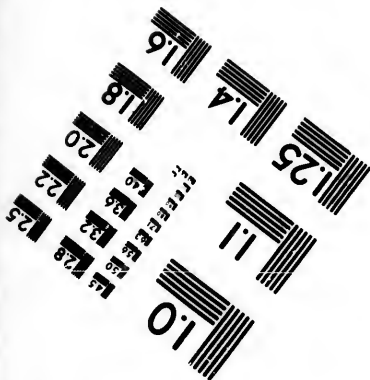
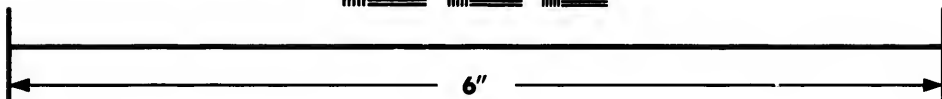
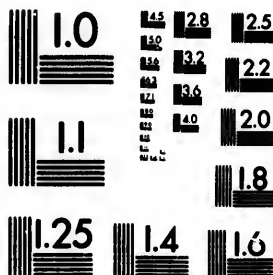


**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4503

1.8  
2.0  
2.2  
2.5  
2.8  
3.2  
3.6  
4.0  
4.5  
5.0  
5.6  
6.3  
7.1  
8.0  
9.0  
10.0  
11.2  
12.5  
14.0  
16.0  
18.0  
20.0  
22.5  
25.0  
28.0  
32.0  
36.0  
40.0  
45.0  
50.0  
56.0  
63.0  
71.0  
80.0  
90.0  
100.0

**CIHM/ICMH  
Microfiche  
Series.**

**CIHM/ICMH  
Collection de  
microfiches.**



**Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques**

1.0  
1.1  
1.2  
1.4  
1.6  
1.8  
2.0  
2.2  
2.5  
2.8  
3.2  
3.6  
4.0  
4.5  
5.0  
5.6  
6.3  
7.1  
8.0  
9.0  
10.0  
11.2  
12.5  
14.0  
16.0  
18.0  
20.0  
22.5  
25.0  
28.0  
32.0  
36.0  
40.0  
45.0  
50.0  
56.0  
63.0  
71.0  
80.0  
90.0  
100.0

**© 1985**

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/  
Couverture de couleur
- Covers damaged/  
Couverture endommagée
- Covers restored and/or laminated/  
Couverture restaurée et/ou pelliculée
- Cover title missing/  
Le titre de couverture manque
- Coloured maps/  
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/  
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/  
Planches et/ou illustrations en couleur
- Bound with other material/  
Relié avec d'autres documents
- Tight binding may cause shadows or distortion  
along interior margin/  
La reliure serrée peut causer de l'ombre ou de la  
distorsion le long de la marge intérieure
- Blank leaves added during restoration may  
appear within the text. Whenever possible, these  
have been omitted from filming/  
Il se peut que certaines pages blanches ajoutées  
lors d'une restauration apparaissent dans le texte,  
mais, lorsque cela était possible, ces pages n'ont  
pas été filmées.
- Additional comments:/  
Commentaires supplémentaires:

- Coloured pages/  
Pages de couleur
- Pages damaged/  
Pages endommagées
- Pages restored and/or laminated/  
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/  
Pages décolorées, tachetées ou piquées
- Pages detached/  
Pages détachées
- Showthrough/  
Transparence
- Quality of print varies/  
Qualité inégale de l'impression
- Includes supplementary material/  
Comprend du matériel supplémentaire
- Only edition available/  
Seule édition disponible
- Pages wholly or partially obscured by errata  
slips, tissues, etc., have been refilmed to  
ensure the best possible image/  
Les pages totalement ou partiellement  
obscurcies par un feuillet d'errata, une pelure,  
etc., ont été filmées à nouveau de façon à  
obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/  
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

The copy filmed here has been reproduced thanks to the generosity of:

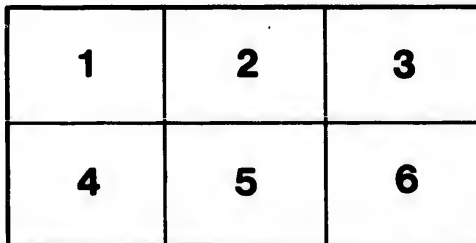
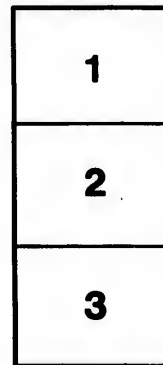
Douglas Library  
Queen's University

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol  $\rightarrow$  (meaning "CONTINUED"), or the symbol  $\nabla$  (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Douglas Library  
Queen's University

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole  $\rightarrow$  signifie "A SUIVRE", le symbole  $\nabla$  signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

é  
détails  
s du  
modifier  
r une  
image

errata  
to

pelure,  
n à

Handwritten text at the top of the page, possibly a title or header, which is mostly illegible due to fading and blurring.

