

nett ton. The distance from Sydney and Pictou to Toronto, by water, is 1183 miles. Propellers of 600 tons and drawing nine feet of water, could pass through the canals, and consequently are available for this trade.

It has already been remarked, that Canada, from her magnificent water course which takes its rise in the very heart of the North American continent, expected to win a large part of the carrying trade of the west and north-west. But in this we have been disappointed. New York, our great rival, has in the main, borne off this trade from us. The return freights secured over American routes, and the supply of ocean seeking tonnage always found at New York and other United States ports, give them an advantage which can only be counterbalanced by connecting the St. Lawrence trade with a Dominion Atlantic port commanding trans-Atlantic seeking tonnage, and furnishing return freights to the west.

3rd. Water and Rail Route, or Ocean and Inland Vessels—Ocean vessels engaged in the trans-Atlantic trade, on their western bound voyage, in ballast, call at Sydney and Pictou, and take coal thence to Montreal at rates ranging from \$1.25 to \$1.75 per long ton. This coal could be conveyed from Montreal to a given western point, say Toronto, at from \$1.00 to \$1.25, and to Ottawa at from .90 cents to \$1.00. A good round duty on coal, to cause Quebec and Montreal to draw their supplies from Sydney and Pictou, would give the lumber and grain shippers of these ports a more handy and cheap supply of ocean tonnage than they can now obtain by chartering in England—such vessels bringing out coal merely as ballast. There are not many points in England at which coal is shipped, and ships seldom change ports for outward ballast; thus when vessels are chartered in England, they are from thirty to forty days from their port of loading, which often proves detrimental to the shippers. Sydney and Pictou can supply the St. Lawrence consumers with as cheap coal as can be obtained from any other sources, and at the same time furnish the St. Lawrence with a sufficient supply of ocean tonnage, within six or seven days of port of loading.

KINGSTON, 7th April, 1879.

G. H. DONSON, Esq.,

Ottawa.

DEAR SIR,—In reply to your enquiry relative to the dimensions of propellers that can pass through the locks of the St. Lawrence Canals between Kingston and Montreal, I beg leave to state that vessels 180 feet in length and not exceeding 45 feet beam, drawing 9 feet water, can pass through those locks, therefore, propellers of a carrying capacity of 600 tons weight can be built to navigate the canals; the same vessels will carry on deep water 750 tons weight. This class of vessels, with high pressure engine, can now be put in commission for the sum of \$45,000. The cost of running such a steamer will be about \$55.00 per day. A vessel of this description