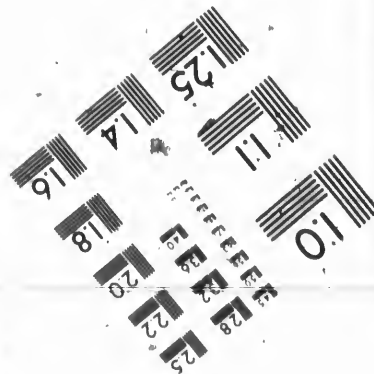
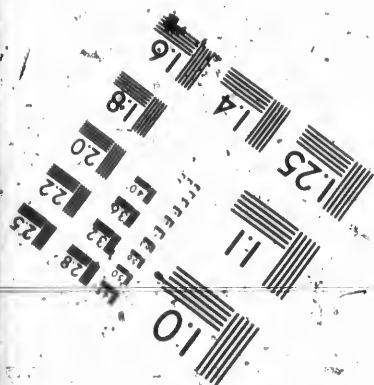
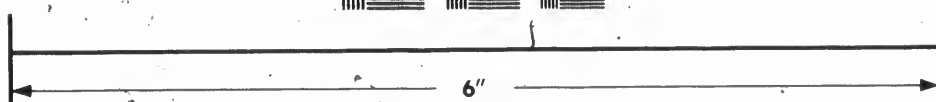
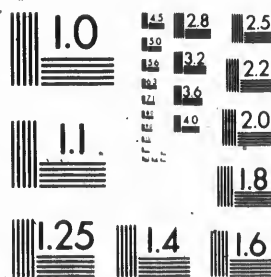


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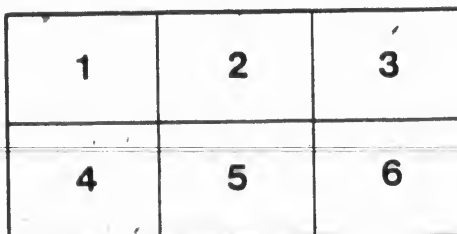
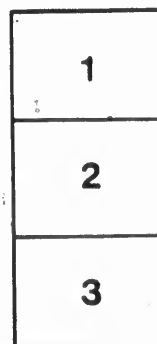
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{ HARBOUR COMMISSIONERS' OFFICE,  
JANUARY 4, 1854.

I have the honor to

[COPY.]

OFFICE OF THE BOARD OF TRADE,  
January 10, 1854.

I am directed to inform you, that the Council naturally feeling the deepest interest in the importance of the subject brought before them, are desirous of giving it every consideration in their power; and in order that they may be enabled to declare their opinion fully on the various points which the scheme embraces, and to explain the grounds of that opinion clearly to the Board, they will feel obliged by your furnishing them with the following information—

1. A plan of the whole scheme of Dock-works, together with a plan of the Harbour of Bristol as it now exists, showing the shoals

I have the honor to be,

Your obedient servant,

ALEX. CLERK

Secretary

John Glass, Esq, Secretary,  
Harbor Commissioners,  
Montreal.

[COPY.]

HARBOR COMMISSIONER'S OFFICE  
January 17, 1854.

2nd Statements of the Revenue of the Harbor for each of the last five years.

3rd. Statement of the Revenue derived from Lake St. Peter does for the past year.

These embrace all you asked for, except the return of the "number of vessels arriving and departing during each of the last five years,"

which is in course of preparation, and will be furnished as soon as possible.

I also transmit herewith the letters dated 13th and 14th inst., which have passed between the Commissioners and their Agents, T. C. Keefe, 1884, respecting the scheme of Harbour improvements in question, and in which some of the more important details of the General scheme are referred to at some length. I allude more especially to the project of cutting a deep channel through the "Neck" of the shoal opposite the present ship-harbour and constructing an Entrepôt Wharf upon what Mr. Keefe designates as the "Island Shoal" below it. The opinion of the Board of Trade upon this part of the Commissioners scheme is also invited, and should the Council be desirous of giving fuller explanations upon any of the details above mentioned the Commissioners entertain no doubt that Mr. Keefe will be happy to furnish whatever may be required (that may be in his power), either in writing or by conference.

Str.

Your obedient servant,

JOHN GLASS,

Alex. Clerk, Esq, Secretary, }  
Board of Trade.

[Copy.]

