

The quantity of produce sent to LOWER CANADA, by the SAINT LAWRENCE the past season was

Flour,	133,144 1-2 Barrels.
Ashes,	20,084 "
Pork & Beef,	15,743 "
Corn Meal,	1,875 "
Whiskey,	1,021 Bls. & 3 Hhd.
Butter,	27 Bls. & 858 Kegs.
Lard,	245 " & 955 Kegs.
Wheat,	280,322 Bushels.
Rye, }	4,881 "
Corn, }	
Hogs live & dead,	2,636
Apples,	652 Bls.

&c. &c. &c. &c.

Equal in all to 316,025 Barrels, estimating 220 lbs. weight to be equal to a Barrel of Flour.

The quantity of Merchandise brought by the SAINT LAWRENCE to UPPER CANADA, exceeds 8000 Tons.

The amount paid for the cartage of these Goods, at the several Portages, exceeds £4000, and if no other advantage, was to be attained by the proposed improvement, than that of *doing away with the necessity of carting* it would fully justify the expenditure of a much larger sum than is required to effect it, for it must be remembered the losses sustained by delay, breakage and damage to Goods by carting, amount to more than the sums actually paid for it.

This, however, is but a small part of the saving which would be effected, by an improvement of the Navigation. It would enable owners of Boats, to reduce the number of men employed on them, so that produce could be taken down at a reduction of at least *one third*, if not *one half*, from the present rates. Taking the business of 1830, for data; the account will stand thus;

River transport of, say 300,000	}	£37,500
Barrels at 2s. 6d.		
	Off one third,	£12,500
Do. do. upwards of 8000 tons at 80s.		£32,000
	Off 1s. 9d. per cwt.	£14,000
	Annual saving,	<u>£26,500</u>

We cannot but believe it is only necessary that these facts should be made known to the respective branches of the Legislature, and an improvement will be authorized.

The question then arises, on what scale ought the work to be undertaken whether a *Steam Boat and Schooner Navigation*, or an improvement for large barges and Durham Boats, by means of Towing paths, &c, will be most advisable.