

Point St. Charles, in order to vacate the space now occupied by them for the use of a craft; but, as even the plan of construction proposed by us, limited as it was, required time to carry it out, and as important advances in our position have taken place, as you remark, since the Report was written, I consider the most expedient to be: how shall we really expedite the preparation for the triple line of steamers, the larger sea-going craft which the construction of the railways, the prosperity of the Port, the deepening of Lake St. Peter are bringing to our harbor?

Since our report was written, the Commission have decided upon bringing down the new Water Works to Point St. Charles. This channel will conduct the whole body of water brought from three to five hundred feet (varying from the season), and will have a material influence on the dock question at Point St. Charles. The proposition to fill the old Lachine Canal, although the only mode just then, involved both the Board of Works and the rights of the owners, as well as a higher lockage than necessary for the purpose of avoiding floods.

Under these circumstances, I am of opinion our scheme should now be carried out with integrity, and wholly independent of the aid of the Government. It is most necessary to be expedient, but it must necessarily be expensive—but it must be constructed proportionably cheaper upon a scale than upon a small one. I think the operation of the Railway Company, to which it is most important, should be invited. I am convinced that this is the best means, and in the direction to which, in the words of our Commission, "ample" accommodation can be obtained. But as such a work must necessarily be carried out, I am of opinion that the first entered upon, in order that immediate accommodation be prepared, and at the same time, the Commission are aware that the instructions of 6th and 8th September, in preparing a report with estimates upon the channel between the harbor and side, including, of course, the corresponding works within the harbor. An attempt was made to determine, by boring, the character of the bottom of the wharves in October last, but the difficulties encountered were deferred, upon the ice.

I regret that I cannot speak positively as to the character of these shoals. In order to present call from the Council of the Port; but as I have no doubt that the work can be removed without difficulty, I am of opinion that I had intended to propose the purpose of affording immediate relief. In my report upon the Montreal and Lake St. Peter Railway made about two years since, when the prospects of that work were such as to warrant the expenditure of such a sum, I carried out the scheme since proposed, in order to make perfect connection with our harbor. I proposed as follows:—"For the present, the buildings could all be confined to the main shore, and wharves be constructed similar to those in the Harbour with moveable fillings—allowing them to be covered by the water in the winter. The extent of accommodation here would be greater than could be afforded elsewhere. The lower edge of the Point St. Charles Shoal, and directly opposite this there is a shoal, nearly thirty acres in extent, the average of about seven feet only at low water. This island shoal hangs down from the main shore under Point St. Charles, and is the main with it by a narrow neck, having place connected at low water. From the front of the shoal, upon below the Canal, there is nearly a third of a mile of deep water until the 'neck' is reached. There is over twenty feet of water under the side of this neck, and its width between each depths is 400 yards. I propose to cut on these through this and place the excavation channel top of the Island Shoal below it, upon the Shoal above water and surrounding it with this work, after dredging the outer edge with crib

the space to twenty feet water. By this step three important objects are gained; a dangerous and troublesome Shoal will be raised above water, and made use of as an Entrepot Wharf; a new outlet and inlet into the Harbour will be obtained, instead of the single narrow pass between the Island Wharf and the Island Shoal referred to; and large Ships and long Steamers need not then be turned in order to leave the Harbour. This new channel and removal of the Island Shoal would be almost indispensable in order to form a proper approach to the long locks, docks and basins, proposed at Point St. Charles. The new Island Wharf thus formed could be connected with the old one by a ferry boat working into slips upon sleek chains lying upon the bottom. This moveable bridge could be used with but little interruption, in consequence of the double entrance to the Harbour. The Island Shoal will afford as great a wharf frontage as can be had in Hochelaga Bay, and will enable Lake Craft loading transhipped goods at it, to pass upwards without the aid of tug steamers which will be required if they go below the Current. This extra tugging would not only be a charge on the trade—but in consequence of the narrow entrance to our harbour, any tugging must always be inconvenient.

Until detailed plans and estimates can be prepared, I would put the probable cost of getting rid of this shoal and obtaining a new wharf and a new Canal at fifty thousand pounds. If preparations are soon made a large portion of this work could be constructed in the ensuing season and much additional discharging room be ready for the fall ships.

