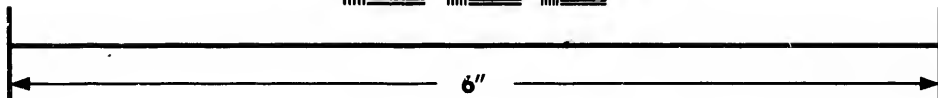
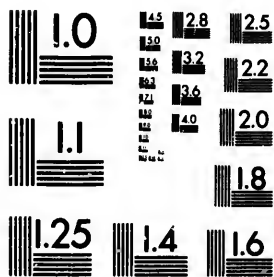


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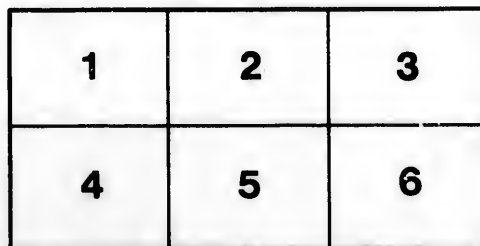
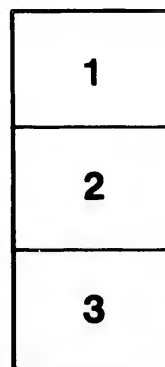
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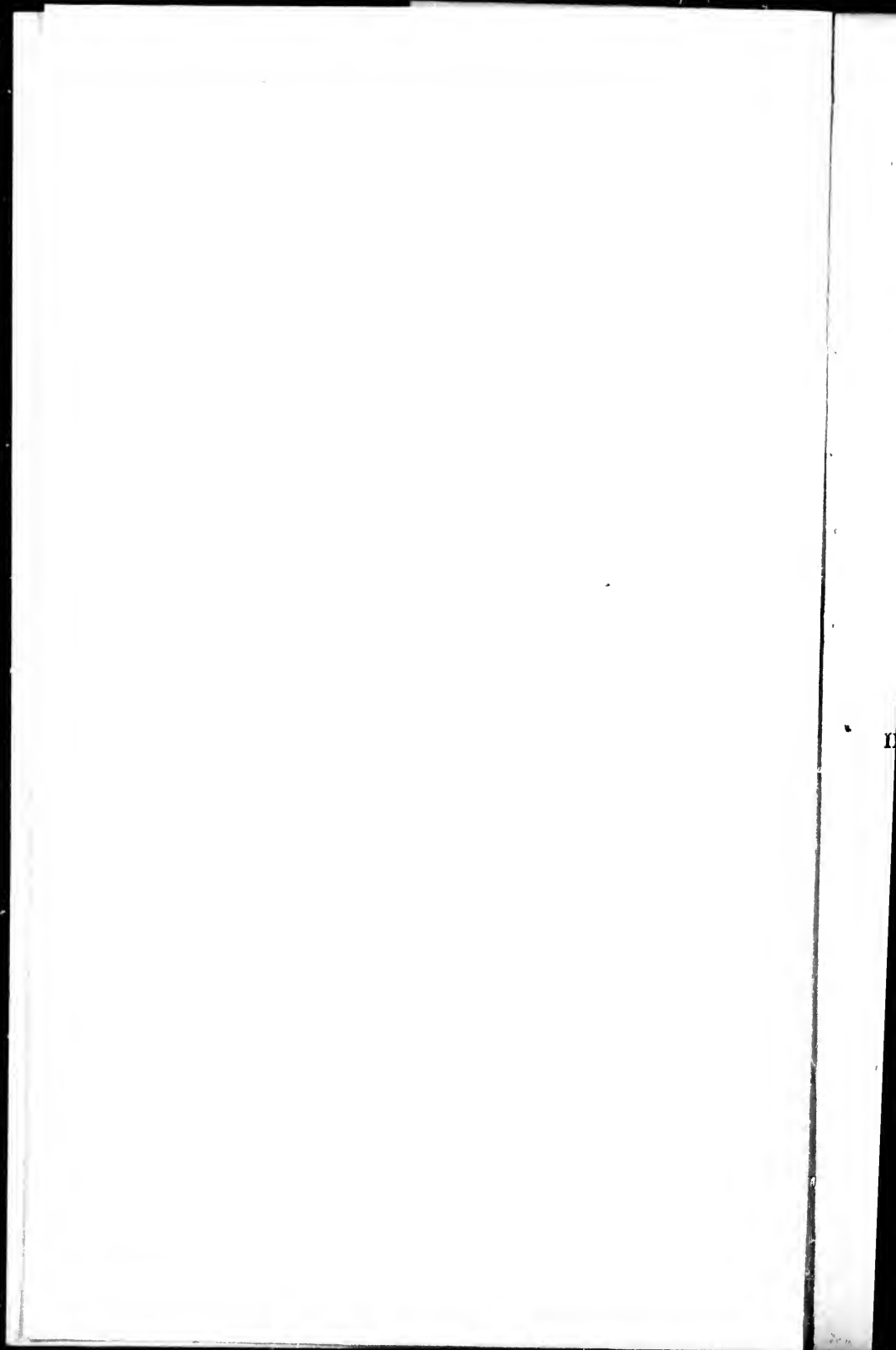
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A
CONCISE VIEW
OF THE
INLAND NAVIGATION
OF THE
CANADIAN PROVINCES;
THE
Improvements Already Effected,
AND THE
INFERENCES TO BE DRAWN FROM THESE, TOWARDS
THEIR FULL PRACTICABLE ACCOMPLISHMENT,
AND PRACTICAL VALUE.

