

the accompanying plan, which your petitioner has got drawn for Your Excellency's information."

The petition closes with some matters of a private nature, but which are of but little interest to the public.

This petition, with the plan of the ground, was sent to the Commissioners of Public Works, who sent F. P. RUBIDGE, Esq., Civil Engineer, to examine the place and he made the following report thereon :—

(COPY.)

PUBLIC WORKS,

30th September, 1847.

GENTLEMEN,

At the close of August last, I received your instructions to proceed to Quebec, and Cap Rouge in its vicinity, to make certain examinations and preliminary surveys, with the view ultimately of constructing Wet-Docks, to meet the increased demands of an enlarged Shipping Trade, and for the extension of commerce in and near Quebec.

My attention on this occasion was more particularly given to the *embouchure* of Cap Rouge River, in consequence of the application of MICHAEL SCOTT, Esq., made to the Provincial Government for the above object. I was directed, however, to visit the Estuary of the St. Charles, at high and low tides, to form some opinion of this locality for the projected Docks, which opinion I now beg respectfully to lay before you.

There is little doubt that an increased extent of wharfage and facilities for loading and unloading sea-going ships, are much called for at the Port of Quebec. The present Quays, the focus of a growing Trade, are inconveniently hemmed in at the base of the promontory of "Cape Diamond," and the encroachments which have from year to year been made upon the river, have, on the St. Lawrence shore, perhaps, reached their furthest limit, and nearly so upon the southern bank of the St. Charles.

The inhabitants and others interested in the Port of Quebec, have therefore naturally turned their attention to the acquirement of space from the Shoals at the mouth of the St. Charles, where accommodation for shipping might be obtained in the construction of extensive floating Docks, with sites for Warehouses, additional streets, and, in point of fact, the possible formation of a northern suburb; allowing vessels to take in or deliver cargoes alongside, free from their present crowded state, screened from Easterly gales, and removed from the danger, expense and difficulty of transshipment, with the rise and fall of a tide varying in level sometimes twenty feet.

There is no doubt a project on so grand a scale is practicable as a National undertaking, and might be carried out, so far as the