With respect to a line of wharfing along the lower edge of the Point St. Charles Shoal (on the southern line of the proposed new channel) I am of opinion that it should be commenced as part of the main retaining wall of the proposed Point St. Charles Dock. With respect to places of the docks called for by the Council of the Board of Trade, I beg to say that there is none other than the sketch submitted with our Report. The object of that report was merely to point out the direction in which we considered the attention of the Commissioners should be turned. A well considered plan, with estimates, embracing the full extent of the works will require time, and an appropriation which we did not possess; nor was it proper to go farther with the question until its utility had been fully canvassed. The scale of the works at Point St. Charles may be extended to an indefinite extent (and this constitutes the chief merit of the site), but the important question is to ascertain how much of it should be undertaken first, and this will very much depend I suppose upon the interest taken in it by the Grand Trunk Company.

I understand the present action of the Harbour Commissioners to be for the purpose of obtaining authority to go into the scheme. Obtain the necessary plans, estimates, and reports, as well as the views of the Railway Company and be guided by the results.

With respect to Hochelaga Bay, I entertain no doubt the whole of the available frontage at this point will be occupied with great wharves.

The depth of water will be against the extension of pier and formation of slips. If the Bytown Railway goes there it will need nearly the whole frontage for lumber wharves—all of this space and more will be needed for lumber, coal, and ship yards, and if we had more available space, it would be a great advantage.

The south shore is a blank.—The Island of St. Helens and the opposite shore between the Bonsecours Church and the Longueuil Wharf are useless, and when we look at the wharf frontage not only of rival sea ports, but even of our inland towns, such as Kingston and Toronto, and compare it with our own, it is evident that after having occupied all the ground which the river affords, we must go out of it, and adopt artificial means to make this city what she can be made, the principal port for the imports of the country.

I have the honor to be, Sir,  
Your obedient servant,  
Thos. Kaspar,  
Engineer H. C.

# STATEMENT OF THE REVENUE OF THE HARBOR for the five years preceding 1854, furnished to the Board of Trade in compliance with the request of the Council of said body.

1849—Income...£ 9391 Expenditure...£ 8055  
Surplus..... 1336  
£9391

1850—Income...£10209 Expenditure...£ 7621  
Surplus..... 2588  
£10209

1851—Income...£12459 Expenditure...£10343  
Surplus..... 2116  
£12459

1852—Income...£12544 Expenditure...£ 9954  
Surplus..... 2590  
£12544

1853—Income...£15500 Expenditure...£11650  
Surplus..... 3850  
£15500

N.B.—This return for 1853 is not strictly accurate, as the accounts for the year are not yet closed; but it may be taken as a close approximation to the final result.

## STATEMENT of the Revenue derived from Tonnage passing through Lake St. Peter in the year 1853.

Income...£2428 Expenditure—Say Interest on debentures...£2825  
Deficit... 397  
£2825

## STATEMENT of the number and tonnage of vessels entered and cleared at the Port of Montreal in the five years preceding 1854—distinguishing those entered and cleared at the Custom House, from those entered and cleared at the Office of the Wharfing:—

INWARDS.							
Years	Vessels	Tonnage	Vessels	Tonnage	Vessels	Tonnage	Total
1849	144	37425	.....	.....	.....	.....	.....
1850	211	46 56	3726	3915 10	3937	437676	.....
1851	243	56 88	3448	357575	4091	414363	.....
1852	192	46079	3395	379554	4187	425633	.....
1853	252	59213	4633	432715	4895	491918	.....

OUTWARDS.							
Years	Vessels	Tonnage	Vessels	Tonnage	Vessels	Tonnage	Total
1849	159	38000	.....	.....	.....	.....	.....
1850	219	6824	3919	390635	3921	136959	.....
1851	252	66391	3398	357116	4091	113508	.....
1852	209	47637	3391	379130	4706	470637	.....
1853	254	59904	4564	427200	4818	481848	.....

## STATEMENT of the number and tonnage of vessels entered and discharged in the Harbour of Montreal in each of the four years preceding 1854:—

CONTENTS.							
Years	Rafts	Lumber Feet	Timber Cords	Firewood Cords	Years	Rafts	Lumber Feet
1850	119	202700	234000	33000	1851	132	199000
1851	132	199000	259100	26000	1852	105	222500
1852	105	222500	479100	27700	1853	169	217600
1853	169	217600	317200	30200			

JOHN GLASS,  
Secretary.