Johnstown District, Ontario.

W. W. Morris

**IMPROVEMENT OF THE ST. LAWRENCE.**

---

**RESOLUTIONS OF A PUBLIC MEETING**

*At Brockville, 27th Oct. 1832,*

AND

**PETITION**

TO THE HOUSE OF ASSEMBLY,

WITH THE ACCOMPANYING

**REPORT.**

---

PRINTED AT THE RECORDER OFFICE,

BROCKVILLE, U. C.

1832.

F1028  
1832 Sa

At a pu  
in Brockv  
adopting r  
Glasford, I  
the followi

**1. Reso**  
importance  
with extre  
desirable a

Resolved  
for the Imp  
this meetin

**3. Resol**  
Daniel Jon  
John McD  
Elanathan  
signatures t  
collect infor  
to the conte  
they may c  
attend any r

**4. Resolv**  
District.

At a meet  
PAUL GLA  
of the Comm

## IMPROVEMENT OF THE ST. LAWRENCE.

### PUBLIC MEETING.

At a public meeting of the Inhabitants of the District of Johnstown, held at the Court House in Brockville, pursuant to notice, on Saturday the 27th day of October, 1832 for the purpose of adopting measures for promoting the improvement of the navigation of the St. Lawrence, Paul Glasford, Esq. having been called to the Chair, and David B. O. Ford, Esq. appointed Secretary. the following resolutions were unanimously adopted.

1. Resolved, That as the Improvement of the Navigation of the St. Lawrence is of the first importance to the Agricultural and Commercial interests of Upper Canada, we have viewed with extreme regret the delay which has occurred in entering on the accomplishment of so desirable an object.

Resolved, That the Petitions to the different branches of the Provincial Legislature, praying for the Improvement of the Navigation of the St. Lawrence, submitted to the consideration of this meeting, be adopted.

3. Resolved, That Jonas Jones, Alexander Morris, William L. Whiting, George Crawford, Daniel Jones, Andrew N. Buell, Paul Glasford, John Bogert, George Lougley, George Mulloch, John McDonell, Justus S. Merwin, Alfred Hooker, Alexander McMillan, Alpheus Jones, Elanathan Hubbell, Samuel C. Crane and William McQueen, Esqrs. be a committee to obtain signatures to the Petitions and transmit the same for presentment to the Legislature; also to collect information and prepare a statement, or report, to accompany the said Petitions relative to the contemplated improvement of the St. Lawrence; and to adopt such other means as they may deem advisable to accomplish the object desired, of whom such members as may attend any meeting called after notice, shall be a quorum for the transaction of business.

4. Resolved, That the proceedings of this meeting be published in the newspapers of the District.

PAUL GLASFORD, *Chairman*.  
D. B. O. FORD, *Secretary*.



At a meeting of the Committee, held the next week at the Court House in Brockville. PAUL GLASFORD, Esq. was chosen *Chairman*, and ANDREW N. BUELL, Esq. *Secretary* of the Committee.



**PETITION.**

**TO THE HONORABLE THE COMMONS OF UPPER CANADA, IN  
PARLIAMENT ASSEMBLED.**

**THE PETITION OF THE UNDERSIGNED, INHABITANTS OF THE DISTRICT  
OF JOHNSTOWN,**

**HUMBLY SHEWETH:**

That your petitioners, deeply impressed with the importance of improving the navigation of the St. Lawrence to the agricultural and commercial prosperity of Upper Canada, beheld with regret the close of the last and prior Session of the Provincial Legislature without the adoption of measures for the accomplishment of so desirable an object: That though your petitioners duly appreciate the motives which have hitherto caused a disappointment of their wishes, yet they believe the period has arrived when your Honorable House cannot but be satisfied of the impolicy of further postponing an undertaking calculated to produce the most beneficial results to the Province; That your petitioners conceive the superiority of the St. Lawrence for commercial purposes, and the advantages which must result to the Province from the removal of the difficulties of its navigation, are so obvious as scarcely to require enumeration; nevertheless, as the accompanying report or statement embraces a more particular view of the subject, your petitioners will not trespass on the time of your Honorable House by dwelling on the matter: but, referring your Honorable House to that statement, together with the documents, plans, estimates and evidence laid before the House of Assembly during the two last sessions of the Legislature, your Petitioners humbly pray your Honorable House to take the same, with their petition, into consideration, and to adopt such measures for the speedy improvement of the navigation of the St. Lawrence as may be deemed advisable.—And your petitioners will ever pray, &c.