{ HARBOR COMMISSIONERS' OFFICE,  
{ January 13, 1854.

Sir,—I am directed by the Commissioners to refer the accompanying extract from a letter from the Secretary of the Board to you for your consideration and reply.

I am at the same time to advert to the Report made by Mr. Gzowski and yourself on the 28th January last, on the subject of enlarging and improving the Harbour, and to state that in acting upon that report the Commissioners deemed it expedient to adopt the scheme therein recommended of placing Docks upon the Point St. Charles Shoals, as the "best" plan that could be adopted for affording additional accommodation in the Harbour for sea-going and other vessels. I am now, however, to call your attention to the facts that many important changes have taken place in the trade and prospects of the Harbour since your

[illegible]

your report, and the circumstances, and more especially the position of Harbour Improvement and the Board, in so practically engaging the attention of the Board of Trade and the public, I wish to inquire whether the facts here stated, and others which may have occurred since, have induced you to reconsider the recommendation, in conjunction with the Board, whether anything has occurred since that has recommended the immediate prosecution of the proposed works, or that additional works, to be coordinated, or plans, so frequently talked of by the Commissioners, viz.: that of covering the front of the present ship harbor, and the wharves as the nature of the locality requires. Your views with reference to the improvement of the wharves at Kiokehega Bay, are also required, and the Commissioners are anxious to place your judgment these points before the Board, to assist them in their deliberations relative to the proposed improvements now before them. I am instructed to request that you will send with your views thereon, at your convenience, a statement of the reasons

will furnish the honor to be, Sir,  
earliest convenience. Your most obedient servant,  
JOHN GLASS, Secy.

MONTRÉAL, 14th January, 1854.

honour to acknowledge the receipt of yesterday, enclosing one copy of the report of the Board of Trade of this date, in relation to the petition of our Commissioners, and referring to the present position of the Harbour, and the proposed enlargement of the Harbour. It appears to exist, with reason, that the petition of Mr. Gzowski and myself, in relation to the proposed enlargement, arising, probably, from the same cause, is the subject of the instructions under which that report is made, and that the same will not be closely examined. It is, however, upon to report upon the "best"

ing the Harbour, and especially the facility of conducting a branch line Canal through Craig Street, and along Basins and wharves, was brought alongside of warehouses. It was considered necessary to advert to the possibility of constructing breast wharves, or of extending accommodation, so that already enjoyed, because the others did not need Engineers to construct so many; besides, we thought that all other available wharves included, had already been under their use, and we felt convinced that when possible room for wharfage similar to that which had been occupied, there would still be left for Harbour accommodation—and of that kind which would place this port on a par with competing Sea Ports.

It is remembered that the whole of the plan for the sea draught, is now limited between the Island Wharf and the Canal, there can be but one opinion as to the necessity for more deep-water wharfage. The idea of the Canal being too short for the purposes, we proposed to send the orders up through the locks to basins under

Point St. Charles, in order to vacate the space now occupied by them for the use of a craft; but, as even the plan of construction proposed by us, limited as it was, required time to carry it out, and as important advances in our position have taken place, as you remark, since the Report was written, I consider the most expedient to be: how shall we really expedite the preparation for the triple line of steamers, the larger sea-going craft which the construction of the railways, the prosperity of the Port, the deepening of Lake St. Peter are bringing to our harbor?

Since our report was written, the Commission have decided upon bringing down the new Water Works to Point St. Charles. This channel will conduct the whole body of water brought from three to five hundred feet (varying from the season), and will have a material influence on the dock question at Point St. Charles. The proposition to fill the old Lachine Canal, although the only mode just then, involved both the Board of Works and the rights of the owners, as well as a higher lockage than necessary for the purpose of avoiding floods.

Under these circumstances, I am of opinion our scheme should now be carried out with integrity, and wholly independent of the aid of the Government. It is most necessary to be expedient, but it must necessarily be expensive—but it must be constructed proportionably cheaper upon a scale than upon a small one. I think the operation of the Railway Company, to which it is most important, should be invited. I am convinced that this is the best means, and in the direction to which, in the words of our motto, "ample" accommodation can be obtained. But as such a work must necessarily be years, I proposed to state what I think the first entered upon, in order that immediate accommodation be prepared, and at the same time, the necessary work be made for the large scale.

