The following quotations for 1880, show rates in Montreal as compared with New York:—

Date.	Montreal.									New York.	
1880.	Per Quarter of 480 lbs. Iron Clipper and Steam.					Per Bush. of 60 lbs. Iron Clipper and Steam.				Per Bush. of 60 lbs. Steam.	Per Bush. of 60 lbs. Sail.
	s.	d.		s.	d.		d.		d.	d.	d.
May 7.....	4	0	@	4	6	=	6	@	$6\frac{3}{4}$	$4\frac{1}{2}$	$4\frac{1}{2}$
" 14.....	3	9	"	4	3	=	$5\frac{5}{8}$	"	$6\frac{3}{8}$	$4\frac{1}{2}$	$4\frac{1}{2}$
" 21.....	3	9	"	4	3	=	$5\frac{5}{8}$	"	$6\frac{3}{8}$	5	$3\frac{1}{2}$ @ 4
" 28.....	3	6	"	4	0	=	$5\frac{1}{4}$	"	6	3	....
June 4.....	3	6	"	4	0	=	$5\frac{1}{4}$	"	6	4	3 @ $3\frac{1}{2}$
" 11.....	3	9	"	4	3	=	$5\frac{5}{8}$	"	$6\frac{3}{8}$	5	$3\frac{1}{2}$
" 18.....	4	0	"	4	3	=	6	"	$6\frac{3}{8}$	5 @ $5\frac{1}{2}$	$4\frac{1}{2}$
" 25.....	4	3	"	5	0	=	$6\frac{3}{8}$	"	$7\frac{1}{2}$	6	$4\frac{1}{2}$ @ 5
July 2.....	4	9	"	5	3	=	$7\frac{1}{8}$	"	$7\frac{7}{8}$	....	....
" 9.....	4	9	"	5	6	=	$7\frac{1}{8}$	"	$8\frac{1}{4}$	6 @ $6\frac{1}{2}$	5
" 16.....	4	6	"	5	6	=	$6\frac{3}{4}$	"	$8\frac{1}{4}$	$6\frac{1}{2}$	$6\frac{1}{2}$
" 23.....	5	0	"	5	6	=	$7\frac{1}{2}$	"	$8\frac{1}{4}$	8	$6\frac{1}{2}$
" 30.....	5	3	"	6	0	=	$7\frac{7}{8}$	"	9	9 @ $9\frac{1}{4}$	$7\frac{1}{2}$
August 6.....	5	6	"	6	0	=	$8\frac{1}{4}$	"	9	8	$7\frac{1}{2}$
" 13.....	5	0	"	5	9	=	$7\frac{1}{2}$	"	$8\frac{5}{8}$	$7\frac{1}{4}$	....
" 20.....	4	0	"	5	0	=	6	"	$7\frac{1}{2}$	$6\frac{1}{2}$	....
" 27.....	3	6	"	4	3	=	$5\frac{1}{4}$	"	$6\frac{3}{8}$	$6\frac{1}{4}$	....
Sept. 3.....	3	0	"	4	0	=	$4\frac{1}{2}$	"	6	$6\frac{1}{4}$	....
" 10.....	2	9	"	3	6	=	$4\frac{1}{8}$	"	$5\frac{1}{4}$	$5\frac{1}{4}$	....
" 17.	2	9	"	3	6	=	$4\frac{1}{8}$	"	$5\frac{1}{4}$	$5\frac{1}{4}$	....
" 24.....	2	9	"	3	9	=	$4\frac{1}{8}$	"	$5\frac{5}{8}$	$5\frac{1}{4}$ @ $5\frac{1}{2}$	....
Oct. 1.....	3	3	"	4	0	=	$4\frac{7}{8}$	"	6	$5\frac{1}{2}$ @ $5\frac{3}{4}$	....
" 8.....	4	0	"	5	0	=	6	"	$7\frac{1}{2}$	$6\frac{1}{4}$	....
" 15.....	4	0	"	5	0	=	6	"	$7\frac{1}{2}$	6	....

There is a consideration that must not be overlooked, viz: that, other things being equal, the prevalence of high rates of ocean freight might be expected to induce vessels to seek the port where these can be obtained. A fair axiom would be:—High rates of freight, *cet. par.*, should bring tonnage to the St. Lawrence,—more vessels would, by competition, tend to lower rates,—and this cheapening of transportation would naturally bring more freight to Montreal. The question is, therefore, a pertinent one:—What has prevented more vessels from seeking the port where they could seemingly earn most money?—and the