

ADDENDA

Regarding the dredging of the channel between Quebec and Montreal, mentioned on page 75, I wish to say that if said channel is straightened, broadened and deepened, as proposed in order to compete with the United States ports, its effects may be serious in lowering the water in the port of Montreal.

It is well known that according as the country along the St Lawrence, westward to its source, becomes cleared and settled, the surplus water flows off faster in spring; and the increased amount of evaporation in summer, due to the same cause, together with the diversion of a goodly portion of its waters by the Chicago canal, which according to Chevalier Baillairege is 600,000 cubic feet per minute, or more than three per cent of the 18,000,000 cubic feet flowing over Niagara, has made a very perceptible difference, in the flow of that mighty river, in dry seasons now, towards what it used to be in years gone by.

Thus it might happen that after millions would have been spent on enlarging the channel the Montreal wharves would be inaccessible for any kind of sea going vessels, and the whole harbor would have to be dug out again, or else a new one would have to be built.

This is a question, but my opinion should be well weighed by the highest engineering authorities in the Dominion, before any further serious expenditure of public money is made thereon.

If we want to compete with U. S. ports we should begin by the beginning!

As already said the largest ships in the world can come to Quebec with any ordinary flow of tide, but it would only cost a trifle comparatively speaking, to fix the channel so that they might come and go at the lowest stage of tide.

HENRY O'SULLIVAN.

C. E.