

We have not been enabled to collect all the necessary information in order to enter into a minute detail on the comparative advantages that an improved line of navigation would produce. It appears however that the present price of transportation from Montreal to Prescott, a distance of 135 miles, is 4s. per cwt or £4 per ton. Thence to York or Niagara, about 250 miles, the price is 2s. per cwt. or £2 per ton, by which it will appear that owing to the imperfect state of the navigation, one ton of goods costs as much in proportion from Montreal to Prescott as three tons and three quarters from the latter place up, advertizing simply to the difference of the expence of carriage and saying nothing of the hazard delay and wear and tear of boats in dragging them over rocks and shoals.

We are not in possession of the rates of transit on the Erie Canal, but are informed that the average cost of a ton of goods is about 3d per mile, at which rates 135 miles, the distance from Montreal to Prescott, a ton of goods would only cost £1 13 9, where we now pay £4 making a difference of £2 6 3 on every ton in that distance. A ton of goods from New York to Niagara costs £5. From Montreal in the event of an improved navigation it could not exceed £3 13 9 leaving a balance in favour of Montreal market, of £1 6 3 on every ton admitting them to be subject to the same rate of tolls the whole distance to Prescott as on the Erie Canal; but the probability is that the expence would be considerably diminished to the latter place as tolls could only be demanded where the canal passes the rapids, whereas on the Erie Canal they pay toll the whole distance, which must give us an advantage in the expence of transportation.

Should there be any persons, less sanguine than we are, who still doubt whether the advantages to be derived from this canal would warrant the undertaking, we would beg leave to refer such to the very able letter written by John Macaulay, Esq. President of the late Commissioners of internal navigation, and subjoined to their report of the 25th February 1825. By which it will be seen that from his immediate knowledge and active researches he has proved beyond a doubt, that a canal by the Rideau, would not only pay the interest on the capital expended, but yield an annual revenue.

The line of intercourse down the St. Lawrence being 54 miles shorter, and having at least 350 feet less lockage, (one of the chief sources of expence on canals) besides many other superior natural advantages, must always command a greater proportion of transit, and will consequently be more productive.

All which is humbly submitted,

(Signed)

SAMUEL CLOWES.
Principal Engineer.

(Signed)

GEORGE RYKERT,
Assistant Engineer.

York, 12th December, 1826.