

In proportion as this Canal will enable the Agriculturist in counties beyond it to bring produce to market, and carry merchandize back into the interior at a cheaper rate of freight and by a speedier mode of conveyance than he formerly possessed, in like proportion will it augment the value of property in these countries, and induce capitalists, enterprising men, to form settlements, where, without such improvements in the means of transit they would not have been thought of.—The migrations of the productive class from Europe to the United States, and especially to the State of New York, of late years, have been considerably augmented by reason of the Canals and Rail-roads carried on in different parts of the union.

To the commerce long established, carried on with the North West Territories, great additional facilities will be afforded in the means of transporting goods and stores upwards and Furs downwards—a region will be opened to the enquiries of the active and enterprising which is as yet but little known to Europeans.

“Upper Canada,” according to the statement contained in the report of the joint Committee of the Legislature of this colony, of 1825, on internal navigation, “contains an area of about 50,000 square miles,” regarding only those parts “of it within the great waters which appear to be capable of cultivation”—“the soil of which is, with very little exception, most favorable to agriculture; and the climate being equally propitious; there is no doubt, that when sufficiently peopled, its productions and consequently its trade, must be immense”. The character and happiness of the people is intimately concerned in the extension of agriculture and the increased productiveness of the soil; and hereafter the wheat raised on the banks of Lakes Huron and Ontario will enter into successful competition, in the markets of Great Britain, with that of New York and Baltimore, of Danzig and Odessa; and a commerce be established through the Welland Canal, alike important to the Merchant and beneficial to the Agriculturist.

With the pecuniary affairs of the Canal; the system of letting out contracts; the mode of measuring the excavations; and of conducting its business generally, I have but a very slight acquaintance—but shall endeavour to inform myself on these points before transmitting to Your Excellency my concluding report upon its condition.

The Tolls during the present season will not be a fair criterion by which to calculate the commerce of future years. Large quantities of produce have already passed downwards by the

portage at Queenston, the owners being generally anxious to reach the market as early in the season as possible. In the Ohio, one house alone was prepared to have sent through the Canal to Oswego, four or five thousand barrels of pork, had the navigation been open on the 15th instant.

Economy in the expenditures of money: moderate rates of toll, and a prudent careful management of the affairs of the canal, may enable the Stockholders, before long to divide a fair per centage annually, after paying interest on loans, and the necessary charges for officers and servants.

The future usefulness of the Welland Canal will greatly depend upon the removal of the obstructions which now impede the navigation of the St. Lawrence below Prescott. In time of war, the Rideau Canal may be eminently serviceable, and the expenditure laid out in its construction is enriching the colony; but it is to the St. Lawrence we must look for the cheapest and best modes of constructing to the Montreal and Quebec Markets, the produce of the vast countries bordering upon the great lakes, and of receiving the most bulky and heavy of our imported merchandize. It is the shortest and most direct route to the Atlantic, and the natural channel of the countries on its banks. When a schooner can take in a load of wheat on Lakes Erie or Huron, and proceed to Montreal without transshipping her cargo, until she is placed at the side of the vessel that is to carry it to Europe, an immense benefit will have been conferred on these colonies, and a stream of commerce directed, at a comparatively trivial expense, to the greatest Emporium of British manufactures and merchandize in British North America.

The expense of improving the St. Lawrence is *as nothing* when compared with the advantages that its uninterrupted navigation would confer—Capt. Basil Hall, in his observations on the canals of Canada, seems to have been fully aware of the value of the Welland, and how much its future usefulness would be increased by the improvement of the St. Lawrence.

“The most obvious and natural, and it will soon be the most advantageous communication with the sea,” observes Capt Hall, “is that by the River Saint Lawrence—one grand step towards the accomplishment of this object, which is of the highest importance, not only to the Canadas, but to the parent state, has already been made by the construction of the Welland Canal, as it links together all the Upper Lakes, by means of a Ship canal, with Lake Ontario. Were the navigation of the