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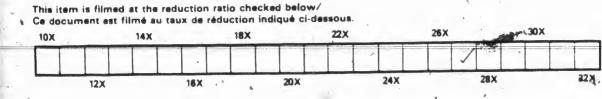
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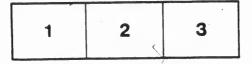
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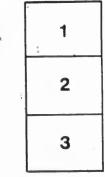
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(COPT.) HARBOUR Co

Stra,-In secontance with ur Harbour Commissioners, 1 transmit herewith soundry do a scheme which they have just adopt, for extending and imp These documents are marked specifiely, and I have to re lay them, together with this board of Trade, as geniyas y ticable to do so. The object which the C in view to submitting these Board, is, to invite it to declar the following points, respection of the Commissioners are last. Does the Board of Tr Commissioners in thinking to make immediate arranger increased accement dation and going vessels?

to make indicate arranger increased accommodation in going vessels? ' 2nd. Does the Board agree-ing that the Ship Channel fr tids-water should be deepene low water, provided suitable vessels of that draught can be bour; and if so, does the Boa in thipking that the propos-upon tob Point St. Charles S ought to be adopted ? . 3rd. Does the Board agree sioners in thinking that the question would be for the bene and consequently that the Go es asked to guarantee the in which would have to be borro struction ? *

struction 7 * To these several questions, invite the Board to return ang conveniently can; for, if fave boar Bill, conforming the n-rc effecting certain alterations in of flarboard dees, weald be pre-lay, for the purpose of being ment early in the ensiting sees 1 am in structed to add, that Report of the 29th Nov. was Report of the 29th Nov. was missioners have come to the Inclusion of the account of the missioners have come to the missioners have come to the Locks, of the hargest class, to posed Docks with the present of adopting the restet though the Canal as proposed by Mes. Keefer, in order that steamers' might be enabled to use then were opened; but, as the pro-for such Locks would be atte-erable expense, the Commission ered if prudent not to call for t such dapense would be needle of the Board of Trade should p orable to the principle of the orable to the principle of the mitted and recommended for it I have the house 0000

Becretary Board of Trade, Montreal.

[COPV.] OFFICE OF THE

Sin,—Your communication of having reference to a scheme as harbour Commissioners for ex-proving the barbour of Mon aubmitted at a Szecial Meeing the lloard of Trade on the 8th it I am directed to inform you, naturally feeling the deepest in portance of the subject brought desirous of giving it every consi point which the scheme em-plain the grounds of that op-e Board, they will teel object. the same the following infi-el. A plan of the whole ac posed, together with a plan up ireal as it now exists, show

[No. 2.] HARBOUR IMPROVEM

(COPY.)

SHARBOUR COMMISSIONERS' OFFICE, January 4, 1854.

-In accordance with instructions from the Sing-in accounties with instructions from the Harbour Commissioners, I have the bonor to transmit herewith sundry docum ints, relating to a scheme which they have judged it expedient to adopt, for extending and improving the Harbour. adopt, for extending and nuproving the internoor. These documents are marked A, B, C, and D, re-spectively, and I have to request that you will lay them, together with this letter, before the Board of Trade, as easily as you may find it practicable to do so.

ticable to do so. The object which the Commissioners have in view in submitting these documents to the Board, is, to invite it to declare its opnion appon the following points, respecting which the view, of the Commissioners are developed at some length in the documents themselves, viz.

lat. Does the Board of Trade agree with the Commissioners in thinking that it is necessary to make immediate arrangements for providing increased accommodation in the Harbour for sca

increased accommodation in the llarbour for seu-going vessel? ' 2nd. Does the Board agree with them in think-ing that the Ship Channel from the dlarbour to tide-water should be deepened to twendy feet at low water, provided suitable accommodation for vessels of that draught can be found in the llar-bour; and if so, does the Board agree with them in thinking that the proposed plan of Docks upon the Point St Charles Shoals is that which ought to be adopted ? - 3rd. Does the Board agree with the Commis-sioners in thinking that the improvements in

sioners in thinking that the improvements in question would be for the benefit of the Province, and consequently that the Government nught to be asked to guarantee the interest on the sum which would have to be borrowed for their construction ? To these several questions, the Commissioner

