

business here; am not intimately acquainted with the navigation of the Bay of Fundy, excepting from hearsay.

I have given a good deal of consideration to the construction of the proposed canal between Baie Verte and Bay of Fundy, but I have failed to see where the trade is to come from that would warrant its construction; its cost is said to be eight millions of dollars, this would be \$400,000 per annum, besides repairs and attendance; I do not see what trade there would be from the Bay of Fundy by return cargo in vessels coming from the St. Lawrence. The trade would be local in its character and limited in amount.

The trade with South America, the West Indies and Great Britain does not require the canal, the present routes are shorter and in my opinion safer; a glance at the map will prove this.

The down freight that steamers would get to St. John could not be taken so low as it is at present by water, in as much as they would have to come back empty, and the trade as now carried on by water and railroad is much cheaper than it could be by the canal. In my opinion, vessels that carry lumber to South America and West Indies are generally of a size that they would never use the canal, and the approaches to it are not so safe as by following the present natural route.

WILLIAM WITHALL, Merchant:—In my opinion I fail to see what benefit this canal would be in connection with the trade of the Dominion of Canada. My experience for several years back, and from my being connected with the line of steamers trading to the Gulf ports is; that the only trade of any importance carried on between the Maritime Provinces and Montreal and Quebec, is flour and provisions downwards, and coal in return. A vessel leaving Quebec or Montreal with a portion of a cargo for St. John lands it at Shédiac; it is taken from thence at a cost of 15 cts. per barrel by the Intercolonial Railroad to St. John in about 8 hours; this must be a considerable advantage over going by the proposed canal. The first reason is, the amount saved to the steamer by the short delay there is in discharging at Shédiac, or if she went through the canal at Baie Verte she would have an additional distance of 50 or 60 miles to travel to reach it, not to speak of the delays that may be experienced at the Bay of Fundy side by fogs, tides, contrary winds, &c.

I illustrate this by the steamer landing her cargo, say 600 barrels at Shédiac, (which is the usual quantity shipped there by our steamer);