n streets, thirular intervals. -these streets f carrying the under side of t for cart traf-

of the wharf embankment. honses, -they ders of twend that every mmodate two therefore be nderneath the el of the dock entire season

mode of movstorage, will e between the s warehouses, age, through urpose in the ence elevated revolving inlevel of Mill into the city; if necessary, or trucks imsys, by means lill street un-

ned for shipa the second ason, it will water line of of navigation ways to the ho tramways

asferred from djoining the ying spouts through the ails on each irty-five feet l come under eable spouts itably arranttoms of the of the wheat warehouses, d shovelling hopper bot-ll also follow will all diswater tight, levators and r weighing, from thence hen ever re-

lishing this facility need eed the great re in possesduty on my

part, as no doubt in the event of the schemo be-] ing carried out, you will make such arrangements, based on the most modern and improved principles, as will move cereals with the least delay and at a minimum cost. My object in making the foregoing remarks being more with the view of drawing your attention to the pecu-ilar advantages the plan affords, of allowing all traffic between the sity, warehouses, and dock being carried on underneath the railway, and therefore not interfering with its business, or vice versa, which would be the case to a serious extent were the ordinary traffic to and from the vessels required to pass over the reil.

The space occupied by the warehouses is in-tended only to be filled up with earth to the height of summer water-the outer wall of the warehouse will be of sufficient stability to act as a retaining wall for upholding the embank-ment of the railway on its north side, and will be constructed throughout the entire length, to the rail level, by the company who do the work, as well as the various entrances through the railway embankment into the warehouses. The cost of this being chargeable to the party who acquires the lot abutting on the same, the retaining wall so built, becoming the foundation of the front side of the warehouse.

The revetment wall for upholding the railway embankment on the south side, will start from a secure foundation on the wharf level, and the retaining wall in front from the bottom of the dock, or from the solid rock, should such a formation be met with in the progress of the excavation

The spaces intervening between these various retaining walls will be filled up to the heights shewn on the different sections, with material obtained from the dock excavation; the loose stones being used for filling the cribs, and for rip rapping or protecting the exposed surfaces of the embankments, and the solid rock excavation, should such occur, for the backing of the masonry, where not exposed to the weather or water, with durable stones for the face work brought from a distance. The estimates have all been based on the supposition that the above course will have to be followed, as from my previous experience on the Victoria Bridge, I am led to the conclusion that while the peculiar formation composing the rocky bcd of the river at this point, will furnish material of a quality well fitted for backing, if used shortly after being quarried, the action of the atmosphere (wet and frost) renders it unsuitable for surface-work where exposed to the same.

As before stated, the space occupied by the warehouses is filled up to the level of summer water, but all the streets with the exception of the short ones leading down to the dock are brought up to the height of twenty-two feet above the same level. The second floor of the warehouses with which they are designed to communicate being twenty-five fcet, a horse truck will consequently be about flush with the floor and admit of loads being transferred from one to the other with facility.

The tail races from the existing mills, will be constructed of solid timber, sheeted with planks

ried underneath the new warehouses, railway embankment and wharf, below the level of low water, to insure the timber against decay ; they will be arranged at their junction with the dock wall, so as to discharge the water into the bed of the dock, or underneath the bottoms of vessels moored to the wharf, making it less diffi-cult for craft to approach opposite the outlets of the tail races, than if allowed to discharge themselves into the dock near the waters surface, they will each be twenty-four feet wide and six feet high in the clear, and constructed in the most substantial manner

On referring to the accompanying drawings, you will perceive a variety of sections propos-ed for the dock and retaining walls-a brief description may be necessary to explain their different characters, and the circumstances under

which each may be used. Section No. 1.—Anticipates solid rock being met with some distance before the proposed bottom of the dock is reached, in this case it is deemed economical to allow the rock to form part of the dock wall, supporting crib work to within one foot of low water, and from thence to the top of the wharf, a solid masonry retain-ing wall. The revetment wall of the railway embankment will under such circumstances probably be of masonry also, as the rock exca-vation in the section of the dock would furnish abundant material for it. The cost of this class of work, including dock wall, wharf floor and revetment wall, will be about \$65,19 per running foot, but will of course vary according to the depth, the rock is met with. Section No. 2.—Anticipates rock, the same as

section No. 1, but in place of a masonry superstructure above the surface of the water, the foundation crib work is carried up to the level of the wharf, and protected above the surface of the water in the strongest possible manner, with iron rag bolts, four inch tamarack sheeting and iron straps---the revetment wall for the railway embankment is also constructed of crib work properly protected. The entire cost of this section, irrespective of embankment, as in all cases, will be about \$41,56 per running foot -the observation with reference to the uncertainty of the estimate for No. 1 section, applies equally to this.

Section No. 3 .--- In this section no rock is supposed to be encountered in the progress of the excavation---the retaining crib starts one foot below the excavated bed of the dock and approaches within one foot of the surface water, from thence solid masonry to the top of the wharf--- the wharf is planked over as in all the sections with four inch tamarack plank, spiked to cills which rest on subcills and loaded or anchored with stones to prevent any movement when covered with water and ice---the revetment wall is of solid masonry resting on a broad timber platform for greater bearing surface in its foundation. The cost of a section of this description can be pretty accurately determined, and may be placed at \$72,17 per running foot. Section No. 4.-Is a dock wall under the same

conditions as that for No. 3, that is, starting from a foundation one foot below the bottom of to make them thoroughly water tight, and car- the dock, but built entirely of crib work in the