

water power. The same remark would apply to the ocean vessels. A safe winter harbor would thus be provided. Dry docks for building ships could be had to any extent, while the engineers I have named declared to the Harbor Commissioners that the surplus water power would more than three times pay for its cost. The dock is in the harbor; the land is the property of the Commissioners, and the revenue of the harbor is ample for its construction. The canal suggested on the banks of the St. Lawrence would be its feeder, with only nineteen feet of lockage. Under these circumstances should the present Honorable Commissioner of Public Works not hesitate, and before giving out contracts for the enlargement of the present Lachine Canal, cause a survey to be made by competent engineers—especially as the Public Works Department declared, with the sanction of the then Chief Engineer, "*that nowhere is the execution of works on a large scale to effect this object of such paramount importance as at Montreal, owing to the commanding position of this centre of commerce, forming as it does, the connecting link between the ocean and lake shipping, besides being, with the aid of the Victoria Bridge, the great junction of our railway system.*" By the Harbor Commissioners constructing the dock, the Government would only have the navigable feeder to construct, and as the natural beach of the river to 36 feet above high water mark is the property of the public, the expense for land would be light. I have assumed that the outlet of the Lachine Canal at Montreal cannot now be changed, but the outlet through the docks will be a much better outlet than any other, while the Lachine Canal can be connected with the dock at Grant & Hall's Mill, where there is ample space. If such a canal on the St. Lawrence from Lachine into the Docks was carried out, Nun's Island by a dam could be connected with the Victoria Bridge, and a large space of still water enclosed for the timber and other trades.

In 1853, in a communication to the Harbor Commissioners, I said that "I had no doubt a large extension of the present harbor accommodation must be made in the direction of Hochelaga bay. The trade in sawn lumber is rapidly increasing, and when the Montreal and Bytown Railway is constructed and made to pass out of the city by the east end of the mountain. Hochelaga bay must become a large shipping point for sawn lumber, deals, &c.; but, as a winter harbor cannot be constructed there, or