*District of Johnstown, 12th November, 1832.*

**THE COM**  
27th ult

The Com  
candidly v  
connected  
navigating  
of the Pro  
difficulties  
for our exp

The Com  
internal co  
by the Leg  
other obje  
been the p  
progress in  
Whatever  
and impor  
Lawrence  
charge is a  
the spirit  
river rem  
proportion  
improved,  
would pro  
which wo  
sell 200 b  
a lesser o  
saving a  
and other  
wheat al  
been imp  
Besides,  
into our  
Were it,  
entering

But th  
imposing  
given be  
the weigh  
during t  
to Mont  
that flou  
quantity  
estimate  
through  
Montre  
quantit  
by whic  
on dow  
£67,833

The  
that wh  
saving  
To p  
£678,3  
than £

## REPORT.

*THE COMMITTEE appointed at a Public Meeting held at the Court House in Brockville on the 27th ultimo, to prepare a Statement or Report on the subject of Improving the Navigation of the St. Lawrence, after mature consideration unite in the following*

### REPORT:

The Committee cannot but express the regret which they, in common with those who have candidly viewed the subject in its important bearings must feel; that an improvement so intimately connected with the commerce and agriculture of Upper Canada, as the removal of the difficulties of navigating the St. Lawrence, has been so long delayed. As the great natural outlet and inlet of the Province, it is to be lamented that so little attention has been devoted to the remedy of those difficulties and securing to the country a cheap, safe, certain and expeditious channel of transit for our exports and imports.

The Committee have witnessed with much pleasure the prosecution of other projects for facilitating internal communication through the country; and while they heartily approve of the zeal manifested by the Legislature in their promotion, they cannot but avow their fears that the desire for advancing other objects has in too great a degree led to the overlooking of what they conceive should have been the primary and paramount undertaking, without which, indeed, the benefits of the works in progress in the western parts of the Province can never be fully and extensively realized.—Whatever may be the facilities of transit in the interior, it must be obvious, that while the products and importations of the Province are subjected to a heavy extra charge in passing through the St. Lawrence or other route, in consequence of the non improvement of that noble river, such extra charge is a clear deduction from the profits of the farmer, tax upon the consumer, and check upon the spirit of trade and commerce. So long as the obstacles to a free and safe navigation of the river remain, the prices offered for the grain and products of the country will be lower in proportion to the extra risk and cost of transportation to market. For instance; if the river were improved, as now contemplated, the freight of every bushel of wheat sent down to Montreal would probably be about 3d. from Prescott; now it is 9d.; thus saving on every bushel 6d. which would be paid to the farmer in increased price for his wheat: so that a farmer who could sell 200 bushels would gain £5 more each year than he now could, and in the same proportion for a lesser or greater quantity, as well as for whatever else he had to dispose of; at the same time saving a considerable sum by having less to pay for the teas, sugars, woollens, cottons, hardwares and other foreign articles he might require. It is estimated that at least 300,000 bushels of wheat alone were sent down the river in 1831. On this article, therefore, had the St. Lawrence been improved, £3,500 or \$34,000 would, in that year, have been saved and paid to the growers. Besides, the risk of transport done away, insurance would be saved, more buyers would come into our domestic markets, the spirit of competition be awakened and the highest prices offered. Were it, therefore, for the object of our wheat exportation only the good policy of immediately entering on the improvement of the St. Lawrence would be apparent.

But the Committee have more fully examined the subject and are enabled to present more imposing views of the advantages of the proposed improvements. It is estimated, (see evidence given before the Committee of the House of Assembly last session on this subject,) that at least the weight of 400,000 barrels of flour, at 220 lbs. the barrel were exported from this Province during the year 1831, which, at the present average freight price of 2s. 6d. per bbl. from Prescott to Montreal, amounts to £50,000; but, if the contemplated improvements are made, it is estimated that flour may be taken down for about 9d. (see post) per bbl. at which price the cost of the same quantity of down freight would be £15,000; thus saving in one year alone £35,000! Again it is estimated that in the same year 10,000 tons of merchandize were brought into the Province through the St. Lawrence, the freight of which at the average price of 3s. 9d. per cwt. from Montreal to Prescott is equal to £37,500. When the river is improved the up freight of the same quantity of merchandize at 11d. per bbl. of 220 lbs. weight, (see post) would be £4,666 13s. 2d. by which there would be saved each year on up freight, £32,833 6s. 10d. Add this to the saving on down freight and we have the astonishing saving in one year alone to the Province of £67,833 6s. 2d.!

