

extensive new wharves (which would enclose one of the finest pieces of deep water in the harbour) and the city, without having to cross the canal, and without obstructions or hindrance of any kind: while the present muddle of coal and lumber barges which discharge and make up their "Towage lines" at this point, would be transferred to another locality especially adapted for such purposes. In order to derive the full benefit of the works here proposed, it would be necessary to carry out an improvement first suggested by us some years ago, viz: that the present line of Common street be set back to the corner of Messrs. Allan's Steamship office, and to the corner of Brennan and Princess streets, as shewn on the Plan. If the space outside this new line of Common street is given to the wharves, and a new ramp constructed from the wharf level to McGill street, this portion of the wharfage of Montreal, which is now the most contracted, ill-contrived, and inconvenient of the whole harbour, would become well adapted for the large and increasing business of that important locality.

The removal of the outlet lock of the canal would necessitate the enlargement of Basin No. 1, as shewn on the Plan, but as that enlargement has already been decided on by the Government, no difficulty, it is presumed, would arise on that account.

These proposed wharves can also be connected with the greatest facility by railway with the Grand Trunk or other railways running along the harbour front.

It is proposed, in the next place, to enclose the navigable water on the south side of the above-mentioned proposed wharves, and along the front of the Windmill Point wharf, by the long pier C, extending from the proposed Lumber basin on the Point St. Charles shoal, to the branch or arm of deep water marked I, which runs southwards towards the "Normand shoal." By this means an extensive area of comparatively still, navigable water would be secured (marked D,) into which the upper and lower outlet locks of the Lachine Canal would discharge; but the tail race water of the mills and factories on Basin No. 2, which would otherwise be a serious drawback on the utility of this dock (D,) will be turned into the lumber basin at the head of the same, and thus be the means of supplying that large area with water. Note 1.

Note. If the proposed great Hydraulic Docks, had been built, it was intended by the engineer, to run the tail water of an extensive range of mills fed by said Hydraulic Dock into this dock D, on the south side of the same, which would have created a current of greater velocity than St. Mary's