

that in view of the proposed <sup>depth</sup> ~~depth~~ of the channel to 24 feet, that all the vessels trading here <sup>will</sup> ~~are all~~ to be of that draft. It must be remembered that the majority of the vessels will still be below 20 feet, and that accommodation must be reserved for them. The material of which the channel entering the Harbour, and which forms no portion of Lake and River improvements, is ~~of the ma-~~ <sup>the</sup> most difficult to dredge; the whole surface of the bed of the channel being paved with large boulders, the cost of which to remove is at least \$1.50 per cubic yard. It is only at one portion of the year that the Harbour is unable to accommodate the deep draft vessels; and in view of such I would recommend that for the increased size of vessels, on account of increased draft of water in the proposed improved channel, that the present Harbour above Molson's wharf be reserved for vessels of that draft, (20 feet), and that a wharf should be constructed from the Ferry wharf, down to the Hochelaga wharf in 24 feet of water, and any large vessels that could not come higher up, on account of the draft of water, would remain here, and when not occupied by such, would be ~~of use and occupied~~ <sup>used</sup> by ships trading in lumber.

Another reason for the Commissioners seriously thinking of this latter extension, is the prospect of the early construction of the North Shore and Northern Canalization Railways, both of which must necessarily have their termini here, as well as the connection with the Grand Trunk Railway. The connection of the latter with the Harbour of Montreal is one of the most important events to the trade of Canada, and the Harbour of Montreal in particular. It was made on the 22nd July last, when a locomotive and 2 platform cars came down. The cars of the Grand Trunk, removed from the wharves, from the 24th July to the 15th December, about 32,000 tons of goods, while the ordinary carters, during the same period, had more to do than they could