

HISTORY OF THE PROJECTED BAIE VERTE CANAL.

The history of the Canal project sufficiently demonstrates the importance of an Isthmian transit. The failure to commence the construction of a Canal may be attributed to the constantly increasing demands of commerce since its first inception, requiring additional dimensions to satisfy the growing trade; the differences of engineers as to the sources of supply of the feed water; its great cost growing with every survey; the uncertainty of its fulfilling the actual requirements of the present day; its incapacity to carry steamers of the size now used in the Gulf of St. Lawrence; the general unbelief that with the excessively slow passage of vessels through a Canal it would really be so advantageous as a Ship Railway, and because of the Report of the Commission of 1873 (Hon. John Young, Chairman,) wherein the distance to be saved from Baie Verte to St. John was misrepresented by 200 miles.

In 1822, a survey was made by the New Brunswick Government for a Canal to be fed by fresh water with a depth of *four* feet.

In 1825, another survey was made by Francis Hall, C. E., for a Canal having a depth on the lock cills of *eight* feet.

In 1826, Thomas Telford, the celebrated Scotch Engineer, reported on the survey of Mr. Hall, recommending larger dimensions and a depth of *thirteen* feet.

In 1843, Captain Crawley, Royal Engineers, after making a survey at joint expense of New Brunswick, Canada and Prince Edward Island, pronounced Canal of even *nine* feet depth impracticable on account of deficiency of fresh water supply; and he objected to using Bay of Fundy tidal water to supplement the deficiency, on account of its turbid nature and great quantity of mud held in suspension in that water.

In 1869, John Page, Chief Engineer, Public Works of Canada, is of opinion that by adopting a *lower* level an abundant supply of fresh water may be obtained, and that the Bay of Fundy water should be prevented from entering the Canal.

In 1872, Mr. Baillarge recommended water supply to be taken from Bay of Fundy, by using one or two rivers as reservoirs and settling ponds, and a navigable draft of *fifteen* feet.

In 1872, Messrs. Keefer and Gzowski recommended a half-tide Canal, twenty miles and a half long, at a cost of \$5,317,000.

In 1871, Mr. Baillarge estimated a Canal based on Mr. Keefer's project for 12 hours, at..... \$5,650,000
And based on his own project for 16 hours,..... 8,217,849
Also cost of a whole-tide Canal,..... 8,592,849

Total length of Canal, nineteen and a quarter miles.

In 1873, Mr. Page condemns Mr. Keefer's project and approves Mr. Baillarge's, and submits estimates of cost as follows:—

For a half-tide Canal,	\$7,700,000
Three-quarter-tide Canal,	8,100,000
Full-tide Canal,	8,500,000

He reports "that the construction of a navigable channel between the Bay of Fundy and the Gulf of St. Lawrence, on any line that can be selected, will be an undertaking attended with unusual difficulty, not only from the nature of the work to be done, but from the great difference in the elevation of the respective tides."