The Committee need hardly remark, that this calculation is made for a year which is past, and that when the increase of population, consumption and products are considered, the amount of the saving, 10 years hence, cannot be less in one year, than £90,000!

To proceed a little further; at the estimate for the past year, the saving in ten years would be £678,333 1s. 8d.; and considering the increase of population, consumption and products not less than £800,000, or three millions two hundred thousand dollars!

As such would be the probable results, the Committee feel this question irresistibly forced upon them: Will the Legislature permit the St. Lawrence to remain unimproved and thereby subject the people of Upper Canada to an actual loss of from £67,833, 6s. 2d. to £90,000 per annum; or, in the aggregate for ten years to come, of from £678,333, 1s. 8d., to £800,000 or \$3,200,000, when the contemplated improvement of the river in this Province would cost much less than the loss sustained in two such years as the past?

In 1831, according to the population returns, there were about 83,000 males in the Province over 16 years of age. Divide the loss, £67,833, 6s. 2d., on freight in 1831, among this number and we have an actual loss or tax of upwards of one pound, currency, to every such male inhabitant, each year, in consequence of the non-improvement of the St. Lawrence. If we deduct from the number for those under 21 years of age, the number of males in 1831, come to man's estate, would be about 50,000. Divide the loss in that year for freight, £67,833, 6s. 2d. among the number and the loss or tax sustained by the male inhabitants of 21 years of age in the Province, was more than £1, 7s. a piece! Now, if the Legislature were to impose a poll tax of 27 shillings per annum, upon every such male inhabitant of the country, would it not be felt and exclaimed against as a very burdensome taxation and intolerable grievance? Yet, is it not plain that every such male in the Province has for years past, indirectly paid such a tax in consequence of the non-improvement of the St. Lawrence? And is it not equally apparent, that the Legislature is, in effect subjecting the constituency of the Province to this enormous poll tax, so long as it withholds the removal of the difficulties attending the exports and imports of the country?

Again; let it be understood, that the losses sustained by Emigrants who come into the Province in passage money and expenses, during a rather tedious and protracted journey up the St. Lawrence in open boats, exposed to the inclemencies and changes of the weather, are not taken into the preceding calculation, and would, if estimated, considerably increase the above results. If the St. Lawrence were improved every Emigrant who would now occupy on an average about 6 days in ascending from Montreal to Prescott by water, would perform the journey in about 1-4 day, and save in expenses, time and passage money, at least 7s. 6d. which, on the number which came up this year, could not be less than \$45,000!

Looking, therefore, at the subject in these different points of view it must be obvious to the most fastidious that the improvement of the St. Lawrence holds out the most important inducements, for its immediate accomplishment. Its completion promises to be eminently advantageous to the country. Indeed, when considered as it should be, it cannot but be deemed the most popular and profitable improvement in which the Legislature could embark.

The Committee are aware that the advocates of the Rideau Canal will object that the latter, when the works on the Ottawa river are completed, will produce equal advantages to the Province with the improvement of the St. Lawrence. But though the Rideau route, if completed, may slightly detract from the preceding deductions by a partial lessening of the price of freight between Kingston and Montreal, the beneficial results would be extremely light in the scale when weighed against those which must flow from the improvement of the St. Lawrence.— However convenient the Rideau Canal may be as a military route, in case of war, or immediately beneficial to those inhabitants living along its line, the committee are so fully satisfied of the vast facilities and superior advantages which would follow the improvement of the St. Lawrence to the agriculture, commerce and general prosperity of the Province, that they approach the examination of their respective merits with the most perfect confidence, that the more they are discussed the more apparent will become the necessity and good policy of improving the navigation of the latter great natural highway of the country.

