

We did not consider it necessary to advert to the practicability of constructing breast wharves in Hochelaga Bay, or of extending accommodation similar to that already enjoyed, because the Commissioners did not need Engineers to determine what was so manifest; besides, we were aware that all other available means than what we alluded to, had already been under their consideration, and we felt convinced that when all the disposable room for wharfage similar to the present, had been occupied, there would still be a deficiency of Harbour accommodation—and none at all of that kind which would place this city upon a par with competing Sea Ports.

When it is remembered that the whole of the accommodation for the sea draught is now limited to the space between the Island Wharf and the Lachine Canal, there can be but one opinion as to the necessity for more deep-water wharfage. The present locks of the Canal being too short for Ocean Steamers, we proposed to send the ordinary traders up through the locks to basins under Point St. Charles, in order to vacate the space now occupied by them for the use of the longer craft; but, as even the plan of commencement proposed by us, limited as it was, will require time to carry it out, and as important changes and advances in our position have taken place, as you remark, since that Report was written, I consider the real question now to be: how shall we most expeditiously prepare for the triple line of steamers and the larger sea-going craft which the construction of our railways, the prosperity of the Province, and the deepening of Lake St. Peter are about to bring to our harbor?

Since our report was written, the Corporation have decided upon bringing down the tail-race of the new Water Works to Point St. Charles. This channel will conduct the whole body of water brought from the head of the Lachine Rapids (varying from three to five hundred horse power, according to the season,) and will have a material influence on the dock question at Point St. Charles. The proposition to fill the locks from the Lachine Canal,—although the only possible mode just then,—involved both the consent of the Board of Works, and the rights or claims of mill owners, as well as a higher lockage than was necessary for the purpose of evading the winter floods.

Under these circumstances, I am of opinion that our scheme should now be carried out in its integrity, and wholly independent of the canal; and as it must necessarily be expensive—but can be constructed proportionately cheaper upon a large scale than upon a