

taken up by machinery, held at a low insurance, and delivered into vessel without cartage, &c. at a cost of 3 instead of 6 cents, it is evident that the docks would be used for the great bulk of the receipts, as shipments could also be made with equal facility by railway.

Now, irrespective of any increase *over the trade of this year*, which is much less than usual, let us see how docks could be constructed, based on this year's trade alone :

1,400,021 bbls, at 3 cents dock dues, would be.....	\$39,873
Surplus from harbour revenue.....	53,000
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	\$92,873
Interest on docks on Mr. Forsyth's estimate of	
\$2,040,000, at 6 per cent	122,400
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Shewing a deficiency of	\$29,527

This deficiency is made without taking into consideration the loss of some \$84,000, for want of proper facilities, and without claiming any increase to our trade, which, from the reasons already given, and from the fact of its steady increase since 1850, when the total receipts were only equal to 743,000 bbls, affords good grounds for supposing that the same progress will continue, and more especially if increased facilities are created and the charges in the port lessened. I find also that in 1858 the tonnage inwards is 70,183, against 42,157 in 1848, and 36,631 in 1843.

Now the Grand Trunk Company are perhaps more interested in a scheme for docks than any other interest in Canada. The rates which they can charge for freight are influenced by the facilities afforded the ship at the point of shipment and by the cheapness with which cars can be loaded and unloaded. It is impossible to imagine anything more complete than the arrangements which could be obtained in the dock scheme at Point St. Charles, with water-power to use all kinds of machinery. It has therefore always been a part of my plan for building docks, that the Grand Trunk Company should assist in doing so. If that Company should see it their interest to aid in the construction of docks, and would contribute as a loan say £200,000, to be paid back by the Harbour Commissioners, with interest, so soon as