

tolls on the proposed canal by the Rideau River, and in forming my calculations on this head, I assume that the Legislature will approve of the dimensions of the Lachine Canal, and the adoption of wooden locks. A canal, thus constructed, ought not to cost more than one hundred thousand pounds. The advantages of wooden locks have been adverted to in our report, and it is therefore needless to say more on that point. In illustration of the opinions we there express, it may however be observed that the Lachine canal affords proof of the effect of making the work *too good*. The bridges on that canal are elegant, the locks are not only magnificent, but they will endure forever. The expense on the other hand is enormous; it will, according to report, amount to £120,000. Now there can be no question that with wooden, or even with rough substantial stone locks, the expenditure needed not have greatly exceeded half that sum, and the tolls, which, under present circumstances, must necessarily be high in order to pay for repairs, interest and superintendence, might have been proportionably reduced with benefit to general trade and to the profits of the canal itself, while the surplus of the actual expenditure might have been devoted to other improvements.

The very respectable and intelligent gentlemen who planned and superintended that fine canal, probably did not anticipate such large disbursements, when they commenced the work. They no doubt meant that it should be perfect and durable, and these ends it must be confessed they have completely gained. But we, of Upper Canada, who look forward to a grand chain of internal improvements, corresponding with the facilities which our noble streams afford, and with the future commercial importance and progressive prosperity of the Canadas, fully anticipate the period when that canal may require alteration, and when those elegant and costly locks must be pulled down to make room for others of larger dimensions.

The more I reflect on the subject, the stronger is my conviction of the utility of wooden locks. By adopting them in the Rideau Canal, the Legislature will bring the work immediately within the compass of its means. If we suppose that canal to cost £100,000, the interest will be £4000, and the annual disbursements for repairs, collection of tolls and general superintendence about £1000 more—let us say that the whole may amount to £5,500.

By the entries at Coteau-du-Lac, it appears that the Durham boats and bateaux which passed the locks at that place in the years 1818, 1819 and 1820, were as follows:

	<i>Durham boats.</i>	<i>Bateaux.</i>
1818,	315	679
1819,	339	573
1820,	561	430
	1215	1682
Average of the whole	405	560 2-3

If we calculate the cargo of a Durham boat at 250 barrels, and that of a bateaux at 30 barrels, the quantity of transportation down the Saint Lawrence within the foregoing period, will appear to be 168,550 barrels annually. Of this amount a certain portion belonged to the country lying below Kingston, and another portion consisted of the trade from the American side of the river which is now, by the operation of the trade act, and the facilities of transportation to New-York, diverted in a great measure from the Markets of Lower Canada.

Having no access to the entries of boats passing the locks at Coteau-du-Lac for the years 1821, 1822, 1823, and 1824, I am without the average for that period. I assume it, however, as a fair opinion, that the transportation as respects foreign produce, though greatly reduced by the causes referred to, still continues to a certain extent, and that as it respects domestic produce it is gradually on the increase. In some years the amount of domestic transportation is, no doubt, greatly reduced by partial or general failures in the harvest, similar to that of 1823, which materially influenced the transportation of the year 1824.—Such contingencies should not, however, be allowed more than their due weight in our calculations.

The average upward cargo of Durham boats, according to the most accurate information I can ob-