

is here about two thousand feet across. The current through the rapid in ordinary stages of the water, is about four and three-quarter miles per hour, but occasionally reaches from five to five and a quarter miles per hour.

[The harbor of Montreal has wharf accommodation for a large and increasing trade,—the *ocean* vessels visiting the port in 1873 representing 413,478 tons, and the river and inland craft 933,462 tons. This accommodation has been obtained by building wharves of crib-work out into the stream of the River St. Lawrence, and by dredging out a suitable depth for vessels to lie alongside. The existing wharfage measures 17,140 lineal feet, or say $3\frac{1}{2}$ miles. There are 4,450 feet of wharf room in 10 feet depth of water; 11,690 feet in 20 feet; and 1000 feet in 24 feet; there being 3,700 feet more under contract in 24 feet, and 1,800 feet in 10 feet of water,—with contemplated additions of 11,700 feet, which will make a total lineal extent of $6\frac{1}{2}$ miles of wharf-room. The increased capacity of ships coming up to Montreal is indicated by the following memoranda from the Harbor Master's Register,—showing the draught of water of vessels clearing at the Custom House during the past six seasons :—

	18 ft and over.	19 ft and over.	20 ft and over.	21 ft and over.	22 ft and over.	Total drawing 18 ft to 23 ft.
No of vessels in 1869.....	41	26	38	14	6	125
" " " 1870.....	68	48	17	5	none.	138
" " " 1871.....	97	47	18	7	2	171
" " " 1872.....	95	63	21	4	2	185
" " " 1873.....	86	52	30	17	7	192
" " " 1874.....	73	33	29	18	12	171

In the season of 1873, four vessels cleared from Montreal drawing 23 feet; in 1874, one vessel cleared drawing 23 feet, another $23\frac{1}{2}$ feet, but the returns were not complete at time of going to press.] *

This harbor was, until the construction of the canals, the head of navigation for sea-going craft; and until the commencement of the canal system, the real difficulties of the navigation of the river began at this point.

It was a great thing to witness a river, rarely less than two miles in width, gradually extending to twenty miles, flowing for five hundred miles of its course with great regularity for eight months in the year, and affording accommodations for square-rigged ships of six hundred tons, which then reached Montreal; it was another thing to attempt the movement of freight from this point upwards. The work up the Valley for the first ten miles above Montreal, was performed either by the Portage Road, so called, or by dragging up by the sides of the rapid current, with long teams of oxen or horses, sometimes in, sometimes out, of the water; and such portages as these occurred at nine distinct points between

* See a very important Letter from Hon. John Young, Chairman Board of Harbour Commissioners, in Appendix No. VII.