

Province, with the drawback to which they are all more or less exposed, of being only on the route to the Ocean, how much more should it become obligatory on the citizens, who reside at the actual sea-port itself, to bestir themselves and by so doing obtain their just share of the advantages derivable from increased trade and commerce.

Montreal, although 180 miles further from salt water, has long been aware of the importance of this route between the Atlantic and the West, and has for years past been steadily and perseveringly pursuing such a course as would secure to her basins and piers a share of the advantages of its adoption, and is at this moment straining every nerve to enlarge her accommodations and increase her trade facilities, and this against obstacles and impediments which might well daunt less energetic and determined men, surely with such examples before them the proprietors of Quebec should arouse themselves, and enter the lists as competitors for the prize, which sooner or later must be awarded to the St. Lawrence route.

Trade facilities mentioned above, consist in good and safe berths for vessels either seagoing or river and lake craft, without such it is in vain to look for the increased arrival of either of the above or indeed of any kind of vessel. It should therefore be the duty of those who desire the prosperity of Quebec to aid in obtaining such accommodation.

In this case, as in many others, private interests interfere with the public requirements, and owners of wharves and piers now in existence declaim against improvement for the general good—not because improvements are not imperatively demanded, but because the improvements do not embrace the purchase of their wharves in the first instance.

It will be well, at this point, to examine the state of the existing wharves and piers in the Port of Quebec and see what actual amount of accommodation they are capable of supplying to ships requiring berths.

Commencing at Alford's wharf or pier, which is the upper