

Lawrence Canals were deepened to pass vessels drawing 12 feet of water, without breaking bulk. I do not think the increase of tolls would pay for the outlay, but it would be a general advantage to the country, and much more so if the locks on the Welland were the same size as those of the St. Lawrence.

*R. Bell.*—The Welland, St. Lawrence and Ottawa Canals must be enlarged ere long to meet the increasing trade of the west.

*Fraser.*—The opinion of all men of intelligence is undividedly in favor of enlarging and deepening our canals, provided our Government could receive an assurance from the American Government that it would not interfere with or interdict the trade that would spring up between the Western States and the seaboard. This would give unlimited employment to British as well as American vessels, and as a natural consequence the building of vessels and navigating them, as well as the training of skilful seamen, would take care of itself.

*Dunham.*—The widening and deepening of the Canals is desirable for facilitating the carrying trade.

*Simpson and Taylor.*—Yes.

*Scott.*—The general opinion of ship-master here is that it is highly desirable.

*Whitehead.*—No doubt of it.

*Anderson.*—By all means. The enlargement of the Welland Canal would be a great boon to the whole country.

*Gaskin.*—It would be very desirable to widen the Welland Canal same as Cornwall Canal, and make the uniform depth 12 feet. Canal tolls should be removed from British vessels passing through the Welland Canal, and all cargoes imported in foreign bottoms should be charged tolls in both canals. If some such discrimination be not made, Canadian bottoms will ultimately be driven from the lakes, owing to the restrictions and impositions placed upon them in American ports.

*Middleton.*—I would not approve of the enlargement of the Welland Canal, which will I think, be able to do all the Lake Erie business for all time, but would recommend the construction of the Georgian Bay Canal, if practicable, of a size to admit vessels of 800 tons for the great western trade. By this the dangers of collision and grounding, of the St. Clair flats, and the islands of Lake Erie would be avoided, and the distance between Chicago and Kingston, the natural terminus of sailing vessels, materially shortened. I am of opinion that if vessels of that size and drawing only twelve feet, which is all the water we can depend upon in most of the lake harbors, cannot be made safe to encounter the gales and seas of the ocean at all seasons of the year. Freight can be carried by barges between Kingston and Montreal cheaper than by either steamers or sailing vessels.

*Elliott.*—Think it highly desirable and necessary to have the canals widened and deepened.

*Doyle.*—It would undoubtedly be serviceable to inland navigation.

*Jamieson.*—I think it most desirable and would be of great benefit.

*Cook.*—It would be very serviceable to inland navigation.

*Harris.*—Yes, in my opinion.

*Dimock.*—Yes.

*Labbe.*—It is unnecessary to widen or deepen canals to accommodate our sea-going vessels, as they are never of such dimensions as to be adapted for canals, any more than those intended for canal trade are fitted for sea. A few of such vessels built for lake navigation do go to sea but often (not to say always) with ill results and great losses.

*Montreal Board of Trade.*—We would repeat the opinion substantially expressed by the Board on more than one previous occasion, but especially on the 23rd day of September, 1867, that, in order to obtain the full measure of benefit contemplated from the works already accomplished in the St. Lawrence and Welland Canals, it is desirable to continue these improvements until uniformity of lockage and depth is obtained throughout the route from Lake Superior to the ocean. We would further suggest that the first part of the work to be prosecuted with a view to immediate advantage in the facility for loading vessels for the through voyage, and so economizing in freight charges, should be the work of enlarging the locks of the Welland Canal to the length of 200 feet and the breadth of 45 feet that are yet under that size. We would bear in mind, however, that these works have been successfully undertaken, and their prosecution recommended at dif-