

of our survey and the effect of the improvements that were recommended on Provincial interests.—Merely local objects were not at that moment adverted to, and as we did not then anticipate so splendid a work as that for which we are indebted to the munificent policy of the Imperial Government, we restricted our plans to the scale that appeared the most economical, and the most suitable to the limited resources of Upper Canada.—Nevertheless I take great blame to myself for being then so unmindful of the advantages that might have been secured to this Town, if the construction of the first Lock had been recommended by the Commissioners to be undertaken at Green Bay. There can be no doubt that such a recommendation would have been listened to, for it was in consequence of the surveys executed by the Board of Internal Navigation that his Majesty's Government was induced in the first place to offer our Legislature a loan of money in aid of the enterprise, and finally to undertake it themselves and construct the Canal, at the sole expense of the British nation. The incalculable benefits that would have accrued to this Town from the removal of part of the Kingston Mill Falls to the heart of the town itself, did not, unfortunately, occur to me, until it was too late for the representations of our Board to be of any avail. The Royal Engineers altered a little the course of the Canal as