

condition of the fisheries yearly improve, and their production annually increases in quantity and value."

If Canada wishes to extend her trade with foreign countries, in no way can it be more effectively done than by the development of her exhaustless fisheries, to be followed by the expansion of shipping and other important industries.

It is not the existing trade between the Bay of Fundy and the Gulf of St. Lawrence that should determine the question, as to whether the Canal should be built, it is the trade the Canal will create and develop.

It is not the existing trade between Quebec and Ontario with Manitoba and British Columbia, that calls for the union of these places by rail, it is the traffic which the railway will create.

It is not the existing trade between the St. Lawrence and the Lakes that calls for the enlargement of the Welland and the St. Lawrence Canals, it is the increased traffic which they are expected to draw to Montreal and the Ocean.

Of these Canals Mr. Page says, "they have never done anything like the extent of business they might have been reasonably expected to do from their situation, connection and capacity." Yet to-day their enlargement is going on at the expense of the Country.

In determining the question as to whether the Baie Verte Canal should be built, let there be one standard and one measure for the East and the West, one rule for all. While the Western country is large with promise, and has a great future before it, of the Maritime section of the Dominion, it has been truly said, "evidence and observation which Commissioners have had the opportunity of making, have impressed them deeply with the vast resources of New Brunswick, Nova Scotia, and Prince Edward Island, and the large increase which may reasonably be looked for in their future trade and commerce." In the above I most cordially join my colleagues on the Commission, and feel it a duty consequent on such convictions, to commend the construction of a Canal. For such like reasons, it was pressed on the Canal Commission of 1870, as well as by the Dominion and other Boards of Trade of the country.

PRINCE EDWARD ISLAND.

The trade of the Island is fast expanding, and from the construction of its railway and the settlement of its land tenure, its farming interest will receive a great impulse.