

will eventually be, by the Rideau, 1s. 4d. per barrel from Kingston down, and 1s. 7d. from Montreal up. At these rates, the freight of the exports and imports of the Province in 1831 would have amounted to the sum of £34,726 5s. 2d. while by the St. Lawrence it would have amounted to £21,757 11s. 4d. only; and the Province would have been saved in freight £12,968 13s. 10d.! In ten years this sum would amount to £129,686 18s. 4d.! And considering the increase of population perhaps not less than £170,000 or nearly double the probable cost to Upper Canada of the proposed improvements of the St. Lawrence! *As to cheapness and expedition*, therefore, the Rideau route, when completed, must remain vastly inferior as a channel for forwarding to the St. Lawrence when improved.

4. The next point of comparison is *certainty*. It is of the first importance to the country that its great highway of commerce should possess a certainty of duration. In constructing the Rideau Canal immense dams are used, upon the stability of which the only chance of forwarding produce and merchandize through that medium depends. But as it is well known, that however great the care and precaution exercised in their construction, dams are always liable to give way in times of flood or sudden rise of water, there is no certainty that the Rideau Canal dams will continue. Again it is a well attested fact that there have been in past years several seasons of such drought as to cause the waters of the Rideau to leave the bed of the river in parts *nearly dry*. Since the commencement of the Rideau Canal the seasons have generally been wet; but even this year there has been a complaint of want of water in the route of the Canal near Kingston and a consequent stoppage of the Stear Boat Union in its ascent to that place. It is therefore but reasonable to anticipate future failures of the necessary supply of water for the purposes of navigating the canal. In short that between the danger of *Dams and Locks, from their number and size, giving way and dry seasons*, there is no *certainty* that the exports and imports of the country can be forwarded through that channel. Now suppose the works on the Ottawa should be completed and that in consequence of the non improvement of the St. Lawrence, the whole forwarding business should be diverted into the Rideau Route "and the boats" on the river go to decay or be removed to other parts, suppose all this should happen and then one perhaps more of the great dams on the canal should in a freshet give way!" or that in a dry season the necessary supply of water on that route should fail! As the Rideau canal boats will not be adapted to the navigation of the St. Lawrence between Prescott and Montreal when unimproved, imagine then, in either case, "the appalling effect on Upper Canada! Her forwarding business at a complete stand—her commerce checked—her produce locked up in the country perhaps a whole year, at least until the breaches in the Canal are repaired" new boats built to navigate the rapids of the St. Lawrence, or the showers of Heaven replenish the waters of the Rideau!—"The merchant calls for his pay. The farmer is unable to sell his produce, because there is no way of sending it to market, therefore he cannot pay. The merchant, pressed by his creditors, sues. Executions follow, the property of the farmer is sacrificed, destitution and misery ensue, and all because the forwarding business was left to depend on the Rideau Canal! This is but a faint picture. The consequences would be far more serious. The losses on the exports of the country would be immense. For instance on wheat and flour, which a few years hence will probably equal in a year 500,000 barrels of flour, the loss in price, deterioration in quality, dormant capital and otherwise, might far exceed 5 shillings per barrel; but at this rate on that quantity, would amount to £125,000 or \$500,000! The crash of mercantile establishments, the ruin of forwarders and general distress of the country which would ensue such an event would perfect such an exhibition of wretchedness, desolation and dismay as can better be conceived than described! When there are certain means of obviating the possibility of such dismal consequences, the adoption of which would otherwise produce the most incalculable benefits to the country, it is hardly probable that the Legislature would assume the responsibility of leaving the inhabitants liable to, or venture to court these alarming evils, by neglecting the adoption of those means, or in other words, by omitting the improvement of the St. Lawrence. Such a failure of the waters of the latter as to render it incapable of being used for forwarding was never known; and but few dams and those of little height and easily repaired will be required in the contemplated improvement of its navigation; and should one of these give way, the worst possible inconvenience to which forwarding would be liable would be from half a mile to three miles of cartage during the short time occupied in the repair. The St. Lawrence, therefore, when improved would be a morally *certain* while the Rideau would be a very *uncertain* channel for the forwarding of the country. While a dependance on the latter might subject the country to frightful evils, the improvement of the St. Lawrence would avert the possibility of those evils and produce the most happy results to the commerce and agriculture of the Province.

Although the Committee conceive that in reference to *safety, expedition, cheapness and certainty* the great superiority of the St. Lawrence over the Rideau route for forwarding and in beneficial results are so manifest as to render any further remarks unnecessary to satisfy the public of the necessity and good policy of proceeding at once with the former, yet there are other points, many

of them of great importance to the Committee.

5. That the loss of ships and stores to desert such steam boats and

6. Sails made not to any benefit

7. The inhospitable Kingston and cheap, certain receive merchandise

8. "Merchandise earlier in the advantage. might be sent 381,000. Besides the Fall, the Rideau Canal

9. The St. Lawrence the Rideau Canal of the Rideau consideration

10. The country will be so greatly judiciously Proport part "of the and the great Ocean; when corresponding to be overlooked probably yield yearly revenue

11. Lastly encouraging made, freight up for 1s. per that these rates the forwarded freight equal weight to 10 the tolls at 50 the annual at of this amount Province, and This sum, improvement few years will all necessary be paid into annual expenditure £18,000. The same rate of to £7,840, 18 the expense and imports Province to amount to 8 Governmen keep it up a by the St. L made good annually as