

a short one, they never heated within my knowledge; hence there would not be the slightest necessity for shipping in barrels for the purpose of preserving the oats. The advocates of the canal must, I think, be hard pushed when they are brought to this argument.

I am, dear Sir,

Yours truly,

JOHN F. ROBERTSON.

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CITY OF QUEBEC.

T. H. GRANT, Esq., Merchant, Member of the Council of the Board of Trade, of which I have been secretary:—In reference to the navigation of the proposed Baie Verte Canal, I have no knowledge; the proposed canal is a work, however, which has had my particular attention, and if it can be built at a moderate cost, I think it would be of general advantage to the public interest; by a moderate cost, I mean \$5,000,000, but even at \$8,000,000 I would be in favour of it, provided the dues on it would not give an advantage to the Gut of Canso as a competing route; the Canal Commissioners alluded to this canal as likely to cost \$3,250,000, but Mr. Keefer estimated it at \$5,000,000. The trade of Canada or of New Brunswick, Nova Scotia, or Prince Edward Island, with Great Britain, South America and the West Indies, would not in any way be assisted by such a canal; it is, therefore, the Intercolonial trade of the Dominion that would use and support it; the freight from Quebec or Montreal, to St. John and other ports in the Bay of Fundy, is at present carried on by two routes, one to Shédiac, by return vessels bringing up coal at rates varying from 15 to 30 cents per barrel, and from Shédiac, by railroad to St. John, at 15 cents additional; coal is taken to Quebec and Montreal from Pictou at \$2 to \$2.50 per ton; the other route is *via* Grand Trunk Railway to Portland, and from thence to St. John, Halifax and other ports, by steamers and other vessels, at 20 to 25 cents to Portland, and 10 cents additional from thence to destination.

I do not think that the Intercolonial Railroad will be of any or much use in the transport of the freight, owing to distance and heavy charges in winter, and would be quite useless in summer, owing to the superior advantages of the water route; 40 cents per barrel, in my opinion, would be a fair paying rate for the small vessels now engaged in the trade be-