

authorities cited above must carry great weight. In their opinion, if Canada is to build up a British and Foreign West India trade for her Western products, she must have Maritime depots.

The Baie Verte Canal is regarded by them as indispensable to the extension of the commercial relations of Canada with the British and Foreign West India Islands.

The construction of the Canal should not be dependent on the extent of the existing trade between the Dominion and these Islands, but on the trade which the Canal will create.

While the total imports of the Islands and Brazil in 1864 was over \$255,000,000, of that only \$3,727,862 was from Canada. In 1874, ten years after, while the trade of the Dominion in all its departments had greatly increased, its exports to these places were less than in 1864.

The construction of the Canal, if the opinions given are to be regarded as entitled to any weight, is imperatively demanded in the interests of the trade and commerce of the country.

All the reasons urged for its construction before the enlargement of the Welland and St. Lawrence Canals was accepted as the policy of the Government, exist to-day.

When Telford reported favorably on the proposed Canal, it is true there were no railways in America, and only one, the "Darlington" line, in England. Yet it is not the less true when, in 1871, the Dominion Board of Trade and the Canal Commission, composed almost entirely of Western representative men, urged the construction of the Baie Verte Canal on the Government, all the existing lines of Railway between the West and the Atlantic were open, in course of construction or incorporated.

"*Question 3.*—Whether it is probable that any, or what portion of the Coal trade from the Northern coasts of Nova Scotia and Cape Breton, or the Southern coasts of Newfoundland, will be likely to seek an outlet by the proposed Canal?"

If tables of distances are to have any weight in determining the question, whether the Canal will be used, the following will show that more or less of the "coal trade" will pass through it, not only from Pictou to St. John and the United States, but from the Bay of Fundy coal fields to the Gulf Ports, as well as to Quebec and Ontario.

	Via Cape North.	Gut Canso.	Canal.
From Pictou to St. John,.....	560	480	170
" " " Boston,.....	690	600	440
" " " New York,.....	930	750	660
" Windsor to Montreal,.....	1330	1250	820