

one of the present business part of the port, and measuring down to the corner of the India wharf, contiguous to the new Custom House, there is found to be a distance of 1257 feet, and this comprises the present Port of Quebec as regards general merchandize, that is, if the assertion of the present wharf owners or holders is to be credited. Having the distance in figures how many berths and what amount of accommodation does it afford.

Begin with Alford's, the most valuable pier on the river, for it affords berths for two vessels to be afloat at low water.

Next in order is Gillespies,—here only one vessel can lie and that across the end, a very narrow and uneasy berth, this is usually a steamers berth.

Next Gibbs,—here as before there is but one berth.

Atkinson has a berth across the end, usually occupied and reserved for the Lady Head.

Leaycraft has one berth, and lastly there is a berth at the India wharf.

In the whole Port of Quebec, using the word port as the wharf owners use it, there are but five available berths where ships can remain afloat at all times of tide drawing 18 feet water, whereas in the port of Montreal there are berths for 22 vessels, of over 18 feet draught of water, where they can lie secure alongside the wharves and piers.

With such a fact before them is it matter of surprise that ship owners should prefer to pay the cost of sending their vessels to Montreal in preference to running the risk of allowing them to lie across the end of a pier in a tideway and exposed to the frequent gusts of wind from the N. and N. E. to which they are exposed, or to the alternative of getting a cargo whilst lying in the stream by the expensive and tedious process of lighterage.

In the month of June last, it was observed that the wharves were covered with coal to the absolute exclusion of every