To these several questions, the Commissioners invite the Board to return answers as early as it conveniently can; for, if favorable, a new Har-bour Bill, confarring the necessary powers, and effecting certain alterations in the existing Tariff of Harbour des, would be prepared without de-lay, for the purpose of being and before Parlia-ment early is the early

meat early in the easing session. I am instructed to add, that since Mr. Young's Report of the 20th Nov. was adopted, the Com-Report of the 20th Nor, was adopted, the Com-missioners have come to the conclusion that it nught be more advisable, at once, to construct backs, of the largest class, to connect the pro-posed Docks with the present II arbour, instruct of adopting the ronte through the waste weir of the Casal as proposed by Mesiar. Growski and Keefer, in order that steamers of the largest elsas, might be enabled to use them as, soon as the yy were opened; but, as the procurrog of estimates for such Locks would be attended with con-li-erable expense, the Commissioners have consid-ered if prudent not to call for them at present, as such expense would be needless, if the opinion of the Board of Trade should prove to be untayorable to the principle of the scheme now sub-mitted and recommended for its adoption. I have the honesteries

ante estand

and soundings in front of it, as far as mid-chan-| Report was

nel changes are effect in the 2nd. A statement of the Harbour Revenue for each of the last five years, and the number of vessels arriving and departing during each such reference m of a class of than any w

3rd. A statement of the Revenue derived from and to the STG. A statement of the Revenue derived from Lake St. Peter dues for the past year. As soon as you can furnish the Council with these particulars, they will be an a position thoroughly to consider the merits of the question, after which a General Meeting of the Board will be summoood, and the whole acheme laid before them are' already Britaia and course of th underst feet, that is Locks of th them. would nee would need ing in that of the Wa posed. Mu to cross the t

I have the honor to be, Sir, . Your obedient servant. ALEX. CLERE Secretary.

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

[Gory.]

S HARBOR COMMISSIONER'S OFFICE January 17, 1854.

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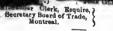
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Sin-I dily received your letter of the 10th instant, asking for cert in plass and statements uo behalf of the Council of the Board of Trade, to enable them to report their opinion to the Board upon the scheme of harbor improvements which has been referred to it. I took the earliest opportunity of laying your letter before the llar-bor Commissioners, and have now the honor, In merconhones with their instructions to transmit line mar your Rei the propo Under t 88 Extensi tention of am instru adverted "ccordance with their instructions, to transmit to yourse with scheme

nerewind — Ist. Two plans relating to the improvemental is question, one of which shows the shoals and soundings in front of the existing harbor. 2nd Statements of the Revence of the Harbor Mr. Gzan to indu secution part of

for each of the last live years, 3rd. Statement of the Revenue derived from Lake St. Peter dues for the past year. the short

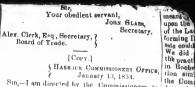
3.4. Statement of the Revenue derived from Lake St. Peter dues for the past year. These embrave ull you seked for, except the return of the "number of vessels arriving and departing during each of the last five years," which is to course of preparation, and will be Larnished as so n as possible. Table transmit here with of the detters dated fath and thin inst, which have the detters dated fath and thin inst, which have the between the Commissioners and their finder, T. C. Keefer, Hay, respecting the schembor flatboar improve-ments in question, and in which some of the more important details of the general scheme are re-tered to at some length. I allude more especially to the preject of cutturg a deep channel through the "Neck" of the shoal opposite the present Hispharbue and constructing an Entrepot Whart upno what Mr. Keefer designates as the "Island Shpat" below it. The opinion of the Board of Trada upon this part of the Com-missioners acheme is also invited, and should the Councel be desirons of having fuller expla-nation upon any of the details embraced in Mr. Keefer will be desirons of having fuller expla-nation upon any of the details power), sinter writting or by conference. Sin,-I celpt of from the City to questing the quest some mis pect to the port 🖝



[Corv.] OFFICE OF THE BOARD OF TRADE January 10, 1854.

2 January 10, 1854. Sta,—Your communication of the 4th instant, hwing reference to a scheme as proposed by the Harbour Commissioners for extending and im-proving the herbour of Montrent, was duta automitted at a Siecial Meeting of the Council of the load of Trade on the 8th instant. I am directed to inform you, that the Council in naturally feelog the depends interest in the im-portance of the subject brought below them, desirous of giving it every consideration in their desirous of giving it every consideration in their power; and in order that they may be enabled

power; and hn order that thry may be evaluated o declare their opiofinion fully on the various oning which the acheme embraces, and to uplain the grounds of that opinion clearly to Bused the second second second second second second Bused the second second second second second second Bused the second s



