

10—While in the foregoing the Committee has dealt with the schemes for improving the present Harbour and River front, and protection of the City from floods, it desires to refer to a plan submitted and advocated by Mr. F. W. Henshaw, which provides for the formation of a dock contiguous to and connected with the Lachine Canal, at a level above floods, and entered from the present Harbour by one or more Locks.

The idea is not new, it was proposed and considered in 1859 by a Committee of citizens consisting of Messrs. William Workman, John Redpath, Henry Bulmer, Wm. Parkyns, John Ostell, A. M. Delisle and Thomas Ryan, and was then referred to Mr. John C. Trautwine, C.E., of Philadelphia, who reported it as "infinitely more advisable" than two other projects then submitted, which were a dock at Point St. Charles, proposed by the Hon. John Young, and another at Hochelaga.

Without endorsing the scheme in its details, the Committee reports that it appears evident to it that a large extension of the deep water basins in the Lachine Canal would be at once a simple, cheap and most valuable addition to our Harbour facilities, especially as giving the most convenient means of bringing the inland and ocean craft together, and placing many of our imports such as Coal, Iron, &c., at the doors of consumers, or with a minimum of cartage. The Board of Trade is counselled to advise the Government that these works ought to be made on the property of the Government as part of the Canal extension, and thereafter could be continued further as required.

11—Various other plans and suggestions were submitted, including one by Mr. T. C. Jones, of Winnipeg, and another by Mr. J. G. Dinning. These have all been carefully considered, but, for reasons fully covered in the references to other schemes, were not approved.

12—Though not perhaps directly within the limits of the submission made to it, your Committee desires to recommend strongly that the financial situation be dealt with before any work is entered on. If the Harbour Commission undertakes the work involved in the plan above recommended, or any other, it will of necessity involve port charges to provide for interest, which will in effect restore the burdens on the shipping and goods to what they were before the assumption of the channel debt; if these were so onerous then as to act against the trade of the Port, this must be equally the case in the future.

In view of the keen competition of rival ports and routes of transfer, and the absolute necessity at once for making Montreal a safe, well equipped, and a cheap port, it will be seen that the first question is to provide the money without involving consequences which may outweigh all other considerations.

Your Committee recommends therefore that another representation be made to the Government with the object of obtaining the return of the interest exacted from the trade of this Port on the channel construction outlay, and that the City be asked to make a liberal contribution towards the cost of any projected works, not only to cover in full the cost of that portion of them specially designed to protect the City from floods, but as material aid beyond that towards the improvement of the Port.

In reviewing the history of the City for the past forty years or more, it will be