

mere construction thereof is concerned ; but there are considerations and natural obstacles involved in the question, which it would be prudent to bear in mind, some of which are :

The exposed position of the site.

The vast expense to be incurred.

The uncertainty of any revenue, derivable therefrom, meeting the interest on so large an outlay.

The unsuitableness of enclosed Docks for lumber shipments, at present the principal trade of the Port.

The destroying a natural Harbour of refuge for coasting vessels and other small craft, in occupying the entrance of the St. Charles.

On each of these heads I have to offer a few remarks ; and firstly—The prevalence and violence of Easterly and North-Easterly gales at Quebec, are almost proverbial ; but the wharves of the City are in some degree sheltered therefrom by the opposite shores of Point Levy ; while the effect of a Northerly or North-Easterly gale sweeping past the Island of Orleans through the North and South Channels, is to precipitate their converging waves into the basin of the St. Charles ; and the vast bay hollowed out of the Beauport shore by continual storms, has been the natural result.

The edge of the Beauport shoal or bank commences in a line from the India wharf, and in my humble view, points out the original North-West margin of the St. Lawrence, until the bluff rocks of Cape Diamond arrested the surge in its march of destruction. The exposure of this situation in the direction of the most violent and frequent winds, appears therefore a serious difficulty, if not a strong objection.

Under the next head of the *large expenditure* to be incurred ; without going into more detailed surveys, it may be affirmed that this fact is self-evident, from a mere inspection of the spot. To be efficient, any such works should be capacious in extent and of the most substantial character—and setting aside calculations founded upon measurements for the present, I do not fear to assert that docks suitable to this unsheltered situation, and worthy the rising prospects of the Province, could not be completed with all their proper Lock-entrances, Breakwaters, Warehouses, Retaining-walls and Equipments, for a much less sum than Five hundred thousand pounds currency—(£500,000.)

The annual interest on so large an investment, necessary to cover the constant repair, maintenance and improvements called for, could not be set down below ten per cent, or Fifty thousand pounds currency—(£50,000.) Works of this magnificent class are, in older countries, usually undertaken by corporate bodies and chartered companies, Docks built by the Government being confined to the Naval defences of the Empire. It becomes questionable whether a large number of Stock-holders could be found, bold enough to venture their capital, with so doubtful an issue of a

sufficient
uncertain
the uns
becomes
great rev
of a con
grain an
rying tra
of transp
successi
of depriv
That

ber, app
branch d
cribs int
dues, al
grounds
the St.
safety,
will prev
the stre
their car
area, su
of delay
lumber-
bulk of
a Dock

On t
and land
extensiv
create a
and bat
strong e
into the
works o
weather

Two
first, to
and rais
excavat
Roch su
destroy
a Wet-
present
nearly i
the busi
occupat
amount