"Prominent merchants largely engaged in the forwarding business between the upper lakes and the ports of Montreal and Quebec, object to sending their steamers to Quebec on account of detentions from the want of suitable wharf space, from the tide changes, and from the risk of grounding at low water at the wharves; but these evils can be obviated in time by building more wharves and extending them to deeper water, and by a tidal dock for which there exists an admirable site at the mouth of the creek on the north-western side of that city. But apart from all local questions, the general accumulation of export products at Montreal, as the terminus of 1500 miles of inland navigation, is much better security against detention of vessels there either for loading or discharging, than can be had at Quebec at any time. We therefore make allowance of one day for each trip in favor of Montreal, and state:

Previous amount brought forward.....
Three days time in running and mooring at w
and other detentions, for which no pay and
loss of officers and men will be.....
Insurance and insurance [illegible] .....
For contingent expenses [illegible] .....

Total by inland steamers.....

"Which divided by 2200 tons, as before, g
to [illegible] miles per ton per mile and [illegible] cent per
The above shows the comparison between sea g
1200 tons and lake vessels of 500 tons. Steamers
are now built for this route, the cost of transport
pared with the largest [illegible] (500 tons), we
larger result in favor of bringing the ocean steamsh
The same comparison of sea-going and inland
shows a much larger difference in favor of sending
to Montreal."

HARBOUR O
MONTREAL, 24th