

for such a purpose is reserved by the Government. The distance to be cut through is less than two miles,—some additional dredging being, of course, required in the Bay and the Lake to perfect the communication. As no lockage is requisite, the expense of the work would be small, while the advantage would be great.

When it is remembered that the stretch between Presqu'Isle Harbor and Kingston is the most hazardous on Lake Ontario, the advantages to be derived from such a cut-off will be evident, especially in the Fall, when stormy weather is most prevalent. Had that little canal existed last year, a number of marine disasters might have been avoided. Any one who examines the map may see at once how important the Bay of Quinté would thus become in the event of hostilities on the Lake.

HARBOUR OF MONTREAL.

The wharves and basins in the Harbour of Montreal are shown in the accompanying sketch. The figures in the basins indicate the depth of water; the ship-channel, 300 feet wide, being also indicated.

The present wharfage accommodation is 15,410 lineal feet, or very nearly three miles. An extent of 6,500 feet is in water from 6 to 8 feet deep, and is reserved for river-craft; the available wharfage for sea-going vessels is 8,910 feet in extent, and affords berth-room for 60 ships. When the wharf at Wind-mill Point is completed, the accommodation for ocean-vessels will be much increased. The proposed connection of the Grand Trunk Railway with the harbour is also shown.

OCEAN NAVIGATION.—RIVER ST. LAWRENCE.

Montreal is the point at which ocean-navigation may be said to terminate and inland navigation to commence. Prior to 1851, only vessels of light draught could pass through Lake St. Peter and come up to the wharves; but a lapse of fifteen years shows a great change, for vessels drawing 20 feet water can now pass down from Montreal to the sea. The following are some incidents which show the progress made in deepening here alluded to:—

1. The work of improving the navigation from Montreal to Quebec, by dredging a channel through Lake St. Peter, was commenced by the Harbour Commissioners of Montreal in June, 1851; and on 3rd November of the same year the ship "City of Manchester" passed down drawing 14 feet water, when the depth on the flats was 12 feet,—showing an increase of 2 feet, the dredged channel being then only 75 feet wide.
2. On 24th August, 1853, the ship "California," loaded down to 16 feet 2 inches, was taken through from Montreal to Quebec when the depth on the flats was 12 feet,—showing an increase of 4 feet 2 inches, while the width of the channel had been dredged to 150 feet.
3. On 16th October, 1859, the ship "Pride of Canada," loaded down to 18 feet 8 inches, was taken through while there was a depth of 11 feet 8 inches on the

To connect with new Wharf
at Foot of McGill St.

SKETCH

OF