

If we put down but a small sum from the many other articles which we know will descend to the harbor, it is clear that a large revenue must be produced.

The working expenses on this canal will not be very large; it would be cheapest to employ only the best men that can be had, at the locks and railways. The repairs which may be required, will mostly result from the carelessness of the boatmen and the natural decay of all wood work in the gates and sluices. The mechanical structures on this canal will be less subject to injury than on most works of the same description. Plaister would perhaps bear one shilling toll, but it would not be prudent to charge it, if we desire to concentrate in Halifax Harbor the principal sources of the trade of the Province.

The lower the toll on every article is made, the greater will be the quantity used; thus marsh mud at sixpence per ton can come down, and pay the farmer who is within a short distance of the canal. Put it at threepence, and you will increase the demand perhaps fourfold. I cannot but believe that the revenue of the canal will much exceed all my former calculations. If we take the increase of trade on our canal to be something in proportion to the increase observed on the canals in the States, with much higher rates of toll than it is proposed to charge on our works, the profits will be very much beyond any statement yet made. The tolls received on the Morris Canal in 1845 was \$18,997; in 1854, \$246,429; the profits of the business \$142,412 dollars. Now if these results are produced on a navigation, which I think is far inferior in every respect to our work, we may expect large returns.

The toll on the Morris canal is one cent per ton for a mile; our toll may be half a cent per ton. The tonnage on the Morris Canal in 1854 was 545,269 tons; our trade will exceed this quantity in ten years from its completion.

The work though, as a commercial speculation, affords every prospect of profit to those embarked in it. We may view it in the light of a public work of necessity, absolutely required to supply the wants of the citizens of Halifax and the people of the country. The port of Halifax wants an export trade besides that which the fisheries produce. The city wants cheap wood and coal, also building materials, stone, brick, timber, &c. The country wants a cheap mode of communication with the sea-coast, so that at all times the staple products of the Province may be exported in winter as well as in summer, and thus afford employment for that portion of our shipping now idle and use-