

be worth to her many times the cost of her investment. The gross receipts for 1874 were nearly \$5,000,000, with a market value of 38 above par."

Through the adverse representation of Robert Stephenson, with whose name some of the great works of the age are inseparably connected, to France fell the honor of carrying to completion and success the grandest work of our time. The promptitude of England's purchase and the general approval of the act unmistakably show that a great mistake was made in not being identified with the work at first; fortunately, circumstances of an exceptional character, have enabled her to right herself, first in the Khedive being necessitated to sell, and secondly, in the unwillingness of France to buy.

There is so much that is parallel in the history of the inception of the Suez and proposed Baie Verte Canals, that the reference to the former may be studied by all to advantage.

The Government having submitted six questions for the consideration of the Commission, they will now be examined in detail. All are subordinate to the leading enquiry "as to the nature and extent of the commercial advantages to be derived from the construction of the Baie Verte Canal."

"Question 1.—The distance from the St. Lawrence via the proposed Canal to the Great Sea Ports of South America and the West Indies, and the Ports along the United States coast, as compared with the route by the straits of Canso or round Cape North."

FROM	VIA CAPE NORTH.	VIA CANSO.	VIA CANAL.
	<i>Nautical.</i>		
Montreal to Montevideo,	6,445 miles.	6,429 miles.	6,479 miles.
" Rio Janeiro,	5,330 "	5,319 "	5,369 "
" St. Thomas,	2,513 "	2,439 "	2,449 "
" Havana,	2,598 "	2,504 "	2,406 "
" New York,	1,519 "	1,459 "	1,314 "
" Boston,	1,302 "	1,279 "	1,104 "

If there are any who suppose the construction of the Canal would shorten the voyage from the Gulf Ports to South America, a glance at the map, independent of the table of distances, will dispel the illusion.

The Government hold no such views, for at the last session of Parliament the Premier justly stated "the cruise of the gulf was chiefly to South America, the West Indies and Europe, and he had no doubt whatever in his own mind, that that trade would seek an outlet by the ordinary channels now pursued by vessels." The ad-