

It is needless to say that a 40 foot channel between Quebec and Montreal is impracticable.

Quebec has three miles along her river front with a depth of 40 feet and upwards where no public money was ever spent, in fact we have ten miles or more from Pointe à Carey to Cap Rouge and beyond, facing the main channel where the depth is from 60 to 150 feet. Of course the same can be had on the Levis or opposite side, and if more is required, the St Charles Valley might be easily dredged, with freight sheds on either side; thus offering within a radius of five miles about forty miles of available frontage, in fact the capabilities of Quebec as a shipping port are unlimited.

Referring again to the hansom above mentioned we find that, at certain seasons, vessels of over 25 ft 6 in. draught are not allowed to leave the port of Montreal.

We have now loading at the Commissioners Wharf, Quebec, the ss. "Indian" of the Leyland Line, and as she is booked to sail about the beginning of June with the largest cargo that ever went down the St Lawrence the following notes kindly given me by her commander, captain Henry Daniel may be of interest:

Total length	500 ft.
Width	57 "
Depth	43 "
Carrying capacity	13,353 tons.

Average speed loaded, 12 knots or about 14 statute miles per hour.

Total crew including captain 55 men.

Compare this with the "Mexican", another of said Company's ships that loaded here a few days ago.

Capacity	5,000 tons.
Number of crew	50 men.

The capacity of the Indian is over $2\frac{1}{2}$ times that of the Mexican and it only requires five hands more to run her.

It will thus be seen that where these ocean monsters can go no small craft can compete with them. This accounts for the lowering of cost of transport from New York to Liverpool from \$8.40 per ton in 1871, to \$2.40 per ton in 1898.