

To recapitulate the chief points of superiority and advantage which the St. Lawrence, when improved, would possess over the Rideau Canal route. As a channel of transit it would be 1st safer; 2d, more expeditious; 3d, cheaper; 4th, more certain; 5th, it has 70 miles of large Steam Boat and Ship Navigation, which the Rideau route has not; 6th, sails may be used in its navigation more advantageously than on the Rideau route; 7th, the inhabitants on its border between Kingston and Montreal, would have by it a more certain, cheap and expeditious mode of going to and returning from Montreal with produce and merchandize than by the Rideau Canal; 8th, it is open a fortnight earlier in the Spring and later in the Fall than the Rideau; 9th, it is 54 miles shorter and has not that injurious ascent of 165 feet and greater descent of Lockage of the Rideau Canal; 10th, its superiority to the Rideau route or any other, in cheapness and facilities of transport of freight would draw down its channel the produce of the country on the South side of the St. Lawrence and great Lakes, to the great advantage of the Provincial carrying trade and increase of the Revenue in tolls; 11th, and lastly, it would yield a large annual revenue to the Province in tolls, *while the Rideau would only help to drain its coffers.*

As the St. Lawrence presents such prominent points of superiority and its improvement promises such important benefits to the country, the committee trust that the Legislature will no longer hesitate to sanction an undertaking so highly desirable. Attempts indeed, may be made, originating from sectional interests to thwart its consummation, but the committee cannot believe the Legislature will consent to gratify any local and unreasonable endeavors to monopolize the carrying trade of the country, *at the expense of public good and general Provincial prosperity.* If particular interests are to weigh down the scale, assuredly those of Gananoque, Brockville, Prescott, Cornwall, with the other villages and the great extent of fertile country bordering on the St. Lawrence would exhibit a claim far superior to any other that could be advanced, with the additional advantage of being consonant with the interests of the public. The improvement of the St. Lawrence would prevent the deterioration in value of property along its borders, and cause the forwarding to continue as hitherto through the great natural highway of the country. The difficulties to be overcome are trifling compared with the important public benefits which will follow. An experiment of this year has shewn that an improvement of the river from the head of the Long Sault to Cornwall, about nine miles, would open a practicable steam-boat navigation from Prescott to Coteau du Lac, a distance of upwards of ninety. Lower Canada has already shewn her anxiety to improve the river by granting a year or two since several thousand pounds towards its accomplishment, and there cannot be a doubt, that, if Upper Canada does her part, the whole may be completed in a short period of time.

The Committee are aware that their report has been drawn out to a considerable length; but they look for their apology to the importance of the subject examined, the difficulty of doing it justice without some degree of latitude, and the necessity of placing the matter in its true light in order to defeat all interested attempts to produce a false impression on the public mind, in favor of the Rideau Canal route and to the prejudice of the St. Lawrence. Although they by no means consider that they have adverted to every point of superiority of the latter over the former, much less that they have brought in view all the great and lasting benefits, present and future, which the country will derive from the Improvement of the St. Lawrence, yet they cannot but believe that sufficient, (and more than sufficient,) has been adduced to satisfy any candid mind that such Improvement ought no longer to be delayed. The vast saving in cost of freight to the Inhabitants of Upper Canada and consequent increase of prices for their produce, the facilities of transporting our exports and imports in reference to safety, certainty, cheapness and expedition, and the activity, spirit and enterprise which they will cause in the Trade, Commerce and Agriculture of the Province; the accommodation to Emigrants and the Public as regards comfortable, cheap and rapid travelling; and the immediately considerable, and eventually immense Provincial revenue from tolls which will result from the improvement of the St. Lawrence, afford the most powerful and conclusive arguments in favor of the undertaking. If the promotion of the general prosperity of the Province be desirable, no project of internal improvement can produce more happy results, none can be more popular and none will go down to posterity with greater approbation and eclat. Its benefits will be felt by every succeeding generation of our Inhabitants in accumulated degree and cause them to revert with grateful pleasure to the Legislature whose wisdom and foresight led them to consummate a work so highly fraught with blessings to the country.

PAUL GLASFORD,
Chairman of Committee.

District of Johnstown, 12th Nov. 1832.