

have been laid down in Montreal at the cost of \$3.25 per ton ; and a deduction may without doubt be looked for, by an increased demand ; and English coals are at this time being furnished at the city of Kingston by the way of the St. Lawrence at \$5 per ton, being the cheapest route for obtaining coals at that place.

The same may be said of gypsum from the beds in Nova Scotia, of which large shipments are now made via the city of New-York into the different states, including New-York. Notwithstanding the extensive beds to be found in the western part of that state, which yield most extensive supplies, it is believed that the state of Vermont, and that portion of the state of New-York bordering upon Lake Champlain, which now get their supply via New-York and the Whitehall canal, can be furnished at a greatly reduced price by way of the St. Lawrence and through the intended canal. Gypsum now being laid down at ports on the river St. Lawrence as low as \$2 per ton, at which price it is estimated that it might be delivered at Montreal, or more probably at mills which would be constructed by employing the immense water power created at the junction of this canal with the St. Lawrence ; or at a trifling addition in freight in Burlington or other points on the lake where water power can advantageously be had for grinding.

In the article of fish the following table shows the exports thereof from Halifax alone (independent of the Gulf and Newfoundland fisheries) during the years 1847 and 1848.

1847.							
Salmon.	Mackerel.	Herrings.	Do. Smoked.	Oil.	Codfish.	Haddock.	Cod Oil.
Bbls.	Bbls.	Bbls.	Boxes.	Bbls.	Qtls.	Qtls.	Cask.
5,598	171,397	15,781	8,273	5,550	210,285	29,415	4,422
1848.							
4,163	169,630	20,092	10,136	4,726	183,271	14,370	2,811

There was exported to the United States alone upwards of 131,000 barrels of Mackerel during the season of 1847. It is an undisputed fact that the lower shores from the Shediac in Northumberland to Dalhousie on the bay of Chaleurs abound with an enormous quantity of the finest fish ; which only requires increased facilities of transportation to ensure the establishment of regular organized fisheries, and a thriving trade therein ; the glaring neglect, and unsatisfactory prosecution of so rich a branch of industry, is apparent to the most casual observer, so much so that not only are the herrings and other fish used very extensively in these districts for manure, but even the caplans serving for the food and maintenance of the Cod, are similarly destroyed.

The capitalist will however naturally inquire in addition to the amount of trade that can reasonably be expected to be created by this new channel of commerce, what amount of the already existing business between the two countries can be calculated upon to afford a fair return for investment ; the sources from which such revenue are derived are so varied, and extended in their limits, that it would require a great amount of labor to collect and make out a calculation which should approximate to the truth ; but it can be stated with the utmost confidence that of all the extensive and important traffic above enumerated, as well as of the vast anticipated trade to grow out of the completion of this great undertaking, at least three-fourths will find a route through its channels ; and ultimately it will attract to itself the bulk of the whole existing trade, as well as that which would naturally and necessarily grow up in consequence of the very great facilities which would attend it and which have already been fully enlarged upon in this report.

It may be urged that bringing the terminus to a point so low as to secure the trade of Montreal and Canada East, as well as to enable the lake and sea-going vessels to meet and exchange cargoes, may deprive the canal of some of the western and Ottawa trade ; this cannot be the case ; the only competitor to be taken account of would be the Ogdensburg Rail-Road when completed. As far as the articles of timber and sawed lumber are concerned, no rail-road can profitably carry the same in comparison with water communication. And if the argument so forcibly and prominently put forward by the American committee be sound, viz. that the products of the west increase with such enormous rapidity as to require every possible outlet