

to the development of a trade between the Lower and the Upper Provinces, the importation of St. John by Western routes has increased from \$247,874 in 1865 to \$3,241,795 in 1874.

If in these few years there has been such a development of trade, with everything adverse to its growth—a trade in no way reciprocal, who can tell the dimensions it will attain after the opening of the Canal, permitting the bulky products of the Bay of Fundy Ports, to find a market in the West?

WATER VERSUS RAIL.

If there are any who maintain that the trade between the Bay of Fundy ports and the West, can be carried by rail or water and rail, as cheap as by all water, the following table will dispel the illusion. Those who advance such views know little of the economies of transportation. The following tables, from a report of 1858, on the Harbour of Montreal, and republished in 1873 by the Montreal Board of Trade, are instructive and conclusive, and as illustrating the point involved, most opportune:

From Chicago to New York via Buffalo and the Erie Railway—

	Sailing Vessel.	Steamer.
Chicago to Buffalo, <i>water</i> , 914 miles,.....	\$1 83	\$4 20
Buffalo to New York, <i>rail</i> , 414 “	6 66	6 66
Transshipment at Buffalo,.....	20	20
	<u>\$8 69</u>	<u>\$11 06</u>

From Chicago to New York by the Welland, St. Lawrence, Caughnawaga and Champlains Canal—

	Sailing Vessel.	Steamer.
Chicago to New York, <i>all water</i> , 1632 miles,.....	\$3 26	\$5 71 ✓
Toll on a 167 miles of Canal,.....	50	50
	<u>\$3 76</u>	<u>\$6 21</u>

	Sailing Vessel.	Steamer.
Water and Rail via Buffalo from Chicago to New York,	\$8 69	\$11 06
All Water, via Caughnawaga,	<u>3 76</u>	<u>6 21</u> ✓

Saving by River and Canal over Water and Railway, \$4 93 \$4 85

Nothing but a want of reflection, or what is worse, a determination to defeat the Baie Verte Canal, could lead any one to suppose for a moment the Canal could not compete with established routes, for its water stretches in proportion to Railway are much shorter than the Caughnawaga.

If the Baie Verte Canal will be unable to compete with established routes, why the enlargement of the Welland and the St. Lawrence

See Young. 1876 Canal by J. C. Smith also make St. L + Welland 1879