Before entering on a comparison of the two routes the committee consider it advisable to advert to the manner of improving the St. Lawrence. They have weighed this matter with much of deep attention in order to ascertain the most desirable and advantageous mode. In the year 1830 a survey and estimate were made, (see documents printed in the Journals of the Assembly,) for improving the river in two ways; one for Durham-boat navigation with four feet water and a towing path from Cornwall to Prescott; the other for steam-boats of a large class drawing eight or nine feet water. The latter has generally been thought on too large a scale to be undertaken with the present resources of the Province, while the attention of the Legislature has been more immediately called to the former. The committee, however, are of opinion that neither mode is at present the most desirable. The great facilities in speed, safety and certainty afforded by steam navigation give it a decided preference; besides, merchandize conveyed by its means may always be secured from damage by rains and inclement weather, to which in open boats it is almost unavoidably more or less exposed. These considerations have led the committee to the conclusion, that an improvement adapted to steam-boats for navigating in five feet depth of water would combine the most beneficial results. A change from the previously contemplated Durham boat improvement of four feet water to that of a steam-boat navigation of five feet water will not very materially increase the costs of construction. The saving on the towing path, which will not be required in a steam-boat improvement, will go far towards paying the extra expenses—

But even, should the cost be £80,000, the advantages to the Province, in the passage of passengers, flour, at the Montreal, and

But to prove cheapness, and begin with a

1. All those and Prescott causes. 1. I. to wet while leakage, the precaution.

of the river. until the work advantage of St. Lawrence improvement

he equally s merchandize wet or dam

if they would With the ex in the St. L. repass each Rideau Can

Boats with grounding, loss. So li extremely d In point of s not only be

2. Next, Montreal, then descen farther des descents to of Lockport

Kingston, to 1000 feet the whole off and get separately

very small steamboat two days a

Again, s Kingston a Boading is Montreal, 508 miles.

miles per c freight eq in tow and and it will

1-2 hour rip stands

But even, should the cost be raised from \$45,197, (the estimate for the Durham-boat improvement,) to \$80,000, or £100,000, the difference will be far more than counterbalanced by the superior advantages. This change will enable forwarding to be done by steam-boats adapted to conveying passengers, and each boat towing two covered barges containing freight equal to 4000 barrels of flour, at the low prices for the latter of 8d. per bbl. from Prescott, or 10d. from Kingston, to Montreal, and up of 11d. from Montreal to Prescott, or 1s. to Kingston.

But to proceed to the comparison. The chief objects to be attained are *safety, expedition, cheapness, and certainty*. In considering the comparative merits of the two routes the committee begin with *safety*.

1. All those who are conversant with the mode of navigating the St. Lawrence between Montreal and Prescott are aware that the losses and injuries to freight have chiefly arisen from one of three causes. 1. Leakage of boats. 2. Removal of goods from the boats at the portages and exposure to wet while undergoing cartage. 3. The dangers of the navigation. To the first cause of damage leakage, the boats on both routes will be equally liable and it can only be avoided by care and precaution. The second and third causes of loss will be done away by the proposed improvements of the river. To the two last forwarding by the Rideau route will continue to be liable, at least until the works on the Ottawa river are completed. At present it is found cheaper and more advantageous to send produce from the neighborhood of Perth, round by Kingston and down the St. Lawrence to Montreal, than by the Rideau Canal and Ottawa river. But supposing the improvements contemplated on both routes are accomplished. And will not the St. Lawrence be equally safe for forwarding as the Rideau Canal and Ottawa river? Will not produce and merchandize in covered Barges towed by Steam Boats on the St. Lawrence, be as secure from wet or damage as if in Erie Steam Boats and Barges on the Rideau route? It would be strange if they would not. But further, would they not be less liable to loss on the St. Lawrence? With the exception of some short cuts by canals to avoid the rapids, the broad expanse of water in the St. Lawrence and its Lakes would enable almost any number of Steam Boats to pass and repass each other with perfect ease and safety. Could this be the case along the line of the Rideau Canal? Far otherwise. Pent up in a narrow, and generally shallow channel, Steam Boats with Barges in tow would pass with some difficulty. There would be constant danger of grounding, or coming in contact and causing leakage and exposure of the loading to wet and loss. So liable, indeed, would the Boats of the Rideau Canal be to such accidents that it is extremely doubtful if it could be navigated at all by them during the least darkness in the night. In point of safety, therefore, it is evident, that for forwarding, the St. Lawrence improved, would not only be fully equal, but somewhat superior to the Rideau route.

