

first in 1853, and were carrying a weekly mail to England by 1856. Their sailing fleet had reached sixteen in number. From 1857 to 1864 inclusive, the line suffered the loss of nine vessels by wreck, but the cloud passed away, and there is perhaps no line more fortunate in this respect to-day and for years back than that of the Allans, whose commanders never assume the risks which United States liners take. The line owes its rapid advancement to the labor of Sir Hugh Allan, son of the old sea captain, who came to Montreal about 1826 and there received his business training.

Prior to the development of steam navigation on the Atlantic, the sailing vessel had been brought to a high state of development, in the form of clipper ships, whose races with one another across the ocean were as much subject for excitement then, as a big ocean race to-day. I understand that Montreal has owned the fastest sailing ship ever built, the "Thermopylae." She was built by Walter Hood & Co., of Aberdeen, and ran from the Lizard to Melbourne, Australia in sixty days, a distance of 13,222 knots. On one day she made 380 statute miles. Her run from Foo Chow, China, to London, 91 days, has been beaten by sail only by the "Sir Lancelot," which accomplished the voyage in 89 days.

I have already occupied too much of your time. We must hasten to a conclusion. The Union of the Provinces took place in 1841 and attention was at once turned to the completion of the various canals projected by the two provinces. During the period of the Union, notwithstanding the political deadlock which ultimately rendered Confederation necessary a very great deal was accomplished. At the time of the Union the Erie canal and the Rideau navigation were overshadowing the St. Lawrence route from the lakes. The Rideau was the freight route to the great lakes. But work upon the St. Lawrence canals was pushed forward. The Lachine canal had been opened in 1824 with seven locks 100 x 20 x 5 feet. In 1843 an enlargement was begun with locks 200 x 45 x 9 feet, five in number, the lowest two of which by urgent request of Montreal were altered to 16 feet of water on the sills, to admit ocean vessels. The canal prism was 120 feet wide at the surface and 80 feet wide at bottom, when Confederation took place.

The necessary plans for the Beauharnois canal were prepared in 1842, work was begun in 1843, and completed in 1845. It had at the time of Confederation a length of 11½ statute miles, 9 locks 200 by 45 feet by 9 feet, and the prism was the same as that of the Lachine canal. The Cornwall canal to overcome the Long Sault was begun in 1834 and completed in 1842, the first vessel through being the steamboat "Highlander." The canal was formally opened in June 1843. The depth of water on the sills was the same as in the Lachine and Beauharnois canals, 9 feet, but the locks, seven in number, were ten feet wider, and the canal prism 100 feet at bottom and 150 at the water surface. The Farrans Point canal lock completed in 1847 had the same dimensions as that of Lachine and the Rapide Plat canal, opened in 1847, the Galops canal, opened in 1846 and the Point Iroquois canal opened in 1847, were of the same dimensions also, the canal prism in all three cases being, however, only 50 feet at bottom and 90 at top. Thus at the time of Confederation there was a channel for ocean steamers to Montreal 20 feet deep, the two lower locks of the Lachine canal had a depth of sixteen feet, and the rest of the navigation on the St. Lawrence was only on a 9 feet basis. The Welland canal was on a 10½ feet basis, and the only canal in use from Lake Huron to Lake Superior was that of the United States.

In 1793 114 vessels, of 15,758 tons and 933 men, arrived at Quebec. By 1841 this shipping had increased to 1,221 vessels, 425,118 tons, and 16,443 men, of which 13 ships and 5,057 tons were steamers. The "Unicorn" navigated between Quebec and Nova Scotia from 1840 to 1844 inclusive. In 1866 the shipping was 1,041 ships, 590,120 tons, and 15,695 men, 73 of the ships being steamers. The dangers of the route may be exemplified by the statement that between 1840 and 1849 inclusive 238 ships were wrecked of those engaged in the Quebec trade. In 1854 258 seagoing vessels arrived at Montreal, with a tonnage of 70,910 tons, and the river vessels in the port were 3,047 of 234,866 tons. In 1866, 516 seagoing ships of 205,775 tons arrived and 4,016 river ships of 417,349 tons. The million ton mark was first passed in 1892.

From comparatively early days it has been the ambition of the interior provinces and states to secure a direct route to Europe without trans-shipment, an ambition which the future may see realized. As early as 1858 a vessel passed from Chicago to Liverpool. This was the "Dean Richmond," which left Chicago on 17th July and arrived at Liverpool by the St. Lawrence route and the Straits of Belle Isle on 17th September, in sixty-two days and a half, about 12 of which were consumed in lightering and other delays. Her trip from Quebec to Liverpool consumed 29 days. The canal tolls on the St. Lawrence route during the Union may be taken as sixty cents per ton, a reduction of over 64% from the period of the Twiss canals, still further reduced 75% in these modern times. I am taking the tolls upon flour and wheat.

The improvement of the St. Lawrence route opened up a fertile territory. The canals were to early Canada what the railroads have been since Confederation. In 1838 the exports of wheat from Canada were 296,000 bushels; in 1852 this had risen to nearly 5,500,000 bushels. Instead of the bulk of the trade going up the river, the shipments downward began that preponderance which have since characterized them. In 1854 the following was the relative standing of our exporting cities: Quebec, Montreal, Toronto, Coaticook, Dalhousie, Kingston, St. John's (Que.) and Whitby. In imports Montreal led, followed by Quebec, Toronto, Hamilton, Kingston, Stamford, Prescott and Port Stanley. The period closing with Confederation witnessed the establishment of the railway in Canada, which has since been an important rival and support of the water route. The earliest railway and railway station, that at Laprairie, was opened in 1836 to connect with St. John's, Quebec. It closed down in winter, there being no traffic. There was also very shortly after a railway from Montreal to Lachine, and the Grand Trunk railway had united Montreal and Toronto with their present winter port at Portland. In 1868-69 the trade of Canada amounted to \$127,876,000, exports and imports entered for consumption. As already stated there was only one lighthouse in the St. Lawrence in 1809. By Confederation there were no fewer than two on Labrador, 22 between the Gulf and Quebec, 27 between Quebec and Montreal, and 80 others above Montreal on the river, the great lakes and the Ottawa, a total of 131, of which 11 belonged to private individuals and companies. During the Union, over \$1,000,000 was spent on lighthouses, beacons and buoys.

Before Confederation Canada possessed within her own boundaries no winter port, nor any satisfactory communication with her sister colonies in Acadia. Civilization stopped at the head of Lake Superior. The far west was in the hands of the Hudson Bay Company. At the time of the Union, Quebec and Ontario had a population of