

TO HUGH McLENNAN, ESQ., PRESIDENT OF THE BOARD
OF TRADE, &c., &c.

SIR,—Having had conversations at different times with yourself and other members of the Board, anent developing the great natural facilities possessed by the Harbour of Montreal, for meeting the requirements of its annually increasing trade, and on the necessity of having some comprehensive plan showing how those natural facilities may be turned to account as the trade of the port may demand. I also, at the same time, promised to submit such a plan for your inspection, and now, in connection with Mr. C. F. H. Forbes, Civil Engineer, take the liberty to present herewith a general plan of the Harbour of Montreal, from Victoria Bridge to Hochelaga: exhibiting the shoals and deep water thereof, and the position, velocity and direction of the river currents which are detrimental to the convenient access and service of the Port, and the means which may be adopted for mitigating the same. Also the most advantageous localities and positions for extending and constructing such additional piers, wharves and basins as the present and future business of the Port may require, and connecting the same with the present wharves: the Lachine Canal; the Grand Trunk; and such other railways as may enter the city and communicate with the harbour.

A reference to the Plan will show, that with the exception of some additional wharves at Hochelaga, extending downwards from the present wharf, so as to render available that splendid piece of deep water known as Hochelaga Bay; no change is contemplated in the present wharves now in progress, but at the upper part of the harbour very extensive wharves, docks and basins are proposed, in order to connect in the most complete and ample manner the immense business to and from the West, with the ocean marine of the Fort. We propose, in the first place, to construct on the Island shoal the extensive wharf marked A, and to connect the same by the wharf B, with the present "Windmill Point wharf," as shewn on the plan. We also propose to close up the present outlet lock of the Lachine Canal and reconstruct the same so as to debouche into the channel marked D, in front of Windmill Point wharf; we should by this means secure an uninterrupted communication between these