

THE 1870 CANAL COMMISSION.

This Commission say : " The largest class of screw steamers, which must originate as one of the results of improving the inland navigation, can also in the autumn proceed to the lower ports, and thence to the West Indies, where it is quite possible, for them to find employment during the Winter season, instead of laying up five months in the year in Upper Canadian Ports."

A NEW VOICE FROM THE DOMINION BOARD OF TRADE.

The President of the Dominion Board of Trade at its 1874 meeting, spoke with great emphasis :

" I tell you gentlemen we are not true to Confederation, if we do not have these Canals enlarged, because the facilities for trade, thus created, would form a stronger tie between the Provinces than any political one. If we could pass up our Canals, vessels large enough to bring coal, and iron and other products from the Maritime Provinces, which they would give in exchange for our products, instead of sending up money for all their purchases we would do more to make them all thoroughly Canadian and united with us, than could be done in any other way."

The Toronto delegate who uttered the above finds no difficulty in forecasting the effect of the enlargement of the Canals on the transportation between the Lake ports and the Maritime Provinces, nor does he share in the opinion that the 12 feet propeller would not find it profitable to continue her voyage down the St. Lawrence and through the Canal into the Bay of Fundy. The Toronto Board of Trade, four years before, advanced the same views ; they said : " We are satisfied that by the deepening of the Canals, the trade with the Maritime Provinces would be carried without breaking bulk, from the lakes to the ocean, creating thereby a reciprocity of interest, and connecting our several provinces more closely."

The Maritime propeller of 12 feet draught could pass through the Baie Verte, St. Lawrence and Welland Canals, and deliver its cargo from the Bay of Fundy ports, without breaking bulk, at Montreal. For the trade between the Maritime Provinces and the Lakes, large vessels cannot compete with those of lighter draught, as the cost of transshipment with its delays, would be greater than any possible saving in freight in larger tonnage.

The Montreal Merchant understands the drawback from breaking bulk ; it is this that has led to the deepening of the channel through Lake St. Peter.

Freight from the Bay of Fundy, and other Eastern shipping points, for Lake and other Western ports, should reach its destination in the vessel in which first laden.