

"The number of vessels and tonnage shown in the statement considerably exceeds that of the Trinity-House or Custom-House, the difference is caused by vessels coming into port from winter quarters and not reported at the Trinity-House nor Custom-House; vessels from the lakes bound to sea, and vessels from sea bound to the lakes not reporting; and others going into the canal and returning without reporting. The books kept in the Harbor Office, show the number of days and hours that each vessel has been in port, and for which time the harbor dues are always exacted. The ice in the harbor began to break up and move on the 7th April, on the 13th the river was clear, and the navigation open; the water fell rapidly, leaving large quantities of ice on the wharves; on the 14th April it was level with the wharves, and on the 25th it was four feet below them. On the 26th April it began to rise again, on the 6th May it was level with the wharves, and on the 19th it was at its highest point, completely inundating the whole of them to the depth of from two inches to two feet. Stages were then erected for the accommodation of vessels to land their cargoes upon. On the 20th May the water began to recede; on the 30th the wharves were again dry, and business continued without further interruption.

"There was no lack of harbor accommodation for sea-going vessels during the past season, the largest number in port at one time being 32; but as there was a larger number of river craft in port at one time, than any previous year, viz., 220, and several times very near that number; the harbor on these occasions was well filled, and very few vacant berths to be seen. The Victoria pier not being required for sea-going vessels, was altogether occupied by river craft, and large quantities of fire-wood, lumber, laths, &c., piled upon it nearly the whole season, which produced considerable revenue. You will perceive by the accompanying statement that the lumber trade far exceeds that of any previous year, and if it continues to increase, a very large space will be required in the harbor for the accommodation of those engaged in that branch of business.

"Since the New Wharf at the mouth of the Canal has been extended outward, I find that the current that previously ran past the Island Wharf now strikes into the Elgin Basin, checking the current from the canal that empties itself into that basin, and the filth and sediment that passes through it is rapidly filling the Basin. Vessels of a greater draught than fifteen feet can no longer be accommodated in that Basin. The current that formerly passed through the gap at the Russell Pier, from the Metcalf to the Elgin Basin, now runs in the opposite direction. Perhaps it would be advisable to close up the gap, so as to prevent the filth and sediment passing from the Elgin to the Metcalf Basin, and thereby prevent its filling up. Seventeen feet is the greatest draft that vessels can load to in this Basin.

"The Sydenham Basin requires a thorough cleaning out; the bottom is very uneven, and in some parts of it there is not sufficient water for a batteau. The Nelson, Wellington, and Russel Piers are in a very dilapidated state, and require considerable repairs. If the lumps that are in the King's Basin were removed and a little dredging done on the inside of the Island Wharf, and the wharf repaired, it would be the best and most convenient Basin in the harbor for vessels of any size that visit the port.

"The Prince's Basin also requires some dredging. The ship "Waverly" grounded in the middle of it on the 24th September, drawing nineteen feet. There is a bank also, of considerable size, on the upper side of the Richelieu Pier, with only eleven feet of water upon it, frequently causing much trouble and annoyance.

"Outside the Victoria Pier, about 300 feet above the lower end and about 80 feet

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Table Exports at

YEAR.	SE V No.
1833..	133
1834..	89
1835..	108
1836..	98
1837..	91
1838..	65
1839..	110
1840..	137
1841..	208
1842..	172
1843..	151
1844..	207
1845..	210
1846..	219
1847..	234
1848..	162