

Now, to estimate the time required for the same trip by the St. Lawrence, after the river is improved, the distance being 54 miles shorter and there being 70 miles of navigation between Kingston and Prescott for the largest class of Steamboats. It is well known that nearly all the large Steamboats which ply the waters of Lake Ontario, especially those last built, move at the rate of from 10 to 13 miles an hour. In every new Boat built for the purpose, the spirit of competition will lead to an endeavor to increase this speed. But, assuming 10 miles an hour as the ratio of movement and the same large Steamboat coming from above Kingston, instead of stopping short at that place, would glide on down the St. Lawrence, 70 miles further, with its passengers and lading, in 7 hours to Prescott, where her loading would be transferred to the river Steamboats and Barges. From Prescott to Montreal, considering the acceleration of speed from the currents, the Steamboats and Barges would easily progress at the rate of eight miles an hour, and as the distance is but 130 miles, would descend in 16 1-4 hours, probably in much less time. When the river is improved, there will be, in the distance, about 13 Locks, say 15. At the rate allowed on the Rideau Canal, 30 minutes in the aggregate for a Steamboat and its two Barges to pass each Lock, to pass these Locks would require 7 1-2 hours. From Montreal to Prescott, at the rate of 5 miles an hour, as on the Rideau Canal would require 26 hours. As the current is stronger than by the Rideau route, instead of 6 1-2 hours, allow for retardment by currents, say 12 3-4 hours. Passing 15 locks, 7 1-2 hours; from Prescott to Kingston 7 hours, and the result of such a trip, by the St. Lawrence, is as follows:

Kingston to Prescott,.....	7	hours,
Prescott to Montreal,.....	16 1-4	"
Passing 15 locks,.....	7 1-2	"
Montreal to Prescott,.....	26	"
Prescott to Kingston,.....	7	"
Passing 15 locks,.....	7 1-2	"
Retardment from currents,.....	12 3-4	"

Total only 84 hours or 3 1-2 days.

As the time required for the trip by the Rideau Canal route, when finished, would be 7 days, there would be the astonishing saving of 3 1-2 days, or one half, by preferring the St. Lawrence when improved! How vastly superior, therefore, would be the St. Lawrence in point of *expedition* when that superiority would allow of 50 such trips being made by a steamboat and its two barges, while in the same time by the Rideau only 25 could be accomplished, cause an immense saving of valuable time each year during the boating season and enable produce and merchandize to be forwarded by the St. Lawrence at rates *far lower* than by the Rideau, *at one half the outlay* in boats, barges and expenses, and *in one half the time!* Imagine the important beneficial effect these superior advantages of the St. Lawrence would produce on the trade, commerce and agriculture of the Province!

3. But, to advert to some of these beneficial results, at the same time to examine the two routes as to *cheapness*. Supposing that 12 steam-boats at the cost of £2000 each and 24 barges at £250 each were required to do the forwarding by the Rideau route. These in the aggregate would cost £30,000. As by the St. Lawrence two trips could be made in the time of one by the Rideau, *only half* the number of steam-boats and barges would be required on the former, thus saving in cost of first outfits £15,000 or \$60,000.

Again, as steam-boats and barges will not in general last more than 10 years this sum of £15,000 would be saved every 10 years.

Again, the daily expenses of navigating a steam-boat with two barges may be estimated as follows:

	£	s.	d.
STEAM BOAT, Master,.....	0	15	0
Engineer, 10s. Assistant Engineer 7s. 6d.....	0	17	6
4 Firemen, 3s. 9d. each, 2 Sailors 3s. each,....	1	1	0
1 Clerk,.....	0	3	9
7 Cords Wood, 6s. 3d.	2	3	9
BARGES, 8 men 3s. each,.....	1	4	0
Board of above 18 individuals, 11s. 3d. per week,	1	8	11
Extra and other expenses say,.....	2	12	3
The interest of capital expended in building steam-boat and barges £2,500, at 6 per cent per annum, is 8s. 2 3-4d.			
As the boats will navigate only half the year this sum will be doubled, making daily expense of capital,....	0	16	5 1-2
As boats must be rebuilt once in 10 years, add, therefore, for loss in wear, &c,	1	7	4 1-2

Daily expenses of a steam-boat and two barges say £12 10 0

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