

tion of the loan, it is solely because this sum was needed to defray the Trinity House expenses during that portion of the year, in which the trade contributed nothing to the support of the Institution.

The *Gazette* pretends that the Board of Trade, in its statement to Mr. Merritt, laid the private charges at their *maximum* amount, and that in many places in our Harbour, wharfage and the expenses of loading and unloading, do not amount to £38 10 0. We incline to the contrary opinion, and think that the Board of Trade did not lay the private charges at their *maximum* amount, and that in many cases they attain a higher figure even than that of £50. The only means of obtaining a reduction, in this respect, would be to construct docks in the river St. Charles.

On almost every other point our opinions coincide with the *Gazette*, and our ideas on the navigation of the St. Lawrence may be found in an article shortly to appear in the *Journal*.