

sum and fish, but in very small proportion. The present rate of freight from Pictou is \$2.50 per ton of 2240 lbs. of coal, it has been as low as \$2.25.

Our return cargo is principally flour, which is carried at 25 cents per barrel; it has been as low as 15 cents per barrel. We have carried considerable quantities of manufactured articles to ports of call for \$3.00 per ton, and give through bills of lading at \$4.50 to St. John, Halifax and intermediate places. We also give through bills of lading for flour to some places. We have arrangements with railway companies for carrying freight; for instance, we give the railway 15 cents per barrel from Shédiac to St. John, and 17 cts. from Pictou to Halifax, and proportionate rates for assorted articles. These rates are, no doubt, very low for the vessel, but it is because we have the up cargo of coal and passengers traffic, that it can be done so low. Our vessels are of from 500 to 1120 tons, two of them, the smallest, draw about 8 feet when loaded—the others from 18 to 19 feet. The smallest of these vessels could pass through the proposed canal, but the largest could not, if loaded to their full capacity. If the canal was built, our line of steamers no doubt could pass through it to St. John, and other ports on the Bay of Fundy; but the difficulty would be to get a return cargo from thence to Montreal and Quebec; they carry at present considerable quantities of manufactured goods, sugar and molasses from Shédiac to different ports on the northern side of New Brunswick, Dalhousie, and Miramichi, etc. This freight can only be carried by our passenger vessels that carry no coal cargo; but it would not pay to send our freight vessels as they must go to Pictou for coal—and there not being sufficient return cargo from St. John, these vessels trading in coal from Pictou, might take freight at Montreal or Quebec. Economy in management seems to compel any return freight to be landed at Shédiac to be transferred to railway going direct to St. John. For the West Indies, South America, and Great Britain, the proposed canal is not required.

In my opinion, the proposed canal would offer no advantages equal to the outlay. The trade it would serve, would be purely local, and too insufficient in amount to warrant such a heavy expenditure. The trade with the south coast of Newfoundland would not use the canal.

JAMES G. ROSS, Quebec, Merchant:—Have been long engaged in