2. Next, as to *expedition*. A Steamboat leaving Kingston with two Barges in tow for Montreal, by the Rideau Canal, must ascend 195 feet of Lockage to attain the summit level, then descend about 290 feet more to arrive at the Ottawa river. In the Ottawa there must be a further descent by Lockage and another in the Lachine Canal. Assuming the two last descents to be 45 feet, (they are probably more,) and there would be on the whole line 500 feet of Lockage, on which there are about 60 Locks. In going and returning between Montreal and Kingston, by this route, Boats must pass 500 feet of Lockage and 60 Locks twice, making equal to 1000 feet of Lockage and 120 Locks. Now, considering these Locks to be scattered along the whole line of the route, the time required to unfasten and fasten the Barges in tow, letting off and getting up steam and other delays, and that each Boat and Barge must pass every Lock separately, it must be admitted that 10 minutes to each Boat and Barge in passing a Lock is a very small allowance: making to a Steamboat and its two Barges 30 minutes. At this rate a Steamboat with its Barges would occupy each trip from Kingston to Montreal and back again *two days and a half in passing the Locks only!*

Again, supposing produce and merchandize are to be transmitted between the country above Kingston and Montreal. A large Steam Boat laden arrives at Kingston from above, and her loading is transferred to the Rideau Canal Steamboats and Barges. From Kingston to Montreal, via the Rideau Canal, the distance is estimated at 254 miles. Going and returning, 508 miles. Allowing each Steamboat with its two Barges in tow, to progress at the rate of 120 miles per day, (which is certainly a great speed for a small Steamboat, towing 2 Barges with a freight equal to 4000 barrels of flour, subject to be delayed by passing other Boats with Barges in tow and dark nights in a narrow channel and by waiting for other Boats to pass the Locks,) and it will require something more than 4 days and 5 1-2 hours to go and return. Add, say 1 1-2 hours for hindrance from currents, in ascending from Montreal, and the account for one trip stands thus:

Kingston to Montreal and back again,.....	4 days, 5 1-2 hours,
Hindrance from currents, in ascending, .....	“ 6 1-2 “
Passing Locks, 2 1-2 days, or .....	2 “ 12 “

Total, 7 days.

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, 1s. 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

Now a  
occupies 7  
the boating  
their barg  
How diff  
boats and  
Lawrence  
same and  
and at a  
year in fa  
improving  
The cor  
and impo  
their twe  
1s. 4d. pe  
post,) an  
the same  
£110,000  
But ag  
for a trip  
steam-bo  
up the sa  
by the pu  
from Kin  
per barre  
£166 13s  
of such a  
sum by 8  
the St. L  
would re  
but half  
the Rid  
£210 8s.  
were to  
would g  
while fo  
Again,  
days o  
would f  
would c  
7 5-8d.  
time a  
gain to  
would  
the sam  
From  
to Mon  
from P  
rates, t  
equal  
and h  
forwar  
profit  
profit  
when  
be ab  
the to  
shoul  
remai  
exper  
may  
all, e  
conse  
route

Now a steam-boat and its barges in going from Kingston to Montreal, via the Rideau route, occupies 7 days. At £12 10s. a day the expenses for a trip amount to £87 10s. Allowing 25 trips during the boating season and the amount would be £2187 10s. making the expenses for 12 steam-boats and their barges each year, (supposing them to be employed,) during the boating season £26,250.—How different the expenses of conveying the same quantity of freight carried by these 12 steam-boats and their barges, if forwarded by the St. Lawrence when improved! As a trip by the St. Lawrence, (improved) would occupy but half the time of a trip by the Rideau, consequently the same amount of freight may be forwarded through the former by one half the number of boats and at a saving of one half the expenses. Thus affording a clear saving in expenses alone each year in favor of the St. Lawrence route of £13,125! Surely here is a most powerful reason for improving the latter!

The committee, however, feel bound to take another view of the matter. Admitting the exports and imports of the country should be sufficient to give employment to twelve steam-boats and their twenty-four barges, on the Rideau, during the season of boating, at the freight price of 1s. 4d. per weight of a barrel of flour down, and 1s. 7d. up, (see calculation as to price of freight post,) and the cost of the freight conveyed would be £175,000 each year. The transport of the same freight by the St. Lawrence, at 10d. per Bbl. down, and 1s. up, (vide post,) would be £110,000, thereby producing by preferring the St. Lawrence, a clear saving every year of £65,000!

