

The commencement of the second seasons operations will be the placing of a coffer dam across the lower end of the section, where owing to the increased depth of water a double line of cribs will be used in place of the earth embankment; those cribs will be in convenient lengths and on the same plan as those in the dock wall, for which purpose they will afterwards be used—the distance between the lines of cribs will be about eight feet, to admit of sheet piling and puddle being introduced—a temporary floor will be placed in the cribs near the waters surface, to contain a sufficient amount of stones to hold them firmly in place on the water being removed from the section—the work will then proceed as on section No. 1, but leaving an amount of dock wall corresponding with the lengths of the cribs in the coffer dam.—on this being accomplished the water can be let in, the temporary loading and floor removed from the coffer dam, and its cribs floated into the space left for them in the unfinished dock wall, and sunk on the foundation previously prepared

The amount of excavation on this section is about two hundred and seventy two thousand one hundred and seventy eight yards, and the embankment three hundred and ninety-nine thousand nine hundred and sixty yards, to which must be added one hundred and ninety-five thousand and eighty-three yards, the amount required to fill up the space between the canal and the proposed warehouses—or adding the excavation and embankment of both sections together, we have as follows:—

Excavation.	Cube Yards	Embankment.	Cube Yards
Section No. 1—348123		Sec. No. 1..201034	
Small Dock — 18859		Sec. No. 2-399960	
Section No. 2—272178		Int'g sp'cel 195083	
Total - - - - 639160		796077	
		639160	
Showing a surplus required to complete the embankment of - - - -		156917	

This excess of embankment, over and above the excavation, is owing to the large amount required to reclaim the space above mentioned, and is allowed in the estimate at an advanced price, owing in part to the increased length of haul, and in part to the supposition that it would be taken from the bottom of the dock, or that in place of the dock being twenty feet in depth below low water in the harbor; it would be expedient to make it twenty-five feet, both with the view of furnishing the above amount, which it would just about do, and also that it might be ready for any increased draft of water future improvements may produce between this port and Quebec, a state of things almost sure to follow any large movement of commerce, as has been already proved by the increased draft from about twelve feet to twenty feet of water in the last few years, accomplished with the comparatively small means at the disposal of the Montreal Harbor Commissioners; that the trade of the country will remain satisfied with even twenty feet, or that Montreal

herself will do so, is to judge neither of them by past history.

It will therefore, in my opinion, be a wise measure to obtain this extra depth, when it can be done under such favorable circumstances, in dry excavation, and when the land reclaimed by the material so furnished will from its value more than pay the cost of deepening.

It may, perhaps, occur to you that widening the dock would be preferable to deepening it, and that in this manner the extra material will be gained. The dock has been assumed at three hundred feet in width, between the front lines of cribs, a distance sufficiently great it is thought, to admit the large majority of vessels ever likely to visit Montreal, to turn around and leave the dock bow first, but in case any one should exceed that limit in length, it would be an easy matter for her to drop gently down stern first, with the current produced by the escape of the waste water of the mills, and turn at the lower end of the dock; should you, however, prefer the increased width to that of depth, it will be about seventy-five feet more, or three hundred and seventy-five feet in all.

On turning to the detailed estimates for this section you will find the amounts as follows:

1st.—If masonry superstructure is used throughout, on north side, and the whole work completed according to section No. 3—the cost will be \$530,426.

2nd.—If wooden superstructure is used throughout, and the whole work completed, according to section No. 4, the cost will be \$473,665.

To none of the foregoing estimates has the cost for obtaining the extra depth been added—the following will now shew the entire cost of the dock when completed to twenty-five feet draft of water.

1st.—If built with masonry superstructure on the north side, section No. 3.	
Section of dock No. 1.....	\$526,427 70
Section of dock No. 2.....	530,426 20
Extra five feet in depth.....	78,458 50

Total..... \$1,135,312 40

2nd.—If built with wooden superstructure on each side, section No. 4.

Section of dock No. 1.....	\$482,330 00
Section of dock No. 2.....	473,665 95
Extra five feet in depth.....	78,458 50

Total..... \$1,034,454 45

shewing a difference between the two of \$100,857 95.

We will now suppose that the whole of the work is performed by the Terminus Company, or by any other joint stock Company which may be organized for the purpose, and ascertain what the direct cost chargeable to the Company would be, as it has before been stated that the expense of the masonry retaining wall, or rather the foundations of the front walls of the warehouses, and the openings into them were properly chargeable to the proprietors or parties purchasing the lots. Taking in the 1st

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