

GRAND TRUNK RAILWAY OF CANADA.

OFFICE OF THE CHIEF ENGINEER,

MONTREAL, *March 17th*, 1883.

TO JOSEPH HICKSON, ESQ.,

General Manager,

GRAND TRUNK RAILWAY COMPANY, MONTREAL.

*REMARKS on the REPORT of MR. F. FOSTER BATEMAN, to
the Hon. the Minister of Public Works, on the ST. LAWRENCE
BRIDGE & MANUFACTURING SCHEME (Shearer Scheme),
dated 18th JANUARY, 1882.*

It is proposed by the promoters of the Scheme, to construct an embankment obliquely across the River St. Lawrence, from the Western abutment of the Victoria Bridge to a point on St. Helen's Island, a distance of about 9,500 feet, the summit of the embankment to be above the high water level of the River.

This embankment to be solid for its entire length with the exception of

30 Controlling sluices, each 40 feet wide.....	1,200 feet.
35 Milling sluices, each 20 feet wide.....	700 feet.

1,900 feet.

Giving total openings in length, of about one quarter of the distance to be occupied by the embankment at this site; and through these openings it is proposed to carry nearly as much water as now passes down the channel of the River via the current St. Mary.

These sluices to be opened, closed and regulated at pleasure, and when closed (as all the controlling sluices