

The subject has already excited considerable discussion, and deserves to be more fully considered, and we would gladly leave it to the decision of the Legislature without remark; but it may perhaps be expected by the Committee, that we should offer an opinion on the subject, and we therefore respectfully suggest some of the reasons which influence our minds to the conclusion, that a *good Boat Navigation* will be of most practical benefit to the Commercial and Agricultural interests of Upper Canada.

It is an admitted fact that "vessels with a light draft of water, of great length and breadth in proportion to their depth, have a decided advantage in River navigation, over vessels adapted to the Ocean." This remark was made (by the celebrated Brindley) with reference to *Tide Rivers*, and will certainly hold good when applied to the Saint Lawrence, ~~where~~ in the upward navigation we have a strong current to contend with.

It is at least doubtful how far steam vessels could be profitably used in carrying freight below Prescott, in as much as they must necessarily be built to draw very little water. and the current is too strong to admit of their being advantageously used for *Towing* above Cornwall.

Vessels drawing more than four or five feet water cannot safely descend the River, unless we abandon it, at the several rapids; and deepen the bed in many places, to accomplish which very great expense must be incurred.

Cheapness, expedition and safety are the objects to be attained; and we feel confident the *Boat improvement* will best secure them.

Should the work be authorized by the Legislature at its approaching Session, it is believed the whole may be put under contract in May next, and completed in twelve months.

Having no reason to believe the Lachine Canal will soon be enlarged; the Lakes St. Francis and St. Louis being of very difficult navigation (if at all practicable) for large craft; and having reason to believe the commissioners appointed by the Parliament of Lower Canada, to superintend the survey and report upon a plan for improving the navigation between these two Lakes, will recommend it by means of *Towing paths &c.*, we cannot consistently advise the *larger scale*, however desirable it may appear in prospective, more especially as the navigation of the River, by the larger class of vessels, used on Lake Ontario is wholly impracticable. For the information of the committee, we beg leave to annex to this report, a copy of the act of Parliament under which the commissioners above referred to are now proceeding.

By the munificence of the British Government the Rideau Canal is now far advanced towards completion: a work admirably adapted to the purposes for which it was designed, and which in the event of war, must prove eminently useful—but that the Saint Lawrence with a little improvement will answer best for Commercial purposes