By A PROJECTOR.

ST. CATHARINES, U. C.
PRINTED AT THE WELAND CANAL INTELLIGENCER OFFICE.
1832.

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A CONCISE VIEW, &c.

THE present moment is an important crisis to these provinces; and to Upper Canada, it is more especially so. The prosperity and progress, the rank and relative importance, of this great division of North America, depend upon the intelligence and decision with which the capabilities of UPPER CANADA are appreciated and pursued. Not only our immediate interests, and our relief from an immense commercial burthen, will be insured by a due regard to these; but our future claims as a well informed community, honourably ambitious of the wealth and influence exclusively held forth to us, are pending upon our exertions. Our interests are now brought so clearly within the most accurate estimate, that it only requires a general, and I should add obligatory, attention, in order to rouse provincial enterprise, and to inspire the people of Upper Canada with the highest confidence in their own energies and resources.

To avail ourselves of the advantages placed within our power, the province is now called, by every motive which should influence an intelligent and enterprising country, capable of estimating the indirect burthens which weigh so heavily on it, and the means of removing them, when so bountifully pressed upon our acceptance by the natural position of the province. It was said by a German traveller, in America, some years ago, that the settlers often paid more commercial taxes *through* their store keepers, than the subjects of the most despotick governments did to their rulers.

Many persons, from contracted and erroneous conceptions, may perhaps imagine, that we have already attained the whole, or a sufficient measure of the objects of improved Inland Navigation.

I am far from wishing to under-rate those highly beneficial works which have been accomplished; they are valuable and important in themselves, and honourable to a young and rising country like ours; and those effected by the British government, are eminent proofs of its liberality and favour. But I estimate them from more extended considerations.

The human mind is ever in advance of the means of realizing its views, of attaining the consequences of its discoveries, or accomplishing its projects, however conclusive the force and accuracy of its arguments. Hence it is, that the first proposers and promoters of great and beneficial undertakings are almost universally compelled, by prudence, from offering to the world their original and conclusive persuasions. These they are obliged to relinquish partially, lest proposing and promising too much, their projects might be rejected as chimerical and wild. They are thus led to compromise their own decisions and judgement, to promulgate what they believe will be accredited, and to ask what they trust will not be refused. They bring their speculations to the level of the existing ideas, and the probable enterprise of the country.

As this seems something of a final law in our nature, it is needless to linger on its provisions, either to reason or regret. So far it fulfils, and we cannot doubt but in the most beneficial manner, the end in view.—It has effected the commencement of good. The works already finished or in progress, have engaged us in the grand emulative strife of internal improvement; they have made us feel our strength; they have brought victory and unlimited success within our grasp. When the level of public opinion is raised, we may then speak in the language of fact and demonstration, without being suspected of visionary or perhaps designing extravagancies.