But again, the daily expense of a steam-boat and two barges is estimated above at £12 10s. and for a trip up and down, by the Rideau, between Kingston and Montreal, at £87 10s. Allowing a steam-boat and its barges to take down what would equal 4000 barrels of flour, and to bring up the same quantity, making up and down equal to 8000 barrels of flour. The tolls imposed by the proclamation of His Excellency the Lieutenant Governor is 2 1-2d. per barrel of flour, from Kingston to Bytown. After the improvements in the Ottawa are completed add 2 1-2d. per barrel for a toll in Lower Canada—in all 5d. The tolls on 8000 barrels would therefore be £166 13s. 4d. Add to this the expenses of the trip as above, £87 10s. and the aggregate actual costs of such a trip without any profit to the forwarders would be £254 3s. 4d. Now divide this sum by 8000, the number of barrels, and the result is 7 5-8d. per barrel. Allow the tolls by the St. Lawrence to be the same, viz. 5d per barrel. Such a trip by the latter, as has been shewn, would require but half the time of the Rideau route; and consequently the expenses would be but half as much, or one half of £87 10s. being £43 15s. Add the same amount of tolls as by the Rideau, viz. £166 13. 4d. and the actual cost of the freight of 8000 barrels would be £210 8s. 4d. or £43 15s. 0d. less than by the Rideau. Now, if the forwarders by the St. Lawrence were to charge at the rate of 7 5-8d. per barrel of flour on their down and up freight they would gain on such a trip £43 15s. in 3 1-2 days, or on two trips £87 10s. every seven days, while forwarders on the Rideau could make but one trip in seven days and actually gain nothing! Again, a Rideau canal forwarding steam-boat with its barges would forward freight in seven days equal only to 8000 barrels of flour, while a St. Lawrence steam-boat and two barges would forward equal to 16000! Again, in six months a Rideau canal steam-boat with its barges would only make about twenty-five trips between Kingston and Montreal; and at the price of 7 5-8d. per barrel for the freight, without any profit whatever to the owner, while in the same time a St. Lawrence steam-boat and its barges could perform upwards of fifty such trips, and gain to the owners £2187 10s. which on six steam-boats and their barges by the St. Lawrence would be £13125, while on twelve or any number of steam-boats and barges by the Rideau, at the same price of freight, the gain would be nothing!

From these calculations it may be readily seen that freight may be forwarded from Kingston to Montreal, by the St. Lawrence, when improved, at about 10d. per barrel of 220lbs. or 9d. from Prescott; and up at about 12d. from Montreal to Kingston, or 11d. to Prescott. At these rates, the freight equal to 400,000 barrels of flour sent down, and 10,000 tons of merchandise, equal in weight to 101,818 barrels brought up, in 1831 would have amounted to £21,757 11s. 4d. and have yielded, (after paying a toll of 5d. per barrel) a clear profit or gain to the forwarder, if the St. Lawrence were improved, of at least £8168. This would be such a return of profit as could not but satisfy the reasonable wishes of any forwarder. To produce a similar profit to the forwarders on the Rideau route, (allowing the tolls never to exceed 5d. per barrel, when the works on the Ottawa are completed,) the freight price from Kingston down, must be about 1s. 1d. and up, 1s. 4d. per weight of a barrel of flour. But when it is considered that the tolls now imposed in Upper Canada, if the whole exports and imports of the Province should pass through the Rideau canal, (a matter extremely improbable even if the St. Lawrence remains unimproved,) would not raise a revenue more than half sufficient to defray the annual expenses of lock-keepers, repairs, &c. of that canal between Bytown and Kingston, (see post,) it may fairly be concluded that the tolls in Upper and Lower Canada, on that route, will not in all, eventually, be less than 8d. or 9d. per weight of a barrel of flour, (see post,) and that consequently to allow the same gains to the forwarders as would be obtained by the St. Lawrence route, at the low price of freight above stated, after paying 5d. per barrel toll, the price of freight

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 dependence 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 of the

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

6. Sails made not to any benefit

7. The inhabitants of Kingston and the Province, cheap, certain, and receive merchandise

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

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

10. The country will be so greatly judiciously Proportions 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 would all necessary be paid into annual expense £18,000. The same rate of to £7,840, 18 the expense and imports Province to amount to 8 Government keep it up a by the St. Lawrence made good annually as

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. 11-2d. 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 expenses 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. 11-2d., which taken from £18,000 would leave annually £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.



To recapitulate the chief points of superiority and advantage which the St. Lawrence, when improved, would possess over the Rideau Canal route. As a channel of transit it would be 1st safer; 2d, more expeditious; 3d, cheaper; 4th, more certain; 5th, it has 70 miles of large Steam Boat and Ship Navigation, which the Rideau route has not; 6th, sails may be used in its navigation more advantageously than on the Rideau route; 7th, the inhabitants on its border between Kingston and Montreal, would have by it a more certain, cheap and expeditious mode of going to and returning from Montreal with produce and merchandize than by the Rideau Canal; 8th, it is open a fortnight earlier in the Spring and later in the Fall than the Rideau; 9th, it is 54 miles shorter and has not that injurious ascent of 165 feet and greater descent of Lockage of the Rideau Canal; 10th, its superiority to the Rideau route or any other, in cheapness and facilities of transport of freight would draw down its channel the produce of the country on the South side of the St. Lawrence and great Lakes, to the great advantage of the Provincial carrying trade and increase of the Revenue in tolls; 11th, and lastly, it would yield a large annual revenue to the Province in tolls, *while the Rideau would only help to drain its coffers.*

