

"I was not surprised at all to find opposition coming from the members who represent Halifax in this House. From the first inception of the project of a Canal through the Isthmus we met with the opposition of the merchants of Halifax, and it was obvious why that opposition came from them. They were well aware that the large commerce of the Gulf of St. Lawrence would pass down the Bay of Fundy and go to United States ports instead of going by way of Halifax; and they knew that it would not be an advantage to their city. But Halifax is not all the Maritime Provinces; nor should the pecuniary interests of the merchants of Halifax prevent construction of a work which will be of great advantage to all the rest of the Dominion. It is impossible to say what the traffic may be, provided the work is a success. It is admitted, and all the ablest engineers that have been consulted state decidedly, that there is no difficulty in constructing this Marine Railway."—*Hon. Mr. Botsford, Senator.*

"We want direct communication with Prince Edward Island, and I think Prince Edward Island wants it with us. Is it reasonable that Halifax should stand in the way of the produce of Prince Edward Island coming round to St. John if a better price is offered there for it? I think it is only reasonable that we who wish to have a short route to St. John should get it and have the advantage of competition. It is no argument that there is now no traffic between the Bay of Fundy and the Gulf of St. Lawrence. Open the way for the traffic, and we do not know to what extent it will develop. We have to look merely at the trade of the Bay of Fundy; but if the whole of Western Canada find that trade with the West Indies can be carried on safer and on better terms by this route than by sailing round the dangerous coast of Nova Scotia, it is impossible to say to what extent that trade will develop in consequence of the construction of this road."—*Hon. Mr. Wark.*

The following is extracted from the "Report of the Canal Commissioners" of 1871. Sir Hugh Allen, chairman:

"The growth of Intercolonial trade depends on *cheap transit*, since the merchandise passing between the Maritime Provinces and Ontario must be of a bulky character, requiring large vessels and rapid despatch to be really profitable. When a propeller can go direct with a cargo of coal, or other produce of the Eastern Provinces, to Kingston and Toronto, and there get a return freight of flour, barley and other West ern produce, Intercolonial Trade will have entered on a new era.

When Nova Scotia coal of the best description can be supplied abundantly and cheaply to Western ports, a great impulse will necessarily be given to the transfer of the trade of the St. Lawrence and Lakes to screw steamers, a transfer already taking place, as we have previously shown. With the Canals enlarged coal freights would be reduced to the minimum point—a lake propeller would always bring back from the lower ports a cargo of coal, rather than come empty—just as the English timber ships have been accustomed to bring the same article instead of ballast.

Inseparably connected with the growth of Intercolonial Trade is the construction of the Baie Verte Canal, across the Isthmus connecting the Provinces of Nova Scotia and New Brunswick. The advantages that must accrue, not merely to the Dominion as a whole, but to the commerce of the Maritime Provinces, are so clearly pointed out by the Boards of Trade of all the leading cities of Canada, and by men interested in the development of our commercial interests, not simply the merchants of St. John and other places in the locality of the proposed Canal, but merchants of Hamilton, Toronto, Ottawa, Montreal and Quebec, that it is superfluous for the Commissioners to do more than briefly refer to a few salient features of the scheme.

A steamer laden with flour for St. John, N. B., now goes down the Gulf as far as Shediac, where the cargo is transported by rail to its destination. The total distance by water from Shediac through the Gut of Canso and around the coast of Nova Scotia to the Bay of Fundy as far as the commercial Capital of New Brunswick, is about