Nor will the candid and liberal mind construe these aggrandizing and extending schemes of public benefit and interest, into a changeable and erroneous incompetence, when the causes of this seeming inconsistency are rendered so obvious and undeniable, and brought home to the understanding of every man. Let the publick at large, then, and those whose habits of inquiry have led them to anticipate general opinion, alike forget this, no doubt wise law of our progressive faculty.—Let us rejoice we have passed through the first stage of improvement, and that we are prepared to take our highest degrees in the school of experience.

From the imperfect and irregular information which has been, from time to time, communicated to the publick of Upper Canada, a very incorrect and insufficient estimate is generally entertained, on the extent of those indirect burthens which we sustain, from not possessing an uniform, adequate, speedy, and consequently cheap internal communication with the sea-board; by which the rate of transport would be diminished on our exported produce and imported wants. These facts, as I shall make appear, admit of such incontestable proofs, and their amount is so formidable, that these alone, were the incitements to advance our prospere-

rity laid aside, should be enough to unite the province in zealous co-operation towards its attainment. Every man who knows the loss of time, the injury, accidents and expense he suffers by the length and badness of his market-town road, may by comparison infer the accumulated increase of expense which now oppress our commerce and produce. The enlargement and completion of the line of communication, in progress or projected, on a scale suitable to the wants, prospects and resources of the provinces, and placed under an uniform system of well calculated regulations, becomes the universal and paramount interest of every settler in the province.

As it is my purpose to offer merely a brief and plain view of the improvements now, more or less, effected; their present practical value and influence, together with the extended and unclouded prospect of what remains to be done; of what is, indeed, forced upon our perception, and commands our attention, I shall not allow myself to be led aside by attractive and distant speculations, however naturally they may intrude on the minds of those who have given any commensurate application to these subjects, in their more remote consequences. Most of those who have addressed the publick have perhaps erred in this. It cannot indeed excite surprise; yet I think the realities within our immediate reach and reckoning, if we will bestow on them due consideration, are quite adequate to employ both our practical and speculative faculties. Every one knows the immense, and, in common parlance, unlimited regions, of which our lakes are the centre and market way. The scale of every thing here is indeed great—great in extent, and magnificent in its proportions. The progress of these territories has been no less remarkable, and the prospective rate of their advance, is in accordance with the grandeur of their lineaments.

We possess in Canada, an undoubted and pre-eminent superiority in controlling and directing the productive industry and growing wealth of the western territories. This we may claim, without any invidious encroachment on the joint pretensions of our neighbours. The variety of the projects, and the combination of efforts, which they are now making, while it does infinite credit to their untiring enterprise, plainly proves that the *master key* of the lake regions is not theirs; that while they are seeking, by schemes, at an exorbitant expense, to untie the Gordian knot, the triumph is reserved for us; and that we have only to fulfil the conditions of the prediction, by one decisive and *shear cut*. So long ago as the time of Washington, our superiour natural claims had been scrutinized; and in one of the letters of that distinguished individual, (written in 1788,) I remark, that in speaking of the projects which even

then began to engage speculative men on internal navigation, he uses the expression, "*if we mean to aim at the trade of the lakes;*" and adds, "*I think we should open all the rivers, and lay them open and free to all.*"

Such, indeed, are the extraordinary prospects of the country in question, in extent and value, that the Americans, with the knowledge of the odds against them, have been, and now are, vigourously acting and calculating on the share they can carry off in the partition of these advantages. Perhaps, too, they reckon something on our comparative supineness. In the first we wish them good luck; but in the last we most assuredly will only look the more vigilantly to our baskets and our own stores, to our obligations to our posterity and to our country. To this we are led with increased confidence and alacrity, by the assurance that we hold the vantage ground; that in opposition to their desultory and difficult projects, we have to oppose the unalterable superiority inherently belonging to the provinces, by the possession of the St. Lawrence. We may with confidence make claim not only to our full lot and share in this amicable contention, but to that surplusage which will become the reward of natural superiority, united with active measures. Our assurances are crowned by our forming a favoured portion of the empire, advancing under the auspices of England, and aided by her wealth and connexion; by holding a free and direct intercourse with the unequalled productions of her skill and industry, and her yearly augmenting demand for all our produce. With this plenitude of circumstances in our favour, all that remains is, to open the channel in which they are to flow. We require but our own decision, to commence this noble scene of mutual benefits, and to draw into our inland seas, and the deep and fertile bosom of taming and luxuriant regions,

— "All the tide of wealth,
That swells upon the high shore of the world."

