

the place of the sailing vessel, and (the St. Lawrence being now open to American trade) the day cannot be far distant when Montreal will become an entrepot during the season of navigation, for that trade which is rapidly overgrowing the capacity of the enlarged Erie Canal, and of all the railways which debouche on the Atlantic from Portland to the Capes of Virginia. The lake propeller will then meet the Ocean screw Steamer at the head of ship navigation on the St. Lawrence wherever that may be. This point must either be Quebec or Montreal, and it may be supposed that it is a matter of indifference to the province at large which becomes the favored locality, and that therefore the deepening of the St. Lawrence between these two cities is a local or Montreal question. This consideration appears to have influenced the Legislature in 1847, in abandoning the Provincial attempt to deepen Lake St. Peter, the subsequent granting, however, of powers to levy dues upon the trade of the St. Lawrence for this purpose was an acknowledgment of the provincial importance of the work, and it may not be out of place here to endeavour to show how Canada is interested in extending her deep seaport one hundred and fifty miles further into the interior. This involves the consideration of the problem "where can the sea and inland trade of the St. Lawrence most economically meet?"

Whether should the Lake propellers (the smaller craft) descend to the lowest possible point to meet the Atlantic ship, or whether the latter (the larger vessel) should ascend to the highest possible point?

If we were considering only the through traffic, it would become simply a question whether three or four Lake craft could make the additional voyage from Montreal to Quebec cheaper and quicker than one ocean vessel could ascend the additional distance between Quebec and Montreal; and the relative facilities for transshipment at the two ports. But practically the Ocean vessel may wish to discharge part of her cargo at Quebec, and a still greater portion for local consumption or distribution by Railways at Montreal, the remainder only being in transitu for more western ports. If it be assumed that the delivery to the Railways could be done at Pointe Levi instead of Montreal, there would be only the Montreal goods subjected to an extra transshipment, and the additional cost of Railway over water-borne transport between Quebec and Montreal on the Railway delivery.

There are, however, two local considerations which effect the general question, which are of more importance, and in my judgment, conclusive as to the superior advantages under which the Provincial import trade can be carried on through Montreal as compared with Quebec; and where the imports are landed the exports can be most advantageously shipped, excepting, of course, the timber trade and its peculiar requirements. The ocean trade is limited to a certain number of voyages which may be made between May and November, and the number of these long voyages cannot be influenced by the comparatively trifling addition of the ascent to Montreal. It may be assumed, therefore, that the same number of ships will do the same business whether they come to Montreal or stop at Quebec, but this cannot be said of the inland voyage. A greater number of inland craft, therefore, will be required to bring down the same amount of produce per annum if taken to Quebec than if left at Montreal. Practically when lighterage is avoided, the same rate of freights may be expected to obtain between Montreal and European ports, as for Quebec. And thus Canada West is brought virtually 160 miles nearer the Atlantic, and Lake Erie has a seaport on her own waters at least 100 miles nearer than New York.

The second consideration is the relative advantages of Quebec and Montreal for the particular traffic now enjoyed by each.

The all-important advantage of a high tide will ever give Quebec the preference as the timber shipping port. This trade can be best accommodated by vessels anchoring in the stream, their cargo being floated to them by every tide,