

sufficient return from the rates, dues and rentals accruing from so uncertain a speculation : because, under the next head, looking at the unsuitableness of enclosed Docks for Lumber Shipment, it becomes proper to enquire from what branch of commerce is this great revenue to be derived ? The answer may be, an expectation of a considerable portion of that vast trade, the transhipment of grain and flour from the Western States. But this desirable carrying trade may or may not be ours, just as the competing channels of transport severally offer the cheaper and consequently the most successful route. *Heavy Dock-dues*, therefore, would be one means of depriving Quebec of this valuable carrying trade.

That Wet-Docks would be resorted to for the shipment of lumber, appears to me most absurd. The great space requisite for this branch of commerce, the trouble and delay of locking and passing cribs into the basin, the extra tax upon the article in the shape of dues, all operate against this supposition ; the natural lumber-grounds being the numerous sheltered coves on either side of the St. Lawrence above Quebec, where rafts lie beached in safety, ready for the Culler, and until the prices in the market will prevent their being sold at a sacrifice. Vessels anchored in the stream or along-side the mooring-blocks, may take in their their cargoes with little trouble and expense ; when, in a limited area, such as a Dock affords, room would be too valuable to allow of delay in shipment even for a single day. For the purposes of lumber-shipment, therefore, which at present employs the great bulk of the tonnage of the Port of Quebec, I am induced to believe a Dock would be altogether unsuitable and useless.

On the last head, I would observe, that all the wharves, slips and landings on the south shore of the St. Charles, including the extensive St. Roch's suburb, its market, ship-yards, &c. &c., create a business and are resorted to by a fleet of coasting schooners and bateaux, which, though rudely navigated, may even in a strong easterly gale, with a rising tide, run fearlessly for shelter into the noble Haven of the St. Charles ; from which, if these works obstructed their free entrance, they would be driven in severe weather to fly for refuge elsewhere at greater hazard.

Two schemes, I believe, have been under contemplation. The first, to throw a dam across the whole Estuary to the Beauport side, and raising the level of the St. Charles above high tide, thus avoid excavation. This would have the bad effect of drowning the St. Roch suburb, entailing damages to an incalculable amount, besides destroying a good natural Harbor of refuge. The other project is, a Wet-Dock with three separate enclosed basins, occupying the present south channel of the St. Charles, as far as the Light House, nearly in a parallel line with St. Paul street, completely cutting off the business of the several wharves and slips at present in the full occupation of various parties, to whom indemnity to an immense amount would have to be paid.