

distance and the general convenience with respect to trade and commerce, more particularly in reference to return cargoes.

*Question No. 3.*—Also, whether the construction of other proposed routes, or the enlargement of the Welland Canal, would be more advisable than the construction of the Toronto and Georgian Bay Ship Canal, to meet the requirements of the Western trade.

Respectfully Yours,

J. W. MAC EDWARDS,

WILLIAM BROSS, Esq.,

*Clerk to Committee.*

*Chicago Tribune.*

To these queries I beg leave respectfully to submit the following reply.

To nearly all the points embraced in them it might be a sufficient answer to make the general statement, that the census returns of 1890 have confirmed nearly all the anticipations of the reports of Messrs. Mason and Tully on the Georgian Bay Canal, and more especially, the figures put down for that year, in the table on page seventeen of that document. Indeed, in most, if not all cases, the facts, as shown by census and other reliable reports, exceed the estimates of Messrs. Mason and Tully, and I have no doubt whatever that such will continue to be the result of all prudent calculations for half a century to come.

But to be more specific—

I. You inquire, *first*, "As to the advantages that would accrue to the North-Western States by the construction of the Toronto and Georgian Bay Ship Canal."

I answer, their continued settlement and development are dependent upon the opening of new and greatly increased facilities for the transit of their products to the ocean. So largely has production increased upon the means of transit, that in 1861 the Erie Canal was clogged with business. Freights were so high and prices for farm products so low, that in many sections of the West, corn in large quantities was actually used for fuel. But before entering into particulars, allow me to ask your attention to the extent of the North-West, whose commerce is to be fostered by, and will con-