine interests of this very important section of the Dominion. Its supervision extends from the limits of the Province of Quebec, above Montreal, to Port Neuf, a distance of about 200 miles, and a very important part of the duties of this body is to lay the buoys in the river and mark the channel, and to keep them in an efficient state during the season of navigation. This part of the service is principally attended to by Captain Coté, one of the oldest and most experienced pilots of the river, and the steamer *Richelieu*, owned by the Government, is kept in constant readiness to proceed to any portion of the district where buoys which have been carried away require to be replaced. In this district there were, at the close of navigation, 45 lights, including three floating lights in Lake St. Peter and 104 buoys. The lights were managed by 33 light-keepers and 3 assistants, some of them having two lights under their management. As the majority of these light keepers are farmers or *habitants* living in the immediate neighbourhood of the lights, the salaries of most of them are small, ranging from \$7 to \$30 per month. The keepers in the light vessels receive from \$20 to \$52 per month. All the light-keepers in this division are paid monthly salaries, only during the season of navigation, when alone they are employed.

The pilotage in this section is also under the supervision of the Trinity House, Montreal, and complaints between captains and pilots are heard and adjusted by that body. For this division there are 34 licensed pilots.

A memorial has been received from the Board of Trade at Montreal, recommending