

until the Canadian canals are completed by their last and most important link of a canal to connect the St. Lawrence with Lake Champlain. When, therefore, the enlarged Welland, St. Lawrence and Lachine Canals are completed, at a cost of many millions of dollars, *they will be as unsuccessful in competing for the great trade of the Eastern United States with the West and with Canada West, as they have been since their construction in 1850.* Instead of relieving the people, in whole or in part, of the burden of taxation and becoming a source of revenue, principally by tolls from our United States neighbours, these canals will continue to be an annual loss, and unable to yield even a small part of the interest on their cost. Before their completion in 1849, I predicted, that until there was a water connection between the St. Lawrence and Lake Champlain, so as to enable the interior Lake vessels to pass through them without breaking bulk, the trade of the Eastern States could not be attracted down the St. Lawrence. In this opinion, every Commissioner or Minister of Public Works has agreed with me in opinion, as well as every Engineer who has examined the subject. A great responsibility, therefore, rests with the Government of the Country for not carrying out and completing this last link in the chain of our internal navigation,—to connect Lake Champlain with the St. Lawrence, and through this to secure the Eastern States trade, besides making the St. Lawrence and Welland Canals a large source of revenue to the Dominion, and giving an increased value by cheapening transportation, to every product