

The lateness of harvest in our Northwest, and the early closing of navigation in the St. Lawrence, will soon over-tax all our means of transport, both water and rail, during the interval between September and December. The Welland and St. Lawrence canals and the portage railways between Montreal and Lake Huron constitute the Canadian routes, and much, which cannot arrive by water in time for export, will be stored up at nearest lake ports for winter railway carriage to tide water warehouses on the St. Lawrence, for export at Atlantic ports,—or for conversion into flour at Ontario and Quebec water powers.

This accumulating tonnage from our western plains and our eastern forests must call for a proportionate extension of export facilities which should attract tonnage to the St. Lawrence. Already Montreal has eighteen regular lines of steamers to transatlantic ports, exclusive of tramps. New York alone of the Atlantic ports exceeds this in number. Montreal has five regular lines to Liverpool and the same number to London, two lines to Glasgow and two to Hamburg, and one each to Bristol, Manchester, Belfast and Antwerp. Baltimore has twelve regular lines of steamships to Europe, Boston nine, and Philadelphia eight. No doubt all these Atlantic lines exceed Montreal in number and tonnage of vessels as well as in cargo carried. They have twelve months navigation against seven for the St. Lawrence. The real significance of Montreal's eighteen regular lines of steamships is the demonstration, that, in spite of climatic drawbacks, or inferiority in other respects, the St. Lawrence is the route towards which northern exports will gravitate during its open season.