Sin,-I and directed by the Commissioners to refer the accompanying extract from % lefter from the Secretary of the Board to you for your determine WOre aWa insideration and reply. what we

consideration and reply. 1 am at the same time to indirect to the Report made by Mr. Growski and yourself on the 28th Jaunary last, on the subject of enfarging and im-proving the Harbour, and to state that in acting upon that report the Commissioners deemod it ex-pedient to adopt the scheme therein recommended of placing Dacks upon the Point St. Charles Should, as the "best" plan that could be adopted for allocing additional accounted from one hereing a difficung a hoties years I am now however, to ead your atention to the facts that many more runt changes have taken plane in the considera all the di the preser be a defici oone at al when it accommod ed to the s Lachine C bin the grounds of that opinion clearly to Shouls, as the "best" plan that could be adopted ed to the r Board, they will teel obliged by your furnalistic for allocing additional accommodation in the therm with the following information — Harbour for year going and other vessel I am now at A plan of the whole scheme of Docks however, to call your attentions to the facts that present to present to getter with a plan of the Harbour of many inpretant change hare taken place in the treal as it now exists, showing the shoats. Trade and prospects of the Harbour since your nary trade

ENTS.

tten and that other important unced to the public as to take to of the ensuing summer. I have cially to the arrival last year pecially to the arrival inst year s of larger tonnage and draught been accustomed to previously, at vessels of 2000 tons burden at vessels of 2000 fors burden retised to sail bitween Great retail to sail bitween Great treal, as regular Traders, in the wing ammer. These reasels, it to to be of the great length of 300 y longer, by a 100 feet, than the bine Ganal, a circumstance which y exclude them from participat-rages of the projected Docks, so nee to them was through the routs ell of the Ganal, as hitherto pro-re the site of the Victoria Bridgo Lawrence has been determined Report was drawn any; and al-toon the subject to guide them, a th has been decided that the d to is to abnt cn Point St. ont within the limits of the Har-mequantly that it will cross the poon the opin which accompanied ertised to sail between Great apon the plan which accompanied is indicating the outer boundary of ocks.

brocks. brownstances, and more especially on of Harbour improvement and now practically engaging the at-Bcarl of Trade and the public, I to inquire whether the facts hero rothers which may have occurred ve ipduced you to reconsider the recommended, in conjunction with or whether any thing has occurred to recommend the immediate pro-that additional, but subordinate, plans, so frequently talked over immissioners, viz.: that of covering front of the present ship harbor, prove as the nature of the locality rves as the nature of the locality Your views with reference to helags Bay, are also required, and bioners are anxious to place your all these points before the Board sist them in their deliberations e of Harbour Improvements now hth your views thereon, at your

> he honor to be, Sir, most obedient servant

JOUN GLASS, Sec.

TREAL, 14th January, 1854. NTRUAL, 14th January, 1534. Honor to acknowledge the re-of yesterday, enclosing one of the Board of Trade of this of the Board) inclusing one of the Board of Trade of this aur Commissioners, and re-upen the present position of infargement of the Harbour, in appears to exist, with res-of Mr. Growski and myself, arising, probably, from the runtions under which that re-te not been closely examined. phon to report upon the "best" of the Harbour, and especially of the Harbour, and especially billity of conducting a branch and through Craig Street, and Basins where sea going resnd Basins where sea going vesbeight alongside of warehouses, side it necessary to advert to of constructing breast wharves by or of extending accommoda-to that already enjuyed, because uners did not need Engineers to the and the barder of the state that was so manifest; besides, we that all other available means than ided to, had already been under their on, and we felt convinced that when possible room for wharfage similar to , had been occupied, there would still ney of flarbour accommodation—and of that kind witch would place this par with competing Sea Ports. is remembered that the whole of the

ation for the sea draught is now limit-pace between the Island Whyrf and the anal, there can be but one opinion as to ty for more deep-water wharfage. The we proposed to send the ordis up through the locks to basins under Point St. Oharles, in order to vacat now occupied by them for the use of craft; but; searce the plan of com proposed by ns, limited as it was, time to carry it out; and as importa-ent advances in our position b-place, as you remark, since the was written, I consider the real qu-was written, I consider the real qu-was written, I consider the real qu-to be: haw shall we most expedit pare for the triple line of steamer larger sea-going craft which the cons our railways, the prosperity of the Pre-ther deepening of Lake St., Pater are bring to our harbor? Since our report was written, the O

sun uerpraing of Large SL, refer alt bring to our harbor? Since our report was written, the O have decided upon bringing dura the the new Water Works to Point SL. Ob channel will conduct the whole bod brought from the lead of the Lachi (varying from three to five hundred by according to the season), and will hav rial influence on the dock question a Charles. The proposition to fill the u the Lachine Uanal,—although the on mode just then,—involved both the con Board of Works and the rights or clai owners, as well as a bigher lockage the foods. flood

