

coffee, hides, tallow, &c., to be again re-shipped as return cargoes to Canada and the United States by the inland propeller and thus delivered at less cost by such means than by any other possible route."

From the above views of the Montreal delegates, the following conclusions are arrived at:

1. All the advantages to the Maritime Provinces that would follow from the opening of the Baie Verte Canal "would be difficult to point out."
2. The 900 ton propeller could deliver Western products at Halifax or St. John.
3. These places would become cheap depots for such products.
4. Assorted cargoes could be made up at these places for the West Indies.
5. From the West Indies return cargoes would be brought to St. John and Halifax.
6. The 900 ton propeller would pass through the Baie Verte, St. Lawrence and Welland Canals, with tropical products for the Western States, Ontario and Quebec.
7. These products consequently "would be delivered at less cost than by any other possible route."

The Dominion Board of Trade was so strongly impressed with the importance of the Canal, that it adopted the following resolution:

*Resolved*,—That in the opinion of this Board, it is desirable that the Dominion Government be recommended to construct at as early a day as possible the Baie Verte Canal.

#### NEW YORK ALBION.

As far back as 1827, the New York *Albion* wrote:

"Would not the Mother Country grant a sum in aid of the Baie Verte Canal, since it would make St. John an excellent depot for articles of prime necessity in the West Indies? If once opened, the produce of Canada, Prince Edward Island, the coast of Labrador, and that of her own soil, would concentrate at the Capital of New Brunswick, it would be equally the mart for return cargoes of West India Produce."

The agreement in sentiments between the President of the Dominion Board of Trade, 1871, and the New York *Albion* of 1827, is as striking as the views are reasonable.

#### THE CANAL COMMISSION.

The Canal Commission, 1871, says: "The Ontario and Quebec merchants can supply the firms of St. John interested in the West India trade, with the description of merchandise for which there is an ever ready and remunerative market in the tropics, and in that same way get back sugar, molasses, and other West Indian and South American produce, which is now supplied indirectly to so large an extent through the United States."

In the enquiry as to the probable prospective increase of trade with the West India Islands and South America, the views of the