

Temporary sheds can be erected either by the harbour authorities or by those parties leasing the lots, for protecting flour and general merchandise from the weather.

The proximity of those wharves to the manufacturing and milling establishments at the lower entrance of the Lachine Canal, the Grand Trunk Railway, and the warehouses on the city side of the canal, as well as being essentially land wharves, will enhance their value materially; while at the same time constituting the first step towards the Hydraulic and Dock Scheme, of which they will constitute a portion.

The second point selected as a site for proposed harbour extension, is the "Island Shoal" opposite the city.

This shoal forms a continuation of the Point St. Charles one on which the projected dock harbour is located, being connected with it by means of a narrow neck 250 feet in width, over which there is not less than 6 feet draft of water. From the point of this connection, the shoal gradually widens, and extends downwards to a point opposite Bonsecours market, a distance of about 2,400 feet, the average width being 1,100 feet; on the inner side or between it and the city, is the present channel of 300 feet in width, and 20 feet draft of water, while on the opposite or south side, with the exception of the connecting neck before referred to, the draft of water ranges from 11 to 20 feet, affording facilities for a second navigable channel at a moderate outlay, for vessels leaving the hydraulic dock when built; this will surround the entire shoal with 20 feet water, and admit of a portion of it being elevated above the water to form the proposed improvement.

To carry the work out in an economical manner and at the same time to attain the greatest amount of service room for shipping and transacting business, should be the governing considerations in determining the character of the structure to occupy the shoal, at the same time keeping in view the necessity of bringing into use the different sections of the work so soon as completed and the whole plan so arranged as to admit of extension from year to year in order to keep pace with the business requirements of the port, without in any manner marring the general character of the whole when eventually carried out to its full extent. To accomplish this, various plans could be suggested, the most efficient, in the opinion of the undersigned, being one or other of the following.

The sketch as laid down on the plan, shews a scheme, which if car-