

veniently himself. So far as New York is concerned, the probability that her merchants will ever ship grain across the Atlantic, *via* Quebec, is extremely remote. Apart from the disadvantage of the St. Lawrence being only open six months in the year, and from all considerations of nationality and mercantile convenience, we must bear in mind the fact that vessels trading to New York depend, for their profits, mainly upon their inward freight, and have generally, at the discharging, the alternative of accepting an extremely low rate for grain, &c., or "shifting port," and seeking more remunerative rates at Quebec or elsewhere. This low rate of freight is practically found to more than compensate for any greater expense which may be incurred in the transmission of grain by the Canals to New York, than by the St. Lawrence to Montreal, and this is the reason why heavy shipments of grain are made, oftentimes from New York, when Montreal is unable to send forward a single bushel. Were the export trade of New York to increase so as to afford the certainty of employing, satisfactorily, the whole of the shipping seeking charters there, it is probable that vessels seeking freight at many other United States ports would be enticed to New York. If this did not prove sufficient then from the easier access thereto, and from the extensive commercial relations existing between the two places, there is no reason to doubt that the New York merchants would first seek the aid of Montreal.

I may pause here to answer a question which may be raised, whether if the vessels trading to New York depend mainly upon the freight to that place, Quebec could not aspire to obtaining the carriage of that portion, at least, of such cargoes as is intended for the Western States. It is not necessary to dwell at length upon the natural desire of the New York merchants to keep as much control as possible of the goods they furnish to their Western customers, and to import them by any means they think best calculated to suit their own or their country's interests. It is sufficient to reply that if such a scheme be feasible, abundant opportunity to carry it out is afforded in the numerous vessels coming to this port in ballast, and that it would be far wiser to employ these in carrying goods intended for the western states, than occupy oneself in the vain endeavour to entice fresh vessels into the service by offering them the chance of a grain charter, or failing that, a cargo of timber as a bait. When Quebec succeeds in snatching from New York the export trade, and not before, may she expect to secure the import trade. If the chances of the one are so remote, how much more so are they of the other.

With respect to Montreal there is no reason to suppose that her merchants will avail themselves of the services of Quebec until absolutely compelled thereto by the want of sufficient shipping or harbour accommodation for their purposes. Montreal possesses