

On the whole I see no plan so reasonable, for immediate purposes, as that propounded by ALFRED BARRETT, Esquire, Engineer of the Lachine Canal, viz : constructing a considerable extent of Quay on the edge of deep water, where square-rigged vessels could take their berths at all states of the tide ; and under the "lee" or inner side of which, smaller craft could moor in safety and deliver their cargoes. Even supposing the future demands of the trade should warrant an expenditure so great as that called for in the construction of floating Docks, still this Quay, above proposed, would then form a very important portion of the works as a break-water to the easterly seas, and between which and the outer dock-wall vessels might lie sheltered and secure.

Having thus laid before you my earliest impressions on taking up the important subject of the proposed St. Charles Docks, I now revert to the advantages offered at Cap Rouge for a work of similar enterprize.

So far as nature has assisted a project of the kind, this locality certainly presents far more eligible features for the formation of floating Docks, and that to any extent of space and accommodation which may be hereafter necessary. I have accordingly laid down, on a ground plan of the vicinity, two several schemes for effecting this object ; the first of which, colored green, being also the less expensive work, would admit vessels only during high tide through single gates, and would require a long Pier of Crib-work carried out to deep water, with some excavation, as a guide to ships warping into the basin. Considerable interior excavation in clay would have to be done, to give a uniform depth of seventeen feet water ; but the main advantages of the site are, its perfectly secluded position from storms, and the facilities to be obtained from water-power brought from a higher level for unloading and loading vessels by machinery, effecting a considerable item of saving in transshipment.

In the event of this site proving too limited and objectionable, and from the short interval of time for ingress and egress ; this might then form a valuable auxiliary, as an *inner basin*, to the more extended second project, shewn in *red tint* upon the Plan, where vessels could enter a capacious basin of about twenty-seven English acres, the greater part thereof mud bottom, and float in seventeen feet water, any time from half flood to half ebb. The capability of this site for protection and defence, would also add to its other recommendations ; and its proximity to the City of Quebec, distant about 9 miles, with tiers of ships already scattered along either shore of the St. Lawrence, nearly to this point, argues favorably for its position as a *dépôt* for our Commercial Marine.

I have made such preparatory examinations and surveys, as are sufficient to form an approximate estimate of the cost of these two several propositions, and which will shortly follow this report—and in case of the Government sanctioning now, or at any future period,

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