

ferent times, with a view to the accommodation of the growing volume of traffic, and the prospect then in view of such treaty relations with the United States as would tend to facilitate and increase traffic, and so make these works profitable either directly from tolls to be levied, or indirectly by the employment of the marine of the Dominion, and in the many forms attendant upon the active current of trade; and as we do so find that no progress is being made towards the attainment of these objects, we are of opinion that the further prosecution of these works and means for the improvement of traffic may fairly progress together. Turning to the Ottawa route: we find that the lock at St. Anns, and the Carillon and Grenville Canals are all insufficient in size and efficiency for the actually existing traffic. The export of sawn lumber having, during last few years, grown to very large proportions, it is notorious that the vessels engaged in the trade are subject to constant delay, and the cost of transport is further increased by the inability to load vessels to their full capacity in descending from Ottawa to Lachine, rendering it necessary to complete their cargoes at the latter point before proceeding on the voyage to Lake Champlain; and we are further informed that the entire works upon the Carillon and Grenville Canal locks are in such state of decay and imperfection that there is danger of the route being closed by the structure giving way. The improvement of this route of navigation is a matter of pressing importance.

*Council of Quebec Board of Trade.*—We think so.

*A. Ferguson.*—As this is a subject with which I do not profess to be acquainted, I shall waive replying to it, more specifically, than by stating that in my opinion it is desirable at all times to avoid breaking bulk during transit.

*Edgett.*—Improving the canals I think would be a very desirable thing if can be done without overburdening the country with debt. The people here are very much alarmed about taxation.

*R. Cole.*—I am not aware of any canal that requires widening and deepening. A new one is anticipated and required from the head of Cumberland Bay to Bay Verte.

*A. Ferguson.*—The widening of the canals would materially facilitate trade in saving the breaking of bulk, if the vessels on the inland waters of Canada were adapted as sea-going craft.

*Snell.*—I think it would be desirable to have the canals of the Dominion widened and deepened where it would save the breaking of bulk. I think there should be a ship canal cut through from the head of the Bay of Fundy to the Gulf of St. Lawrence.

*Devolf.*—By all means, have the canals widened and deepened when practicable.

*Cook.*—This is a question for Upper Canada.

*Kavanagh.*—It would be desirable to have the canals widened.

*W. Kidston, Jr.*—There are no canals here, and I do not feel justified in giving an opinion.

*W. Ross.*—In the event of free trade with the States, the want of which is reducing this Island to poverty, deepening and widening of your canals will become a public necessity, particularly if the free navigation of the St. Lawrence is granted to the Americans. By this means, fish, plaster, &c. would find a more direct conveyance to the Western States, and even to the markets of Ontario, where consumers are yet comparatively strangers to our rich, palatable and nutritious salt water fish.

*A. M. Rudolf.*—If the canals of the Dominion were larger and deeper it would generally facilitate business, and consequently add to the wealth of the country.

*Letter from W. Dunscomb, Esq., Collector of Customs at Quebec, in relation to the navigation of the Gulf and River St. Lawrence, also respecting the Electric light for Lighthouses.*

*Custom House, Quebec, 4th December, 1868.*

*J. E. B. McCreedy, Esq. Clerk to Committee on Fisheries and Navigation, House of Commons, Ottawa.*

*SIR.*—The navigation of the St. Lawrence having virtually closed for this season, all vessels for foreign parts having taken their departure; I have now the honor to acquaint you that in accordance with Mr. Fortin's request that I should procure, for the information of the Committee on Fisheries and Navigation, views and opinions of masters of vessels