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Russell

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IMPROVEMENTS ABOUT QUEBEC.

A great deal has been said of late on the above subject, but very little done, and if we may judge from appearance, there is little prospect of much being done for some time to come; there is, however, no harm in discussing the merits of the respective projects now undergoing public discussion, that the public and the constituted authorities may be prepared to act when the proper time comes.

One great project that has been talked of for some time past is, improvements at the mouth of the St. Charles. I shall say but little on that subject, because that situation being much exposed to East and North-East winds, which are both frequent and violent, I look on it as an insurmountable obstacle to all extensive improvements in that quarter.

A wharf or break-water built on the north side of the St. Charles, from high to low water, to protect small craft frequenting the wharves in St. Paul's street and St. Paul's market, is all the useful improvements the place is susceptible of; any thing else would be money the next thing to being entirely thrown away.

There is another improvement which was talked of some years ago, but of which I have heard but little of late: that is, running a wharf from some point near Diamond Harbour, extending upwards in front of the adjoining Coves, on a shoal called the *Batture aux Mouches*.

This, in my humble opinion, is a far better place to make improvements in, than the mouth of the St. Charles, because it is well sheltered from all winds, and there is no doubt wharves and stores built there would answer well for some purposes; but these wharves would labour under the same disadvantages as all other wharves about Quebec, that is, vessels lying alongside of them are acted on by the rising and falling of the tide, which for some purposes is very injurious and which can only be remedied by Wet Docks, which is the project I most approve of.

In July, 1847, I sent a petition to His Excellency the Governor General on that subject. This petition, after some things of a private nature, goes on to state:

"The River Cap Rouge is well adapted for the construction of a Wet Dock, and possesses advantages for that purpose much superior to any other place on the River St. Lawrence.

"Its advantages are: the River itself, for about one mile, forms a complete basin, which with but very little excavation could be made to contain a great number of the largest sized vessels.