The Commissioners are aware that the instructions of 6th and 8th September, in preparing a report with estimates upon the channel between the harbor and side, including, of course, the corresponding works within the harbor. An attempt was made to determine, by boring, the character of the bottom of the wharves in October last, but the difficulties encountered were deferred, upon the ice.

I regret that I cannot speak positively as to the character of these shoals. In order to present call from the Council of the Port; but as I have no doubt that the work can be removed without difficulty, I propose what I had intended to propose for the purpose of affording immediate relief.

In my report upon the Montreal and Lake St. Peter Railway made about two years since, when the prospects of that work were such as to warrant the expenditure of such a sum, I proposed to carry out the scheme since proposed, in order to make perfect connection with our harbor. I proposed as follows:—"For the present, the buildings could all be confined to the main shore, and wharves be constructed similar to those in the Harbour with moveable fillings—allowing them to be covered by the water in the winter. The extent of accommodation here would be greater than could be afforded elsewhere. The lower edge of the Point St. Charles Shoal, and directly opposite this there is a shoal, and nearly thirty acres in extent, the average of about seven feet only at low water."

This Island shoal hangs down from the main one under Point St. Charles, and is the main with it by a narrow neck, having place connected at low water. From the front of the shoal, upon below the Canal, there is nearly a third of a mile of deep water until the 'neck' is cut off a mile. There is over twenty feet of water under the side of this neck, and its width between each depths is 400 yards. I propose to cut on these through this and place the excavation channel top of the Island Shoal below it, upon the Shoal above water and surrounding it with this work, after dredging the outer edge with crib

the space to twenty feet water. By this step three important objects are gained; a dangerous and troublesome Shoal will be raised above water, and made use of as an Entrepot Wharf; a new outlet and inlet into the Harbour will be obtained, instead of the single narrow pass between the Island Wharf and the Island Shoal referred to; and large Ships and long Steamers need not then be turned in order to leave the Harbour. This new channel and removal of the Island Shoal would be almost indispensable in order to form a proper approach to the long locks, docks and basins, proposed at Point St. Charles. The new Island Wharf thus formed could be connected with the old one by a ferry boat working into slips upon sleek chains lying upon the bottom. This moveable bridge could be used with but little interruption, in consequence of the double entrance to the Harbour. The Island Shoal will afford as great a wharf frontage as can be had in Hochelaga Bay, and will enable Lake Craft loading transhipped goods at it, to pass upwards without the aid of tug steamers which will be required if they go below the Current. This extra tugging would not only be a charge on the trade—but in consequence of the narrow entrance to our harbour, any tugging must always be inconvenient.

Until detailed plans and estimates can be prepared, I would put the probable cost of getting rid of this shoal and obtaining a new wharf and a new Canal at fifty thousand pounds. If preparations are soon made a large portion of this work could be constructed in the ensuing season and much additional discharging room be ready for the fall ships.

With respect to a line of wharfing along the lower edge of the Point St. Charles Shoal (on the southern line of the proposed new channel) I am of opinion that it should be commenced as part of the main retaining wall of the proposed Point St. Charles Dock. With respect to places of the docks called for by the Council of the Board of Trade, I beg to say that there is none other than the sketch submitted with our Report. The object of that report was merely to point out the direction in which we considered the attention of the Commissioners should be turned. A well considered plan, with estimates, embracing the full extent of the works will require time, and an appropriation which we did not possess, nor was it proper to go farther with the question until its utility had been fully canvassed. The scale of the works at Point St. Charles may be extended to an indefinite extent (and this constitutes the chief merit of the site), but the important question is to ascertain how much of it should be undertaken first, and this will very much depend I suppose upon the interest taken in it by the Grand Trunk Company.

I understand the present action of the Harbour Commissioners to be for the purpose of obtaining authority to go into the scheme. Obtain the necessary plans, estimates, and reports, as well as the views of the Railway Company and be guided by the results.

With respect to Hochelaga Bay, I entertain no doubt the whole of the available frontage at this point will be occupied with great wharves.

The depth of water will be against the extension of pier and formation of slips. If the Bytown Railway goes there it will need nearly the whole frontage for lumber wharves—all of this space and more will be needed for lumber, coal, and ship yards, and if we had more available space, it would be a great advantage.

