

In 1872, Mr. Baillargé 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 recommend a half-tide canal, twenty miles and a half long, at a cost of \$5,317,000.

In 1871, Mr. Baillairgé estimates a canal based on Mr. Keefer's project for 12 hours	\$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. Baillairgé'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.

The locks were to have a width of 40 feet, and the canal a navigable draft of *sixteen* feet.

The canal would take eight years to complete, consequently the cost of interest during construction would add to the estimate above mentioned, and bring it up to \$12,000,000 for a full-tide canal. The width of the locks was not sufficient to admit paddle-wheel steamers, which must be the chief means of transport for general merchandise, being specially suited for the shallow harbours of the Gulf of St. Lawrence.

To widen the locks and to protect the sides of a Canal from the wash caused by steamers would greatly increase this estimate.

The importance of this omission to provide for the transfer