

the following facts will prove. MONTREAL demands this—the shortest outlet to the ocean. Portland is the winter port of Montreal. For twenty-four weeks the Montreal steamships sail from Portland to Europe, the St. Lawrence River being impassable by reason of ice. The traffic between the two places is immense. At one time during the winter of 1871–2, five ocean steamships lay in Portland harbor, some of them 3,200 tons each, waiting for freight from Montreal and the West, which the existing railroad facilities could not forward with sufficient dispatch. At the same time the storehouses there, were packed full of return merchandise seeking transit to the interior. Since that date, another line of first-class steamships has been added to the fleet tributary to and receiving freight from the same railroad at Portland. The “Allan” line, alone, running to Liverpool, for twenty-four weeks of the year takes 3,000 tons of freight per week, and returns a like amount of imports for the Canadas. The larger portion of the traffic between the upper and lower provinces of Canada passes by rail from Montreal to Portland, and is distributed from Portland over the various routes. This traffic continues all the year and is of great magnitude.

The produce now seeking export *via* Portland from the interior, finds the present means of transportation utterly inadequate to its demands. Imports are equally obstructed. Portland is the fourth port of entry in rank, in the amount of business passing through the Custom House. Another line between Montreal and the Great Lakes and the Ocean is even now urgently demanded for the traffic pressing forward for accommodation. Enormous bulks of lumber are at this date piled up alongside the Grand Trunk Railroad unable to reach tide-water owing to the mass of western produce in transit.

Precisely what Montreal NEEDS, the Portland and Ogdensburg Railroad will furnish—a short trunk line to the best harbor on the Atlantic coast, a port furnished with marginal railway, an elevator, a harbor front of five miles, two lines of trans-ocean steamships, steamers, packets and railroads to all coastwise points, and facilities for dispatching business equal to the best in the world.