The south shore is a blank.—The Island of St. Helens and the opposite shore between the Bonsecours Church and the Longueuil Wharves are useless, and when we look at the wharf frontage not only of rival sea ports, but even of our inland towns, such as Kingston and Toronto, and compare it with our own, it is evident that after having occupied all the ground which the river affords, we must go out of it, and adopt artificial means to make this city what she can be made, the principal port for the imports of the country.

I have the honor to be,

Sir,  
Your obedient servant,  
Thos. Kaspar,  
Engineer H. C.

# STATEMENT OF THE REVENUE OF THE HARBOR for the five years preceding 1854, furnished to the Board of Trade in compliance with the request of the Council of said body.

1849—Income...£ 9391 Expenditure...£ 8065  
Surplus..... 1326

1850—Income...£10209 Expenditure...£ 7621  
Surplus..... 2588

1851—Income...£12459 Expenditure...£10343  
Surplus..... 2116

1852—Income...£12544 Expenditure...£ 9954  
Surplus..... 2590

1853—Income...£15500 Expenditure...£11650  
Surplus..... 3850

N.B.—This return for 1853 is not strictly accurate, as the accounts for the year are not yet closed; but it may be taken as a close approximation to the final result.

## STATEMENT OF THE REVENUE derived from Tonnage passing through Lake St. Peter in the year 1853.

Income...£2428 Expenditure—Say Interest on debentures...£2825  
Deficit... 397

## STATEMENT OF THE number and tonnage of vessels entered and cleared at the Port of Montreal in the five years preceding 1854—distinguishing those entered and cleared at the Custom House, from those entered and cleared at the Office of the Wharfing:—

### INWARDS.

Years	Vessels	Entered at Custom House	Entered at Wharfing Office	Total	Tonnage
1849	144	37425	3726	39151	3937
1850	211	4658	3726	39151	3937
1851	243	5688	3726	39151	3937
1852	192	46019	3995	37954	4187
1853	252	59213	4633	42715	4895

### OUTWARDS.

Years	Vessels	Entered at Custom House	Entered at Wharfing Office	Total	Tonnage
1849	159	3800	390635	3921	136959
1850	219	6824	390635	3921	136959
1851	252	66391	390635	3921	136959
1852	209	47637	390635	3921	136959
1853	254	59904	4564	42715	4818

## STATEMENT OF THE number and tonnage of vessels entered and discharged in the Harbour of Montreal in each of the four years preceding 1854:—

Years	Rafts	Lumber Feet	Timber Cords	Firewood Cords
1850	119	202700	234000	3300
1851	132	199000	259100	2600
1852	105	222500	479100	2779
1853	169	217600	317200	3026

JOHN GLASS,  
Secretary.



REVENUE OF THE HARBOR for  
ending 1854, furnished to  
in compliance with the  
of said body.

Expenditure... £ 8055  
Surplus..... 1336  
£9391

Expenditure... £ 7621  
Surplus..... 2388  
£10009

Expenditure... £10343  
Surplus..... 2116  
£12459

Expenditure... £ 9954  
Surplus..... 2590  
£12544

Expenditure... £11650  
Surplus..... 3850  
£15500

for 1853 is not strictly ac-  
for the year are not yet  
taken as a close approxi-  
mation.

Revenue derived from Tonnage  
at St. Peter in the year

Expenditure—Say inter-  
est on debentures.... £2825  
£2825

Number and tonnage of vessels  
at the Port of Montreal in  
ending 1854—distinguishing  
cleared at the Custom  
entered and cleared at the  
Harbor:—

#### INWARDS.

Entered at Wharfe Hangers Office.		Total.	Total.
Vessels	Tonnage Vessels	Tonnage	
3726	3915:0	3937	437618
3448	3575:5	4091	414363
3995	3795:4	4187	425633
4633	4327:5	4885	491918

#### OUTWARDS.

Entered at Wharfe Hangers Office.		Total.	Total.
Vessels	Tonnage Vessels	Tonnage	
3719	3906:35	3921	436959
3448	3571:15	4091	413506
3995	3791:30	4206	425633
4564	4272:0	4818	481848

and discharged in the Harbor  
each of the four years preced-

#### CONTENTS.

Timber Measure	Timber Feet.	Firewood Cords.
202700	234000	3304
199000	259400	2608
222500	479400	2179
217600	317200	3020

JOHN GLASS,  
Secretary.



