

Canals? And why in the "draft treaty" was provision made for the construction of the Caughnawaga, with such a magnificent railway system open all the year parallel to the Canals?

While the Canal Commission of 1870 placed the Caughnawaga in class *three*, the Baie Verte Canal was placed in class *one*. Had the Commission looked at their relative claims from a sectional, in place of from a Dominion stand point, the position assigned might have been different, for nearly all the gentlemen were residents of Quebec and Ontario. Testimony from such a source, as to the comparative value of the two works, is entitled to very great consideration.

THE CANAL NATIONAL IN CHARACTER.

At the first annual meeting of the Dominion Board of Trade, a paper was read by its President, entitled "Internal Navigation and the effects of the Canal system of the Dominion on the general commerce." In it is the following:

"If the Baie Verte Canal is possible of construction, the work will be highly important, and in its results of a *truly national character in all its aspects*. The city of St. John, N. B., as well as other places in the Bay of Fundy, would be brought 430 miles nearer Montreal, Quebec or Toronto, for the water-borne vessels than at present, and if such a Canal was constructed, the propeller of 900 tons sailing from Lake Superior, Michigan, or Ontario could proceed direct to Halifax or St. John with Western produce or Canadian products. If the navigation of the River Richelieu were improved and a connection made with it into the Caughnawaga Canal, then the 900 ton propeller could load coal, fish, &c., as a return cargo, and without breaking bulk, sail into Lake Champlain to meet and facilitate the manufacture of iron, from the inexhaustible deposits of ore in the State of New York, on the West side of that Lake."

In the above it is stated that on the enlargement of the St. Lawrence and Welland Canals, and the opening of the Baie Verte, "the 900 ton propeller will sail from Lakes Superior, Michigan and Ontario direct to Halifax and St. John with Western produce and Canadian products," and that "the Baie Verte Canal is highly important and in its results of a *truly national character in all its aspects*."

Thirty years ago the milling interest was a leading industry at St. John, receiving grain from the United States and the North of Europe. Could wheat be obtained by water from the granaries of the West in bulk, from the abundant supply of coal and fine water power, with direct shipments by the Canal, this old Maritime industry would revive and assume large proportions.

WHAT DEPTH WILL ANSWER FOR THE CANAL?

The Canal requires no greater depth than the enlarged St. Lawrence and Welland, viz, 12 feet on water sills. It was proposed to