

this flour could be landed and put in the cars in 4 hours; in 8 hours more it could be landed in St. John even at the rate of 13 miles an hour; or in all 12 hours from the time of landing at Shédiac. By the Baie Verte canal route, the steamer would take 8 hours to go from Shédiac to that place, and 7 hours to go through the canal; it is not too much to say, that 14 hours more would be consumed in going from the outlet of the canal to St. John, making in all 29 hours against 12, the time now taken from Shédiac to St. John, and this too, independently of whatever tolls might be charged. Pilots too are necessary especially for strangers, besides wharfage at St. John. This is of great importance to the ship owner, considering that the expense of a steamer of 1,000 tons would be at least \$140 a day. I would state another reason against the proposed canal: our provision merchants find it an economy to order flour in small quantities by each steamer during the summer season. As winter draws near, larger stocks are laid in and shipments can be made to Shédiac 15 to 20 days later than they could be by the canal, owing to the latter being frozen earlier. There are now 12 steamers plying constantly between Quebec, Montreal, and the Provinces, these vessels averaging 10 trips each, which would make 120 during the season. I am positive in saying that the whole of the tonnage of goods or articles brought back from St. John or ports in the Bay of Fundy does not exceed 1,000 tons in all for the 120 trips. A vessel leaving Charlottetown for Boston would find it more advantageous to go by the Gut of Canso rather than by the proposed canal, the difference in distance being small, while the risks as already stated would render the canal route most objectionable. Moreover, there is very little trade just now. I am of opinion that vessels leaving the St. Lawrence for the West Indies or South America would never make use of the Baie Verte canal, but would use the present natural routes by the Gut or round Cape North.

In consequence of our climate, fully 50 p. cent of the flour and provisions required in the Maritime Provinces is carried by Grand Trunk Railway to Portland during winter, and from thence to destination by steamer or sailing vessels. From all that I have said, I do not think that the canal is required. In thinking the matter over, I am at a loss to see what benefit would be derived from it. For years to come, I do not think 20,000 tons would pass yearly through it. I see no necessity for such a canal, nor could I advise its construction on any account.

HENRY FRY, of Quebec, Merchant and Ship owner:—Have long