Under these circumstances, I am of o our scheme should now be carried out grity, aud wholy independent of the ca grity, and wholy independent of the cas it must necessarily be expensive—bat stroeted proportionably cheaper up scale than upon a small nee—1 think ration of the Railway Company, to most import int, should be invited. vinced that this is the best means, and direction is which, in the words of o tons, " ample" accommodation can be Buy as another work must necessarily

tions, "ample" accommodation can be But as such a work must necessarily rears, i proneed to state what I think first entered upon, in order that immed modation be prepared, and at the same per commencement be made for the lars The transmissioner are access that

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The Commissioners are sware that instructions of 61b and 8th September preparing a report with estimates upo channel between the harbor and ildechannel between the harbor and tide cluding, of course, the corresponding within the harbor. An attempt was termine, by borlog, the character of the front of the wharese in October last, b difficulties encountered was deferred, when the inclusion of the second second second second between the second s

upon the ice. I regret that I cannot speak positi the character of these aboals, in order i present call from the Council of the Trade; but as I have no doubt that the as can be removed without difficulty, plain what 1 h d intended to propose poss of affording immediate relief. In my report unou the Montreal and

lo, my report upon the Montreal and Railway made about two years sim the prospects of that work wer, and ator ben ben be to ould der to bour) re, and in the then DE The s 1b

than could be subcrack the work of the bar lower edge of the Folin SL. Ohner, the sub-and directly opposite this there is the sub-sector of the subcrack of the subcrack of the sub-sector of the subcrack of the subcrack of the sub-metry of the subcrack of the subcrack of the sub-with it by a narrow neck, having since nneced-litst low water. — From the front of the subcrack of derp water until the 'neck' is coold and of derp water until the 'neck' is coold and of derp water until the 'neck' is coold and the subcrack of the subcrack of the subcrack of derp water until the 'neck' is coold and of derp water until the 'neck' is coold and the of the subcrack of the Bool above water and surrounding thing this work, after dredging the onter with crib

to twenty feet water. By this step three important objects are gained; a dangerons and troublesome Shoal wil be raised above water, and nade use of as an Entrepot Wharf; a new outlet and inlet into the Harbour will be ob-tained instand of the index sections will be obthe space t changes t changes ve taken t Report stion now ously preencemen tained, instead of the single nervow pass between the Jsiand Wharf and the Jaland Shoal referred to; the lstand Wharf and the Jsland Shoai referred to; and large Ships and long Steamers need not then be turned in order to leave the Harbour. Thi-new channel and removal of the Island Shoai would be almost indispensable in order to form a proper approach to the long locks, docks and basins, propoed at Point St. Charles. The new Island Wharf thus formed could be connected with the old one by a ferry boat working into allys upon alsok chains lying upon the bottom. This moreable bridge could be used with but fit-le laterruption, in consequence of th double enend the ruction of ince, and about to

Poration Il-race of les. This of water Rapids, a mate-point St. bia form This moreshle bridge could be used with but lit-the faterraption, In consequence of the double en-trance to the Harbour. The Island Shoal will afford as great a wharf frontinge as can be had in Hochelegs Ear, and will enable Lake Orafi load-ing transhipped goods at it, to pass upwards sithout the sid of tug steamers which will be re-quired 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 berbour, any tugging must always be incon-renient. iks from possible at of the of mill was nerenient

Uotil detailed plans and estimates can be prepared, I would put the probable cost of getting rid of this shoal and obtaining a new whart ton that its inte-; and as be conrid or this shoal and containing a new what and a new Chappel at fifty housand pounds. If preparations are soon made a large portion of this work could be constructed to the ensuing iarge m it is

this work could be constructed in the ensuing season and much additional discharging room be ready for the fall abus. With respect to a line of wharfing along the lower edge of the Point St Charles'Showl (on the southern line of the proposed new channel) I am of opiaion that it should be commerciaed as part of the main retaining wall of the proposed Point St. Charles Do.ks. With respect to place of the docks called for by the Conacti of the Board of Trade, I beg to asy that there is none other than the sketch submitted withour Report. The object of that report was merely to point out the CON e only rded one of uld be a pro 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 I an ship r₁ luon 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 to prove the descention with the state of the s to deon the done

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run estent of the works will require time, and an appropriation which we did not posses, 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 estend-ed to an indefinite estent (and this constitutes the cheif merit of the site), but the important question is to ascertain how much of it should be undertaken first, and this will very much-de-pend I suppose upon the interest taken in it by the Grand Trink Company. I understand the present action of the Harbour Commissioners to be for the purpose of obtain-ing authority to go unto the scheme Obtain the ne casary phane, estimates, and report, as well as the rise work the Railway Company and be guided by the results. With respect to Hochelags Bay, I entertain no doubt the whole of the arailable trontage at this point will be orcupied with breast wharves. The depth of water will be against the esten-tion of pieces and formation of slips. If the Batown full means, there it will eased the against the substreamed with ease the same the states of the states of the states point will be oncupied with the against the esten-tion of pieces and formation of slips. If the

