In the Canadian *Hansard* for 1875, is the following: "If it is possible to execute the work, at prices corresponding somewhat with Mr. Keefer's estimate, which was originally $3,500,000, and subsequenly $5,000,000, it might be a very considerable advantage to do so."

There are numbers unfriendly to the work at $8,000,000, who would regard it favorably could a Canal be constructed for $5,000,000.

Francis Giles, one of the leading Engineers of his day, declared the building of a Railway across the "Chat Moss Bog," next to impracticable, or if built, it would cost $1,350,000. On the other hand, George Stephenson declared it not only practicable, but carried it out for $140,000, or a little over *one tenth* of Giles' estimate.

With the aid of the labour saving machines of the day, not unlike those at work deepening the channel through Lake St. Peter, between Quebec and Montreal, lifting up 250 yards per hour of the bed of the St. Lawrence, a sum *greatly less* than $5,000,000 should construct a *full tide Canal*, adequate for all the ends of commerce across the Chignecto Isthmus, uniting thereby the waters of the Bay of Fundy and the Gulf of St. Lawrence.

HENRY Y. HIND, M. A., OF WINDSOR, NOVA SCOTIA.

That the waters of the Gulf and the Bay of Fundy at one time met, there is no room for doubt.

If a navigable river existed between these places to day, none would question but it would be largely followed.

Professor Hind's suggestion of opening up the "old water course," and securing thereby a tidal communication, in place of constructing a Canal, merits attention, especially from an economic stand point. Whether it would be proved (if traceable) too tortuous and unnecessarily long, is a question. Or whether from the long lapse of years it has been closed, it would not be as expensive to open, as a more direct channel, is a point for consideration.

If a channel was opened on the AuLac and Tidnish route of the proposed Canal, with a breadth of 70 feet bottom, and with a depth for 12 feet draught, it could be tested as a tidal river, and if found to answer, could, if required, be enlarged. Should it be found not to serve the ends of commerce as well as a Canal, there would be no loss, as the work done would all be required. The suggestions, therefore, of Professor Hind might be acted on in part with advantage, and that without any delay to the work.

The tidal highway will possess one of the prerequisites which Stephenson regarded as indispensible to make the Suez Canal a suc-