

less during the winter months. The experience of other canals give us data from which we may, without any doubt, estimate the profits on our navigation.

Plaster, deals, timber, coals, and other articles, can be placed in very great quantities at the outlet of the canal in summer, so that a cargo may be procured at any time. No other work of art can produce these important advantages to the same extent or at so small a cost.

The canal will bring into use and value many acres of land now unproductive; it will cause numerous quarries to be opened, some of which only await the opening of the work; it will also turn the trade passing down the St.ubenacadic River into the Harbor of Halifax, and produce many other valuable results now unnoticed or perhaps unknown.

Whatever good may be done by the navigation, when in operation, must be attributed to, not the works made by man, but to the great natural advantages and resources which it has pleased a wise Providence to place for our benefit and use, on or under the soil of our Province.

From the rapid increase in dimensions, and also the vast expansion of the trade on canals in the States within the last ten years; and from the experience I have now gained on our works relating not only to the construction of its various locks, dams, &c., but to the trade it will induce hereafter to augment throughout the country it is traversing, I believe our canal to be of much greater importance to the whole Province than ever supposed by its former or present promoters, and that the profits to be derived from it will greatly exceed the estimates and expectations of its most sanguine friends. I certainly was quite surprized to see the improvement in trade and form on those canals in the States, which I take as models for our works, since my first inspection in 1847.

It now requires but little study to perceive the vast benefits which must result from a line of water communication, passing through the centre of the Province, and having for its terminus the cities of Halifax and St. John, also commanding the commerce of the Basin of Minas, and part of the Bay of Fundy; no other work of art can injure its trade, impair its utility, or lessen its revenues.