

small number of failures in this city, during a time of unexampled pressure, is in the higher degree honorable, and we may be perfectly sure that those who have stood firm in the flood of disaster, have at the worst but to go through a little more trial, and will then enter, if they have not already entered, upon that change of the current of events, which will speedily restore to them all the ground they may have lost. A cycle of prosperity following upon a period in adversity is a phenomenon of as certain occurrence in the financial world, as is the succession of flood to ebb tide in the natural world. we are about at low water, and those who have not been absolutely stranded will soon be floating joyously on the rising waters.

One great and pleasing feature in our tables is the statistics of the Canadian Steamship Companies. We have arranged the statement of their performances in such a way as to compare them with the performances of the other lines of Ocean Steamers, and thus to show the superiority which arises from a combination of the elements of short distance, smooth water, well planned vessels, and able commanders.

We have to notice, however, the loss of the *Canadian* on her first voyage.

### OCEAN STEAMERS.

**MONTREAL OCEAN STEAMSHIP COMP'Y.**  
Abstract of the Passages made by the Steamers of the Montreal Ocean Steamship Company during the season of 1857, with the number of Passengers carried each way.

STEAMSHIP.	Left Liv'rpool	Arrived at Quebec.	Passage. Dys. Hrs.	Number of Pas- sengers.
Indian .....	April 22	May 4	12	304
Anglo-Saxon.....	May 6	May 17	11	340
Can'tian.....	May 20	May 31	10	321
North American..	June 3	June 13	10	424
Indian.....	June 17	June 27	9	350
Anglo-Saxon.....	July 1	July 11	9	319
North American..	July 15	July 26	11	283
Indian.....	July 29	Aug. 9	11	168
Anglo-Saxon.....	Aug. 12	Aug. 23	10	257
North American..	Aug. 26	Sept. 6	11	304
Indian.....	Sept. 9	Sept. 19	10	290
Anglo-Saxon.....	Sept. 23	Oct. 5	12	272
North American..	Oct. 7	Oct. 19	12	267
Indian.....	Oct. 21	Nov. 13	18	234
				4133

Left Quebec.	Arrived at Liv'rpool	Passage. Dys. Hrs.	Number of Pas- sengers	
May 23	June 3	11	165	
June 6	June 17	11	191	
June 20	July 2	12	531	Wrecked.
July 4	July 14	9	178	Detained 36 hours in fog.
July 18	July 29	11	191	26 hours stopped by fog.
Aug. 1	Aug. 12	10	144	
Aug. 15	Aug. 26	10	119	
Aug. 29	Sept. 8	9	141	10 hours stopped by fog.
Sept. 12	Sept. 23	10	141	
Sept. 26	Oct. 7	10	155	30 hours stopped by fog.
Oct. 10	Oct. 20	10	175	
Oct. 24	Nov. 4	10	200	
Nov. 14	Nov. 25	10	221	
			2552	

1857. Outwards. Homewrds.  
Average passage 11 dys. 1 hr. 10 dys. 15 hrs.

1856.  
Average passage 12 dys. 3 hrs. 11 dys. 6 hrs.  
Shorter in 1857

average - 1 dy. 2 hrs. 0 dys. 15 hrs.

1857. Outwards. Homewards.

No. of Passengers - 4133 2552

1856.  
No. of Passengers - 2648 1673

Increase in 1857 - 1485 879

The "Indian" performed five complete voyages from April to November, which was never done by any other vessel.

The "Anglo-Saxon" and "North American" made each four voyages.

The "Canadian" was lost on her first voyage.

The quickest passage westward was made by the "Anglo-Saxon"—sailed 1st July—in 9 days 13 hours.

The quickest passage eastward was made by the "Indian"—sailed 4th July—in 9 days 11 hours, and this was the quickest of the season.

We are enabled, by the annual tables published in the *New York Herald*, to compare the performance of these vessels with that of the other lines of Atlantic steamers. We have done so with the trips of the Collins and Cunard steamers, and with the following result:—