

unable to go down lower than the foot of Lake Erie ; and how many more might not spring into existence if the Welland Canal and the St. Lawrence and Richelieu rivers did not limit the capacity of the water-communications eastwards. A traffic of a hundred millions of bread-stuffs is available almost at once, besides minerals and other freight ; although there are now only ten millions of people in the productive areas around the mighty lakes of the West. How much greater will be the traffic, and how much the more the returns on the Canadian Canals, inclusive of Caughnawaga, when "the great North-West States" of America, and "the great North-West of Canada" will be peopled by fifty millions,—nay, a hundred millions. It may be argued that the Dominion is already over-burdened with debt, and has on hand a heavy engagement affecting the Pacific Railway.

The Hon. A. Mackenzie, Premier of Canada and Minister of Public Works, indeed, pleaded, less than a twelvemonth ago, that he was prevented by financial reasons from taking up the Caughnawaga Canal. But if he has been willing to sanction a vote for expending twenty million dollars upon enlarging the present St. Lawrence Canals, he is surely bound to give the same canals a fair chance of bringing a proportionate return to the revenue ; and *that* they will be unable to do during the present century, unless supplemented by direct communication with Lake Champlain. "Instead of relieving the people in part of the burden of taxation and becoming a source of revenue, principally by tolls from our United States neighbours, these canals," as the Hon. J. Young pertinently remarks, "will continue to be an annual loss, and unable to yield even a small part of the interest on their cost." The original capital sunk in these canals was, as I showed before, 15,000,000 dollars ; and the sum of 20,000,000 dollars, exclusive of the interest