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circumstances, in  
and reclaimed  
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thing.

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as follows :  
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erstructure on

\$526,427 70  
530,426 20  
78,458 50

\$1,135,312 40  
erstructure on

\$482,330 00  
473,665 95  
78,458 50

\$1,034,454 45  
two of \$100.-

whole of the  
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taining wall,  
ront walls of  
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g in the 1st

instance the cheaper of the two, the wooden su-  
perstructure—Estimated total  
cost, - - - \$ 1,034,454

Section No. 1—Cost of  
retaining walls, - \$38,220  
Do. Bridges into  
warehouses, - 41,676  
Section No. 2—Cost of  
retaining wall, - 73,125  
Do. Bridges into  
warehouses, - 38,203 191,224

Balance to be borne by  
the Company, - \$843,230

Now suppose the Har-  
bour Commissioners  
build the front crib-  
bing and wharf floor,  
for which they will  
collect the harbor  
dues on vessels enter-  
ing the dock, the  
above amount will be  
reduced still further  
as follows :—

Section 1—North side, \$76,565.70  
" South side, 75,661.95  
Section 2—North side, 96,520.50  
" South side, 95,616.75—344,364.90

Leaving amount of expenditure to  
be incurred by Company, - \$498,865

If the Harbor Commissioners should decide  
on building the dock wall on the north side  
first, and leave that on the south side for a fu-  
ture period or whenever required by the trade,  
the first expenditure will be reduced to \$173,-  
086; or if they would build the cribs to the le-  
vel of low water in the first instance, and  
afterwards add the superstructure as called  
for, a further reduction can be made to \$115,724.  
In other words the dock can be made available  
for the moderate outlay of \$614,589 to the com-  
pany and the Harbor Commissioners, but as the  
subsequent cost of the work would amount to  
more than if done at the outset, it would be  
good policy to completed it, at least on the  
north side, in the first instance, where the total  
cost would be \$671,951 to the same parties.

We will now take up the more expensive  
plan and treat it in the same manner.

Total estimated cost..... \$1,135,312  
Deduct from this sum, the following amounts:  
Sec. 1.—Retaining walls,..... \$38,220  
Bridges into warehouses..... 59,520  
Sec. 2.—Retaining walls..... 73,125  
Bridges into warehouses.... 54,560

225,425  
Amount of company's expenditure.... \$909,887

If the Harbor Commissioners build the front  
dock wall and wharffloor, the additional de-  
ductions will be as follows :

Sec. 1.—North side..... \$74,465 35  
South side..... 75,661 95  
Sec. 2.—North side..... 93,872 75  
South side..... 95,616 75

339,617 00  
Amount of company's expenditure \$570,270 00

If the Harbor Commissioners should not  
build the dock wall on the south side until re-  
quired, the expenditure on their part would be  
reduced to about \$168,338. And if the mason-  
ry superstructure is build only as required, their  
amount may still further be reduced to \$115,724  
or admitting of the dock being brought into  
operation for \$685,994. Sound policy would,  
however, construct the north dock wall comple-  
tely in the first instance, when the total amount  
for Company and Harbor Commissioners will  
be \$738,608, or at a cost of \$66,657 more than  
the same extent of facilities could be furnished  
by its more perishable competitor with the  
wooden superstructure.

As a last resource, should neither the Harbor  
Commissioners or the Company be in a posi-  
tion to meet any of the expenditure on the dock  
wall proper, I would still urge the importance  
of excavating the channel, and using the ma-  
terial for making up the embankments, instead  
of bringing it from a distance for that purpose,  
being assured that on the erection of ware-  
houses the dock walls in front of each will fol-  
low as a necessary consequence, even if they  
have to be built by the respective proprietors.  
This course will insure deep water frontage,  
without which the value of the land reclaimed  
would bear but a small per centage to that  
which it otherwise would, whereas on the oth-  
er hand, should the attempt be made to con-  
struct the railway embankment first as pro-  
posed by some gentlemen, by means of ma-  
terial from a distance, and allow the dock with  
deep water frontage to follow whenever requir-  
ed, the cost would be more than doubled, if in-  
deed the work would be practicable for any  
amount, of which I have grave doubts, and  
consequently the long sought union of the rail  
and harbor would be as distant in the far off  
future as ever.

Before leaving the subject of construction, it  
may be well to refer briefly to another point  
of some importance in connection with the  
dock, viz. the approach to its entrance from  
the present harbor.

You are probably aware that the existing  
channel leading up in front of the city from  
the long wharf to the foot of the Lachine Can-  
al, is an artificial one, dredged about three  
hundred feet in width, to twenty feet in depth  
—the water on the outside of the channel in  
its entire length is comparatively shallow, to  
within a short distance of the upper end, where  
it suddenly deepens and runs out in the form  
of an arm at right angles with the line of the  
harbor, for a considerable distance, forming a  
natural channel of great depth, to the very en-  
trance of the proposed dock—this outlet can be  
greatly improved by dredging off the lower  
point of the shoal, which the Harbor Commis-  
sioners would probably do for a sum  
not exceeding twelve thousand dollars

With the foregoing remarks on the character  
of the plan, the mode of accomplishing the  
work, and its cost, we now come to the consid-  
eration of a question, second to none of them  
in its important bearing on the whole project,  
namely, will the enterprise pay when carried  
out, and is it a thing in which capitalists may