

year ending June, 1872, was 1,700,000, against 900,000 in 1863, and 1,526,692 tons of freight in 1872, against 800,000 tons in 1863. We hope the day is not far distant when a double track will be laid between Montreal and Toronto; were it commenced to-morrow it would not be a day too soon. The additional cost would be infinitesimal compared to the advantages which would accrue to the Company out of such facilities for carrying. The

TONNAGE

of the port has kept pace with the general increase of our trade, notwithstanding the fact that though the first of the spring fleet was a short distance below Quebec in the last week in April, we had no arrivals until the 5th of May, which was about a fortnight later than in the spring of 1871. Of the craft plying between Europe and this port, a large number were steamers of high class, including the Allan Line, from Liverpool, Glasgow and London; David Shaw's, from the same ports; Messrs. D. Torrance & Co.'s Dominion Line, from Liverpool and Glasgow; J. G. Sidey's from Liverpool, Glasgow, and Barrow-in-Furness; and occasional steamers from a large number of other ports. The Quebec and Gulf Ports Line had three steamers running directly to Montreal and two to Quebec—five in all, but they were not sufficient to do the trade which has grown so very rapidly between Montreal and the Lower Ports. This year we understand this Company will place five steamers in direct communication with Montreal, and two with Quebec. A few years ago it was difficult to induce shipowners to trade on this route, and it is only a season or two since fortnightly trips were equal to the wants of the trade. The number of vessels from sea, and

their tonnage, is represented in the following table:

	Vessels.	Tons.
1872.....	697	396,795
1871.....	612	346,182
1870.....	602	312,182
1869.....	500	252,974

SHIPPING AND NAVIGATION.

The deepening of the Channel of Navigation between Quebec and Montreal so that ships of large burthen may reach the Port without lighterage of cargo, has not only been productive of vast benefit to the trade of the Dominion, but has been the principal means of the rapid increase of the commerce and prosperity of the city. The shallowness of Lake St. Peter, in former times prevented large vessels from reaching Montreal, the depth at low water being only 11 feet, but the channel at low water being now 20 feet deep, goods are brought 180 miles farther into the interior by the vessels in which they are shipped, and the surplus products of the country are thus exported directly from the terminus of inland navigation. The gain which has resulted thereby in the rates of Ocean borne freights, has been participated in by every branch of business throughout the country. The economy which has been found to arise from the use of vessels of large size, has made it necessary that the channel between Montreal and Quebec should be further deepened. Such steamers as the "Sarmatian" and the "Polynesian" of about 4,000 tons, cannot reach the Port of Montreal during the period of low water without the lighterage of the cargo, hence in the interest of the city and of the trade of the Dominion it has become imperatively necessary that the channel of the river should be further deepened to 24 or 25 feet, so that steamers of 5,000 tons should be able at all stages