The division of the Canadas into two provinces, has created a false and unnatural idea, that there may exist in these disunited portions, some separate or opposing interests. Politicks do not form the channel in which my speculations run; but I may remark, that power and the feelings it may create, have some unfavourable effects on the best minds. Legislative bodies begin to enjoy it as the miser does his gold—as a reality and blessing in itself, not for its uses to human good. I shall but summarily observe on this point, that this division was made at a time of extreme political embarrassment and agitation, when the benefits and blessings of peace appeared suspended for an indeterminate period.—Government legislated for the feelings of a loyal and respectable section of the empire, and I am not disposed to any inquisitive scrutiny into

those favourable circumstances which were or may be supposed attendant on the arrangement. By this division, however, and the line of demarkation fixed upon, Upper Canada was cut off from the co-equal claim she possessed to remain a maritime province. The Legislative and provisional agreement adopted to remedy this political error, has been partially and temporarily satisfactory; but the period has more than arrived, when Upper Canada is entitled to reclaim her birth-right—a *free and unshackled egress and ingress with the Atlantick*. By what final act of the provincial or Imperial governments the injurious oversight is to be radically removed, I shall not stay to suppose, or whether a commercial union, as regards this common interest, may be formed. But the time is past when doubt and uncertainty can be longer indulged. We know that it is from the western territories of Canada, that riches are to descend, like the rains of Upper Egypt, to cover the interjacent province with vigour, beauty and opulence. Lower Canada must know this, nor can we suspect her of being too proud to receive the benefits of neighbourhood, and the overflowing fountains of a favoured land.— Still less will we imagine, that she would litigiously seek to dwell on the letter of the law, or “clothed in a little brief authority,” to retain a vexatious power “which not enriches her,” and which could she by any miracle accomplish it, would “make us poor indeed.” It is the desire and guiding principle of that great country, of which we form no unrespected portion, to *maritimize*, if I may use the expression, her whole empire. Commerce and improvement are the basis of her dominion, and must ever continue the principles of its preservation.

As the views and estimates which I am about to lay before the people, will, I believe, contain evidence that the system and scale of improvements to which they refer, will, in their progress, be relieving the burthens of our commerce, and at the same time, almost from the negotiation of the requisite loan, commence to meet the interest, and with accelerating advance enter on the redeeming the principal, I shall but passingly allude to the somewhat strange *scrupulosity* in regard to what must be a temporary and self-liquidating *debt!* As if we, in accomplishing a great work, fundamental and indispensable to our prosperity, were not, in fact, leaving to posterity a magnificent *legacy*, for the neglecting of which, we should most certainly obtain a very *liberal* share of their animadversions and disrespect.

I have thus attempted, in a general manner, to recall the chief interests and impediments with which our prospects are likely to interfere; the efforts of the United States; our connexion with the lower province; and our endeavours, as liable to a distrust in our own internal ways and

means, and some partial and inconsiderable opposition. The accomplishment of what remains to be done, must appear to every candid and intelligent mind *the true and all-engrossing interest of U. Canada*. It has nothing of a local or dubious character, which talents and perseverance may sometimes render specious and attractive. It concerns one great, obvious and practicable common interest—a *system of Inland Communication affecting the whole provinces, on which all future combined or individual enterprises must depend, and without which all other exertions, works or speculations, are but the scattered and lifeless members of a great system, deprived of their vital principle—without power and without use.*

[NOTE.—Although no claim is made to originality in the leading principle on which these views are based, viz. *a ship navigation from the Ocean to the Lakes*, it may be proper to recal, that some systematick regard towards this object was suggested by R. Nicholl, Esq. some years ago, to the Legislature; and it was on this suggestion that the dimensions of the Welland canal were determined on, by reference to the usual depth of the harbours and rivers on and above lake Erie.]

SECTION I.

The present state of our Inland Improved Navigation, is as follows:

1. In — the British government commenced the improvement of the St. Lawrence, by erecting locks at the Cascades and Cedars, in Lower Canada. They were constructed to admit bateaus and Durham boats, from 12 to 13 feet wide.

2. In 1824 the *Lachine Canal* (from Montreal to Lachine,) was completed by the Legislature of Lower Canada. The locks were of increased dimensions, being 100 feet by 20, with 5 feet depth of water.

