of them of great weight, which add much to the arguments in favor of the St. Lawrence. The Committee therefore further remark:

5. That the 70 miles of natural navigation between Kingston and Prescott for the largest class of ships and steam boats ought to give the St. Lawrence a decided preference. It would be folly to desert such a navigation for an artificial and comparatively contracted one, adapted to small steam boats and barges only.

6. Sails may be used on the St. Lawrence in facilitating the progress of boats and barges but not to any beneficial extent on the Rideau route.

7. The inhabitants residing in the fertile country bordering on the St. Lawrence, between Kingston and Montreal, (200 miles) would by the improvement of the river possess a safe, cheap, certain and expeditious channel through which to send their produce to market and receive merchandize in return. The Rideau route would not yield them such an advantage.

8. "Merchandize and produce can be forwarded by the St. Lawrence at least a fortnight earlier in the Spring and later in the Fall than by the Rideau." This is a very important advantage. During this gain of time, with 6 steam boats and their barges, 192,000 bbls. weight might be sent down the St. Lawrence to Montreal and the same quantity brought up, in all 384,000. Besides the advantage of being early in the market and of bringing up goods late in the Fall, the forwarders would gain by this additional time of navigating about £7200, while the Rideau Canal boats would be laying idle!

9. The St. Lawrence route possesses the superior advantage of being 54 miles shorter than the Rideau and is free from the surplus ascent of 165 feet of Lockage to attain the summit level of the Rideau Canal, and a descent by Lockage of a greater extent; both of which are considerations of great moment in reference to cheapness and expedition.

10. The cheapness and facilities of forwarding through the St. Lawrence, when improved, will be so great, and so far exceed those of the Rideau or any other route, that, fostered by judicious Provincial enactments and regulations, there can be but little doubt that the greater part "of the produce of the extensive country bordering on the South side of the St. Lawrence and the great Lakes, intended for foreign markets, would be sent through this channel to the Ocean; whence the Province might reap the benefit of an extensive carrying trade and a corresponding increase of tolls on the passage down the St. Lawrence." This is an object not to be overlooked. Indeed, the quantity of freight obtained from this source alone would probably yield not only an annual gain to the forwarders of 10 or 12 thousand pounds, but a yearly revenue to the Province on tolls, of eight or ten thousand pounds.

11. Lastly, as a source of revenue, the St. Lawrence improved would ensure the most encouraging results. It has been estimated above that when the improvements of this river are made, freight may be sent down from Kingston to Montreal at the low price of 10d. and brought up for 1s. per weight of a barrel of flour, (and it is probable that it may be done for less,) and that these rates would allow of a toll of 5d. per barrel, and still yield a very handsome profit to the forwarders, besides an immense saving to the public. Taking the data of 1831, *viz.* down freight equal to 400,000 barrels of flour and up freight 10,000 tons of merchandize, equal in weight to 101,818 barrels more, making a total of freight equal to 501,818 barrels of flour, and the tolls at 5d. would amount to £10,454, 10s. 10d. Allow this sum to double in 10 years, and the annual average toll for 10 years to come would be £15,681 16s. 3d. Now, allowing one half of this amount to go to Lower Canada, as about half the improvements would be in that Province, and the proportion of revenue obtained by Upper Canada would be £7,840, 18s. 1 1-2d. This sum, besides paying the interest of the capital, expended in constructing the river improvements, would afford a considerable sinking fund for the repayment of the principal. A few years would effect a repayment of the principal and then this sum at least, over and above all necessary disbursements attending the maintenance of the improvements of the river, would be paid into the Provincial Treasury for public purposes. The committee are informed that the annual expences of the Rideau Canal between Kingston and Bytown alone will amount to £18,000. Now, if the whole freight of the Province were to pass through that route, at the same rate of toll estimated by the St. Lawrence, it would only, as stated for the latter, amount to £7,840, 18s. 1 1-2d., which taken from £18,000 would leave annualy £10,159, 1s. 10 1-2d. of the expenses of that part of the Rideau Canal unpaid! Therefore, though the whole exports and imports of the Province should pass that way, the tolls would require to be raised in this Province to nearly triple what they now are, which, with those in Lower Canada, would amount to 8d. or 9d. per barrel; otherwise this Province, if it should, (on an offer of the British Government,) assume the property of the canal, must pay out of the Provincial Treasury to keep it up and defray its expenses about £10,000 annually! But on the other hand, if the tolls by the St. Lawrence were raised to the same amount, instead of there being a deficiency to be made good by other means, there would be at least £12,000 or £15,000 of surplus tolls paid annually as a revenue into the Public Treasury.