

of the river. A new channel, parallel with that now in use at Lavaltrie, a distance of seven miles, has been suggested, on the south side of the river, opposite Contrecoeur, which is very wide and deep, and which will require so little dredging that it is estimated a saving of \$350,000 will thus be made by this change.

A Dredge and a stone lifter have been working at Cap Charles, since the opening of navigation, and next spring the Commissioners will be prepared and ready to begin their great work of the 25 feet channel, with 7 powerful Dredges, 7 Steamers or Tenders to same, 5 Spoon Dredges, 1 Stone Lifter, and 36 Scows, which when fully manned, will give employment to over four hundred men, and the consumption of coal for the season is estimated at 15,000 tons. It is proposed to carry a cut throughout, first of 2½ feet, thus securing a channel of 22½ feet—and, when this is done, to go through with another cut of 2½ feet, making the 25 feet. It is supposed that all this will be accomplished during five years.

The next important consideration is, that simultaneously with the improvement of the Channel to 25 feet, the Harbour must also be improved to correspond. At present there are no berths for steamers or ships in the harbour drawing over 20 feet, and only a few berths of that depth. The depth of water in the channel opposite the City is only 20 feet, and the question comes up: where can ships and steamers drawing 25 feet find berth room in the Harbour?

The present wharves built and under contract in all parts of the harbour, have a frontage of 22,640 feet, affording accommodation for vessels from 10 to 20 feet at low water. The Commissioners are now engaged in dredging out the river in rear of the factories on Mill street. This cannot be completed in less than five seasons, and will give a further accommodation of 4,300 feet, with 25 feet depth.

Opposite the city is an extensive Shoal, which engineers have advised should be wharved, and outside of the shoal, a new channel 25 feet deep can easily be dredged. In Hochelaga Bay there is ample water, but that point is very distant from the centre of business and the mouth of the Canal.

Then there is the scheme of Docks recommended by Messrs. T. C. Keefer, Chas. Legge, Kirkwood, Childe, and McAlpine, below the Victoria Bridge and abutting thereon, extending down to Wind-Mill Point, covering a space of 120 acres, the property of the Commissioners, and now useless. This space can be filled with water to the depth of 26 feet, above the level of the water in the harbour, from the St. Lawrence between Lachine and the Harbour. Messrs. McAlpine, Kirkwood and Childs, declare that from the water power which can thus be created in this Dock for Mills, Elevators, and Manufactories of all kinds, a revenue will be obtained which will more than three times pay the cost of its construction, while Dry Docks for building purposes can also be secured.

The subject is extremely important, and doubtless will force itself on public attention; but looking at the future requirements of the trade of the St. Lawrence, from and to the West, there can be little doubt, that its probable magnitude, will fully warrant the largest expenditure.

From what I have stated, it will be seen that there are ample means for harbour enlargement. If a comprehensive view is taken of our position at the foot of Canal Navigation, and at the head of Ocean Navigation, there should be no doubt as to the wisdom of urging forward to completion the river and harbour improvements referred to; for by creating every possible facility, cheapening charges to the utmost, and lessening the time of inland and ocean ships in the harbour, all interests of the country will be promoted.

I am, Sir, Your very respectfully,
JOHN YOUNG, Chairman Harbour Commissioners.