

officer. At Quebec the visiting and supplying the Lights, &c., is now performed by the Government steamers, and the intervention of a separate board, as far as lights are concerned, seems wholly unnecessary.

The superintendence of pilots, as we have before observed, will everywhere require a local organization. At Montreal, this already exists in the Harbour Commissioners who are appointed by the Government, and to whom this branch of the public service might very properly be assigned. Such a change has been recommended by leading merchants there, and it would result, with the transfer of the lights to the Department, in the saving of almost the whole of the salaries and contingencies of the Trinity House, amounting to upwards of \$4,000 per annum. Any additional cost arising from such a transfer, together with the expense of the River Police, ought to be covered by the port dues. The present Act under which this force is established provides that the tonnage duty on all ships, which is intended to meet the cost of the force, shall not be exacted at Montreal from vessels which have already paid it at Quebec, and as most vessels first touch at the latter port, the receipts at Montreal are not nearly sufficient to cover the expense. As long as both forces are paid by the Government, irrespective of the amount collected, this is a matter of minor importance, though leading to misconception; but if each port is to be self-sustaining, as it ought to be, the tonnage duty paid by vessels touching at both ought to be at least divided between them.

The Trinity House at Quebec, besides the superintendence of lights and pilots, has also the Harbor Master attached to it, and performs functions vested in the Harbor Commissioners at Montreal. It would appear desirable that one local Board should be established at Quebec, uniting some of the duties of the present Trinity House and Harbor Commissioners. The lights and buoys being managed by the Department directly, the local Board would have charge, under it, of the Harbor and the Pilots, but the captains of the Government steamers might still be made available as superintendents of pilots, by which a considerable saving might be effected, and the whole expense of the port for harbor management, pilots and police, ought, as elsewhere, to be covered by local rates.

In illustration of the opening there may be for economy here, we append an analysis of the expenditure of the Trinity Houses at Quebec and Montreal, during the years 1866-7 and 1867-8, showing for each the salaries and contingencies of the Staff, and the cost of maintenance of the Lights, &c.

TRINITY HOUSE, QUEBEC.

	1866-7.	1867-8.
	\$ cts.	\$ cts.
Salaries of General Staff	5,864 34	6,176 00
Contingencies of do	3,751 32	2,662 66
Harbor-Master's Salary, &c.....	4,561 04	4,573 23
Salaries, &c., of Superintendents of Pilots.....	2,400 00	2,650 61
Total Staff and Contingencies.....	16,576 70	16,062 49
Maintenance of Lights, &c.....	32,181 30	30,770 77
Total.....	48,758 00	46,833 26
Receipts.....	2,085 22	215 32

N. B.—The vote for this service for the year 1868-9, was reduced to \$42,752.00, but judging from the comparison of the payments of the two years to February, no corresponding reduction to the expenditure has been affected.