

The expenses at present incurred in conveying timber to market by the Rideau River, are very considerable ; for, besides the difficulties at the various rapids, it is necessary at the outlet where the river falls perpendicularly upwards of 30 feet, to draw the timber across the portage, precipitate it down a steep bank, and reconstruct the rafts on the Ottawa.

Equal difficulties are experienced in floating timber down the river Mississippi, which abounds in rapids and falls.—There is by this route the additional labour of passing the falls on the Ottawa at Lac du Chat, and Lac des Chaudieres.

The banks of the Saint Lawrence having been stripped of their best timber, it is now found necessary to go further into the interior, and I am informed that during the present season, timber has been drawn from the neighbourhood of Rideau lake, a distance of forty miles, to the River Saint Lawrence.

I think there can be no question that in the event of the canal being opened, all the timber which would otherwise be carried 30 or forty miles at so great an expense to our frontier waters, all the timber on both banks of the Rideau, and a great portion of the timber which now goes down the Mississippi, would resort to the canal.

The vast forests in rear of Kingston, which cannot now be approached, would also be laid open by means of the canal to the axe of the lumberman, and descend through it to the Markets of Montreal and Quebec.

Let us suppose, on these considerations, that 200,000 feet of oak timber, 300,000 feet of pine, elm, &c. 250,000 staves, and 200,000 deals, would annually pay toll on the canal, an estimate which surely cannot be thought unreasonable. Then on an average of distances, these articles would pass on the canal a distance of 40 miles, and pay the following tolls.

200,000 feet of oak at 5s. per mile, per m. feet	-	-	-	£200	0	0
300,000 feet of pine, &c. 5d.	-	-	-	250	0	0
250,000 staves, 1s.	-	-	-	500	0	0
200,000 deals, 1s.	-	-	-	400	0	0

£1,350 0 0

Add tolls on ashes,	-	-	-	250	0	0
Tolls on 20 boats employed in conveying ashes to market, say on an } average 16 locks each 2s.	-	-	-	32	0	0

Making - - - £1,632 0 0

for the total receipts on the descending transportation from the country contiguous to the canal.

We are next to take into account the ascending transportation for the same tract of country, which is not easy to compute. I have been told that it amounted last year to not more than 200 tons ; a great portion of which was subject to heavy charges for land carriage from Brockville. The increased facilities of communication, independently of any other consideration connected with the growth and wealth of the interior settlements, would add immensely to the amount of this tonnage on the opening of the canal. Let us, however, suppose that it would, at the commencement, advance to 300 tons only, and that it should pay a toll of 10s. per ton.

Toll on 300 tons,	-	-	-	£150	0	0
Toll on 20 boats, averaging 16 locks each, at 3s.	-	-	-	48	0	0

Making - - - £198 0 0

This sum added to £1,632, for descending transportation, forms a total of £1,830, applicable to the payment of all expenses for repairs, collection of tolls, salaries of lock-keepers, &c.

Should this estimate be considered too liberal for the present period, it is certainly below the amount of revenue which may be anticipated from the canal in the course of a very few years.

In calculating the tolls on the trade of the country lying on the canal, it will be observed that I make them higher than on the trade of the upper country, because the former can, from the proximity of the markets, more easily bear it than the latter.