

As to the second objection, the loss of tolls to the State of New York, the apprehension is not well-founded; and if it was, it would not be a valid objection to the construction of the Ship Canal.

No State can expect to stand in a great highway of the nation and levy tolls upon the products of her sister States, beyond the amount necessary to defray the superintendence and repairs of the work she may construct for its accommodation, and the creation of a sinking fund to refund the cost of its construction within a reasonable period. For commercial objects, channels of trade are bonds of union between States and Nations. When their main object is the accumulation of revenue beyond the limits above prescribed, they become subjects of discord and strife.—The Canals of New York between the Lakes and tide-water, as heretofore stated, are filled to overflowing, and the business seeking them constantly increasing; and no reasonable doubt can exist that the State will always obtain all the tolls she can justly levy upon the productions and consumption of the Western States.

The best interests of the country demand the cheapest possible transportation between the interior and the Atlantic coast. This would be obtained between the Lake country and tide water by the Niagara Ship Canal. It would relieve us from all apprehension of the diversion of any considerable portion of this trade from our own commercial cities. It would create a new bond of union between the East and West, and forever secure the military and commercial ascendancy on the great Lakes, to the Government and citizens of the United States.