3. In 1825 the *Welland Canal*, connecting lakes Erie and Ontario, was commenced by a private company, on a still increasing scale; the locks 100 feet by 22, with 8 feet depth of water.

4. In 1826 the *Rideau Canal*, connecting lake Ontario from Kingston, with the tide waters of the St. Lawrence, was begun by the British government; the scale of its lockage presents a still farther enlargement; the dimensions being 120 feet by 33, with 5 feet depth of water.*

Thus, it will be seen, we have three canals (leaving aside the *Rideau* for the present,) of irregular construction and dimensions, and under *three* separate systems of regulation. The St. Lawrence, under the control of the British government; the second under the control

* This communication is now open from Kingston to Bytown, on the Ottawa river, a distance of 130 miles; and, according to report, will be finished to Lachine the ensuing season.

of the Legislature of Lower Canada; and the third under the management of a private company, in a canal line of 28 miles. These three are now in operation, and are, in addition to their local uses, intended to compete with the Erie canal, connecting lake Erie with the ocean, by Hudson river; which canal is wholly under the control of the Legislature of the state of New-York.

By a comparative statement of the tariff of tolls on these rival works, we may draw our conclusions on the present system of our inland navigation.

On <i>Lachine Canal</i> , (9 miles.)	On <i>Erie Canal</i> , (9 miles.)
Flour per barrel, 3d. c'y. (5cts.)	Flour per bbl. 1½ cts. 1d (nearly.)
Boat, 12s. 6d.	Boat, 27 cts.

Making the amount three times greater on the *Lachine*, than for an equal distance on the *Erie canal*.

On canal at <i>Cascades</i> , (1 mile.)	On <i>Erie Canal</i> , (1 mile.)
Merchandise, per ton, \$1	Merchandise, per ton, 3 cts.
Durham boat, (over 9 tons,) 14	
Barge, 10	

On <i>Welland Canal</i> , (28 miles.)	On <i>Erie Canal</i> , (28 miles.)
Flour, per barrel, 7 cts.	Flour, per barrel, 4½ cts.
Merchandise, per ton, 5s. c'y.	Merchandise, per ton, 8½ cts.

This tabular view at once makes manifest our inability to compete successfully, with our neighbour's enterprise, so long as the scale and irregular dimensions of our improvements, and the divided system of control to which our inland navigation is subjected, exists. And it equally and manifestly suggests the remedy: viz.—A systematic line of communication, placed under the sole direction of the Legislature of Upper Canada, and under regulations framed to advance the internal interests of the people. This alone can render us successful competitors with the United States.

Fully to comprehend the means of accomplishing the above, and the magnitude of its objects and assured effects, requires some degree of inquiry and attention, but certainly very trivial when we reflect on the singular importance of the subject, and the interest every individual, more or less, must or should have in its completion and results.

SECTION II.

A glance at the map of North America, will show that the St. Lawrence and the Mississippi are the two grand natural outlets for the products and commerce of the immense territories surrounding the lakes; both possess relative advantages, which it is unnecessary, at present, fully to discuss.

From various causes connected with the natural circumstances of the U. States, and the commercial preponderance of those states bordering on the Atlantick, a variety of communications are in contemplation, or in progress, with a view to direct a portion of the products of the valley of the Ohio, to the eastern sea-board, viz :

✧ The Pennsylvania canal and rail road from Pittsburg to Philadelphia, in Delaware bay; the Chesapeake and Ohio canal, intended to connect the Ohio with the bay of Chesapeake; and the Baltimore and Ohio rail road. ↘

These stupendous works, constructed at an expense of many millions of pounds, reflect every credit on the enterprise and patriotism of the states, companies, and individuals who have undertaken them. ✓ But when we reflect on the prodigious obstacles they have to surmount—the crossing the Allegany mountains, (extending from the St. Lawrence to the confines of Georgia,) which are over 2,000 feet above the tide waters of the ocean—together with the trans-shipment and shifting required in this arduous and forced system of transit, we can feel no apprehension of rivalry from that quarter. ✧

The Mississippi, however, has undoubtedly some great natural advantages, particularly in the winter season. It has also unfavourable circumstances in the rapidity of its current, the dangers of its obstructions, and the annual overflowing of its banks, rendering the immediate adjacent country of little avail in facilitating and contributing to the benefits of navigation. Still, by the extraordinary and numerous efforts of the Americans, and the natural advantages alluded to, it becomes indispensable on our part, to employ our whole energies, and to place our improvements on a scale insuring our superiority and success.

