

Sir P. Maitland, K. C. B. Lieut. Governor.

under present circumstances to divide the said District or to remove the county town to some more central position; and in either case to report what scite would be the most eligible for that purpose, and that the said committee have power to send for persons and papers, and to report by bill or otherwise.

Which was carried.

The original question, as lastly amended, was then put and carried, and the House proceeded to ballot accordingly, when the following members were drawn:

Messrs. Gordon, Attorney General, Morris, Matthews, C. Jones, Rolph, and Ingersol.

The House then adjourned.

Thursday, 22d, December, 1825.

Mr. Lefferty, seconded by Mr. Clark, moves for leave to bring up the petition of W. L. Mackenzie, of York.

Which was granted and the petition brought up.

Mr. Thompson, seconded by Mr. Playter, moves for leave to bring up the petition of John Silverthorn and others.

Which was granted and the petition brought up.

Mr. Rolph, seconded by Mr. Randal, moves for leave to bring up the petition of certain inhabitants of the London District respecting the division thereof.

Which was granted and the petition brought up.

Agreeably to the order of the day the petition of Isaac Rall, praying for a pension; and the petition of John Willson, Esquire, Markham, praying a support, were read.

Mr. Playter, seconded by Mr. Perry, moves that the petition of John Willson, of the township of Markham, be referred to the Committee of supply.

Which was ordered.

Mr. Attorney General, seconded by Mr. Lyons, moves that the petition of Isaac Rall be referred to the committee of the whole House, upon the militia pension bill.

Which was ordered.

Agreeably to notice Mr. Morris, seconded by Mr. J. Jones, moves that that part of the journals of last session relative to the report of the joint committee on internal navigation, together with the resolutions annexed, be now read.

Which was carried and that part of the journals was read as follows:

The Joint Committee, appointed to confer upon the improvement of the Internal Navigation of this Province, have had before them the several reports of the Commissioners appointed under the Provincial Statute, 2d Geo. 4th, chap. 2d, which they have read with great interest, and especially the third or last report, accompanied with an able and very judicious letter, addressed by Mr. Macaulay, the President, to Mr. Gordon, one of the members of the board, and submitted by the latter to the committee.

All these papers are subjoined to this report in an appendix, and the committee have much satisfaction in calling attention to them as to documents which are, in their opinion, highly creditable to the zeal and intelligence of the commissioners.

With respect to the estimates in detail, however important it is to ascertain their accuracy, it can scarcely be expected that the committee can of their own knowledge either verify or discredit them, or in fact, that they can do any thing more than express their judgement as to the degree of confidence they appear entitled to from the means which were employed in procuring them. On this point the committee is happy to believe there is no ground to discourage a reliance upon their general accuracy; on the contrary Mr. Clowes, after the experience the commissioners have had of him, appears to possess fully their good opinion of his professional knowledge and of his respectable character, and the committee finds no reason to apprehend that the result of his surveys would not be found generally correct, except that, as in all similar undertakings of great extent, there is a chance that obstacles might present themselves in the progress of the work, which it is not always possible to discover or foresee.

The probability of some obstacles occurring which would enhance the cost, is perhaps too great to admit of its being safely kept out of view in any case, but as this is purely a contingency, and no calculation can possibly be made to meet it, the estimates must necessarily be assumed to be, in the main, correct, in the absence of any known reason for suspecting their accuracy.

To these reports, therefore, the committee refer as containing the best, and in truth the only, satisfactory information it is in their power to present, as to the means of improving the internal navigation of this Province, and indeed, in the observations contained in the reports, so comprehensive a view is taken of the subject, and the public interests involved in it, are discussed with so much candour and judgment, that the committee would unwillingly bespeak attention to any attempt of theirs to reason minutely upon the same points with less advantage of leisure and far less opportunities of knowledge. They have, therefore, confined themselves to such remarks as occurred on a general review of these important results of the labour of the commissioners.

Though many of the improvements of which the inland navigation of this province is susceptible are perfectly obvious, and they had, therefore, been very early the subject of discussion, the first attempt to direct the attention to them by any public measure (if we except the provision made by the legislature in 1819 for surveying the waters of the St. Lawrence) was by the Act of 1821 appointing the board of commissioners, whose labours are comprehended in the subjoined reports. It is due to the memory of the late Colonel Nichol, formerly an active and very intelligent member of the legislature, to remark, that his zeal in the cause of public improvements occasioned this measure to be brought forward at an earlier period than it would otherwise have been, and that so long as he lived he persevered very faithfully in carrying it into effect.

When the state of the Province, even at the present moment, is considered with regard to its population and its resources, it must be acknowledged that it was at an early stage of its advancement that attention was thus turned to objects so important. It has been not unusual to reproach the people of Upper Canada with a want of enterprise and exertion in not having sooner applied themselves to works of this description. A comparison not very strict, with the neighbouring States, has appeared to give occasion to such reproaches, but they are in truth undeserved.

When the State of New-York contained four times the present population of Upper Canada, and when its resources from its commercial advantages and the greater general opulence of its inhabitants, exceeded those of this Province in a proportion infinitely greater, no work of the magnitude of some of those which we now venture to contemplate, had been undertaken or even thought of.

When in very recent years the patriotic zeal of a few men of more than ordinary talents, inspired them with courage to propose the wonderful undertaking which the State of New-York has now carried nearly to its completion, it appeared to most persons so far above the means of the country to accomplish, that it was with difficulty the plan could be at first supported against the prejudice of public opinion, but it is obvious that when it was determined to proceed in its execution, it was in the power of that state to furnish great resources for the undertaking.

It cannot, with any reason, be thought to reflect shame on this country that it has hitherto felt itself unable to commence works of even far less cost.

It must be remembered, that with more than a million of inhabitants whose circumstances are, generally speaking, much more opulent, the State of New-York possesses a very flourishing sea port which attracts the riches of commerce and affords the means of raising with ease and certainty a great revenue by indirect taxation, and that her more advanced state with regard to population and trade, not only makes her infinitely more equal to any great undertaking like that alluded to, but affords a more certain prospect of an immediate and profitable return.