The depth of water will be against the exten-tion of pieces and formation of align. If the Bytown Kallway goes there it will pred nearly the whole trontage for lumber wharees all of this opace and more will be needed for lumber, work, and ship yards, and if we had more arail-

The south shore is a blank.—The Island of E Heleas and the opposite abore between the Bonsecours Church and the Longusuil What are usless, and when we look at the wharf from-age not only of trivia sea porta, but eran of our intand towns, such as Ningaton and Torono, and compare it with our own, it is evident that at the having uccupied all the ground which the riviet affords, we must go out of it, and adopt arifician means to make this city what she can be made the principal port for the imports of the coustry. I have the bornor to ba, Sir, Your obedient serrant, Thes. Kastas,

THOS. KANPI Engineer H. O.

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

1849—Iucome£ 9391	Espenditure £ 8055 Surplus 1336
	£9391
1850—Income£10209	Expenditure £ 7621 Surplus 2588
	£10209
1851—Income£12459	Expenditure £10343 Surplus 2116
	e £12459
1852-Income £12544	Expenditure £ 9954 Surplus 2590
a 0 1853—Income£15500	£12544 Espenditure £11650 Surplus 3850
	£15500

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.

TEMENT of the Revenue derived from Tonnage passing through Lake St. Peter in the year 1853

Income £2428	Expenditure-Say inter-
Deficit 397	est on debentures£2825
£2825	. £2825

STATEMENT of the number and tonnage of vessels entered and cleared at the Port of Montreal in the five years preceeding 1854-distinguishing those entered and cleared at the Custom House, from those entered and cleared at the Office of the Wharfinger :-

INWARDS.

	Enter	ied at itouse.	Enterd finger	at Wh'r- • Office.	To- tal.	Total.
Venis	Ve-aels		Vessels	Toamige	Veils	Too'pu.
1849		37425	3726	3915:0	3937	437676
1851	243	56 88	3+48	357575	4091	414363
1851		45019	3,995 4633	379554 432715		

		00	TWARDS	Ν.,		
	Ente. Cusam		Eute'd finger	ai Wh?t+ Office.	Tu- tai.	Total.
eass	Vessela.	Toil ige	Venein	Tomage	Ve ² l-	l'on'ge.
184:	158	3806.	A			
1851	210	6824 56391	1.08	390635 357115	4091	113506
1852	209	47637		379130		
-		State of the local division of the local div				

tents) entered and discharged in of Montreal in each of the four years pre iog 1854 :--

		1 0	ORTENTS.	
Years.	Rafis.	Lumber Feri	Fauber Cabis Feat.	Fire wo Curde
1-50 1851 1852 1853	119 131 165 169	202700 199000 222500 247600	234600 259200 479200 377200	330 2608 2175 302
1853	169	211000	Jons G	

Bearstary

ENUE OF THE HARBOR for ding 1854, furnished to in compilance with the cit of said body.

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	Expenditure	£ 8055 1336
		£9391
	Expenditure	£ 7621
	Surplus	2588
	e ³	£10209
,	Expenditure	£10343
·	Surplus	2116
	¢	£12459
	Expenditure	€ 9954
	Surplus	2590
		£12544
)	Expenditure	£11650
	Surplus	3850
		£15500
r	1853 is not stri	etly ac-

or 1853 is not strictly aca for the year are not yet taken as a close approxialt.

nue derived from Tonnage ake St. Peter in the year

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ber and tonnage of vessels at the Port of Montreal in disig 1854-distinguishing cleared at the Custom entered and cleared at the ager :-

WARDS.

Eate'd fingers	at Wh'r- o Office.	To- tal.	Total.
Veasth	Tominge	Vella	Ton'ga.
	3915:0		497478
3726 3×48	357575	4091	414363
3995 4633	319554 432715		

UTWARDS

	Office.	181.	Total.
Vessels.	Tonnege	Vell	fourge.
	390635	30.1	126050
8	357115	4090	113506
	42740		

ad discharged in the Hareber-

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(ONTENTS.		4
untier Frei d Mulsure	i'mberCabs	Firewold Cords.	
202700 199000 222500 217600	234600 259300 479300 317200	3304 2608 2179 3020	

JOHN GLASS, Secretary.