As the St. Lawrence presents such prominent points of superiority and its improvement promises such important benefits to the country, the committee trust that the Legislature will no longer hesitate to sanction an undertaking so highly desirable. Attempts indeed, may be made, originating from sectional interests to thwart its consummation, but the committee cannot believe the Legislature will consent to gratify any local and unreasonable endeavors to monopolize the carrying trade of the country, *at the expense of public good and general Provincial prosperity.* If particular interests are to weigh down the scale, assuredly those of Gananoque, Brockville, Prescott, Cornwall, with the other villages and the great extent of fertile country bordering on the St. Lawrence would exhibit a claim far superior to any other that could be advanced, with the additional advantage of being consonant with the interests of the public. The improvement of the St. Lawrence would prevent the deterioration in value of property along its borders, and cause the forwarding to continue as hitherto through the great natural highway of the country. The difficulties to be overcome are trifling compared with the important public benefits which will follow. An experiment of this year has shewn that an improvement of the river from the head of the Long Sault to Cornwall, about nine miles, would open a practicable steam-boat navigation from Prescott to Coteau du Lac, a distance of upwards of ninety. Lower Canada has already shewn her anxiety to improve the river by granting a year or two since several thousand pounds towards its accomplishment, and there cannot be a doubt, that, if Upper Canada does her part, the whole may be completed in a short period of time.

The Committee are aware that their report has been drawn out to a considerable length; but they look for their apology to the importance of the subject examined, the difficulty of doing it justice without some degree of latitude; and the necessity of placing the matter in its true light in order to defeat all interested attempts to produce a false impression on the public mind, in favor of the Rideau Canal route and to the prejudice of the St. Lawrence. Although they by no means consider that they have adverted to every point of superiority of the latter over the former, much less that they have brought in view all the great and lasting benefits, present and future, which the country will derive from the Improvement of the St. Lawrence, yet they cannot but believe that sufficient, (and more than sufficient,) has been adduced to satisfy any candid mind that such Improvement ought no longer to be delayed. The vast saving in cost of freight to the Inhabitants of Upper Canada and consequent increase of prices for their produce, the facilities of transporting our exports and imports in reference to safety, certainty, cheapness and expedition, and the activity, spirit and enterprise which they will cause in the Trade, Commerce and Agriculture of the Province; the accommodation to Emigrants and the Public as regards comfortable, cheap and rapid travelling; and the immediately considerable, and eventually immense Provincial revenue from tolls which will result from the improvement of the St. Lawrence, afford the most powerful and conclusive arguments in favor of the undertaking. If the promotion of the general prosperity of the Province be desirable, no project of internal improvement can produce more happy results, none can be more popular and none will go down to posterity with greater approbation and eclat. Its benefits will be felt by every succeeding generation of our Inhabitants in accumulated degree and cause them to revert with grateful pleasure to the Legislature whose wisdom and foresight led them to consummate a work so highly fraught with blessings to the country.

PAUL GLASFORD,  
Chairman of Committee.

District of Johnstown, 12th Nov. 1832.

...vrence, when  
...would be 1st  
...miles of large  
...y be used in  
...on its border  
...editious mode  
...by the Rideau  
...Rideau; 9th,  
...nt of Lockage  
...cheapness and  
...country on the  
...the Provincial  
...d yield a large  
...*offers.*  
...improvement.  
...he Legislature  
...tempts indeed,  
...tion, but the  
...d unreasonable  
*public good and*  
...assuredly those  
...great extent of  
...or to any other  
...the interests of  
...ation in value of  
...ough the great  
...pared with the  
...shewn that an  
...ne miles, would  
...ance of upwards  
...r by granting a  
...ere cannot be a  
...ct period of time.  
...able length; but  
...culty of doing it  
...in its true light  
...public mind, in  
...though they by  
...latter over the  
...fits, present and  
...ce, yet they can-  
...satisfy any can-  
...saying in cost of  
...or their produce;  
...ainty, cheapness  
...the Trade, Com-  
...nd the Public as  
...able, and eventua-  
...ment of the St  
...undertaking. I  
...t of internal im-  
...one will go down  
...every succeeding  
...ert with great fu-  
...nate a work s

ASFOED,  
a of Committee.

