

The Baie Verte Canal, with a depth of 12 feet on water sills, with 13 feet in Canal, with a breadth at bottom of 70 feet, should meet all the requirements of commerce. If years after a trade should develop itself, requiring a Canal of greater capacity it can be enlarged.

The Canal Commission of 1870 remarked in reference to the enlargement of the St. Lawrence and Welland Canals, "that while some recommended a draught of 12 feet, some 14 feet, and others 16 feet, it would be extremely unwise to embark in magnificent schemes, exceeding the resources of a young country, with the view of introducing ocean vessels into our Canals and Lakes."

In 1873 the Grand Trunk and Government gauge was 5 feet 6 inches, to-day both are changed to 4 feet 8½ inches. The Russian gauge is three feet 6 inches, and is not only adequate to the trade and travel of the Country, but yields a much larger return on cost and maintainance than if of greater breadth. There are not wanting indications that it will be the gauge of the future. The proposed size of 15x100 feet for the Baie Verte Canal may be reduced to 12x70 feet, at a saving of one third of the cost of the larger size, and that without any detriment to the trade that will seek the Canal.

The enquiry of the Government "as to the size of the vessels that might fairly be expected to pass through the Canal," has developed the facts that the ends of commerce will be served by the construction of one of smaller dimensions than the one proposed.

"If anything" said a Canadian statesman, "approaching 500,000 tons of shipping would pass through the Canal, the work should at once be commenced." This too after the estimated cost of \$8,000,000.

As a Canal of a reduced size will pass the shipping that would follow it, and will cost all of one third less, it should therefore be built, if anything approaching 300,000 tons of shipping will use it.

That a larger tonnage will follow it there is no room to question. The Canal will create a traffic for itself through the development of existing Maritime industries.

Question 5.—The nature and extent of the local trade, affecting only the coasts of the Bay of Fundy and the North coasts of New Brunswick and Prince Edward Island."

If there is but little trade between the Bay of Fundy and the Gulf Ports, it is chiefly because the Chignecto Isthmus is in the way of its extension. It is for this reason the construction of the Canal has been so long advocated.

Mr. Page, in his report, says, "the object proposed to be gained by the construction of the contemplated Canal, being to avoid the