

market, and the receiving heavy goods from the nearest port, is reserved to that time; and hence the necessity for good roads is not felt so greatly as it would be if the winters did not so conveniently and delightfully supply the defect.

It would be quite superfluous to reiterate arguments to an American, in proof of the advantages of being seated on or near a navigable water; nor should it be further noticed here, but that some persons, from interested motives, have contended that the small settler is not so much interested in this question, because he can find a purchaser in the nearest storekeeper. It is true that he may find it his best interest to dispose of his crop to him; but as the latter purchases with the sole intent of sending it to the great ports, *the cost of transport, be it more or less, must be paid out of the produce, and nothing else.* To this consideration is to be superadded, that the cost of every article consumed on the farm must be enhanced from the same cause.

It is also true that land near the great lakes and rivers is not to be obtained except at a high price, compared with the inland tracts, (what need of greater proof of the value of water-com-