SECTION III.

The St. Lawrence is no less distinguished by its magnitude, than the natural advantages which peculiarly adapt it for a safe and permanent navigation. While it presents us a port in the summer season, in direct line with European commerce, our immense lakes acting as so many reservoirs, prevent those sudden risings of water to which most great rivers are liable.

From the ocean, vessels can at present ascend the St. Lawrence to Montreal :

From Montreal to Prescott, a distance of 120 or 130 miles, the river is obstructed by rapids :

From Prescott any depth of water may be found to the Welland canal, a distance of 270 miles :

The Welland canal, with the dimensions stated, and affording eight feet of water, a distance of 28 miles :

By the Welland canal we reach the level of lakes Erie, St. Clair, Huron, and Michigan, and communicate with their extended shores and tributary streams.

It will be observed that the only obstruction of moment from Montreal to lake Erie, in a distance of 418 miles, is in the St. Lawrence; and from the best information to be obtained, it is found that the distance necessary to construct a canal, does not exceed 37½ miles.

With these facts before us, principally drawn from the surveys of Messrs. Clows & Rykert, and of Mr. Alfred Barrett, can we, without extreme surprise, reflect that such extraordinary and obvious advantages should have been allowed to remain dormant; or can we be astonished that other countries should look on our supineness with still less commendatory feeling? It is true, attempts have been made during the last two years, to obtain Legislative aid for improving the river for the passage of boats, and no doubt a very great reduction in the expense of transit, would be effected; but as this plan subjects property to trans-shipment, it is liable to very serious objections.

On the completion of the Rideau canal, it is probable, likewise, that barges will be constructed with spils, drawing 4 feet water, 90 feet in length, and 19 feet 6 inches beam. These may leave Quebec by steam for Montreal; thence through the Lachine canal, towed by horses or by animal power; from its termination to Kingston, by steam; proceed by steam or sails to Welland canal; passing which, by horses, to lake Erie, they will thence reach Cleveland, by sails or steam; making the entire transit without trans-shipment.

The chief objections to this mode which have been urged, are, the increase of distance—the late opening in the spring—the small size of the craft to be employed, not being adapted for lake navigation, and the great amount of capital required to form and keep up such an extensive and numerous line of steam tow-boat establishments.

SECTION IV.

The most sure and conclusive method of inquiry, to determine on the best system of communication, is to compare the relative rate of tolls and transportation on the different routes and canals now in use; a careful and strict consideration of which, will also dispel the visionary ideas of those who imagine rail ways could ever compete with our lakes, in transportation.

From Great Britain to Montreal, a distance of 3,200 miles, we pay from 7s. 6d. to 15s. c'y. per ton :

From thence to Prescott, 120 to 130 miles, from £3 15 to £4 10 per ton :

From Prescott through lake Ontario, 270 miles, 12s. 6d. per ton.

These facts confirm the commonly admitted truth, that the wider and deeper the water communication, the cheaper the transportation.

The transit on flour down, and merchandise up, from Cleveland to Montreal, and *vice versa*, at present, are as follows :

On the St. Lawrence.	distance.	pr. bbl.	per ton.	
Cleveland (Ohio) to entrance Welland canal,	150	7½	12 6	currency.
Through the Welland canal, - - -	28	9	10 0	
Lake Ontario to Prescott, - - -	270	10	12 6	
St. Lawrence to Montreal, - - -	120	2 6	3 15 0	
Miles,	568	4 8½	5 10 0	

When the Rideau canal is completed, supposing the same toll to be exacted as on the Erie canal, that is, 3 cts. per ton per mile up, and 1½ cts. per ton per mile down, transit 1¼ cts. either way, we may anticipate the following prices by the Rideau route :

On the Rideau.	distance.	flour.	merch.	
Cleveland to Welland canal,	150	7½	12 6	currency.
To Ontario, through Welland canal, - - -	28	5½	6 3 3	
Lake Ontario to Kingston, - - -	180	7½	12 6 6	
Rideau, Grenville & Lachine canals to Mont.	260	3 1½	2 18 6	
Miles,	618	5 7½	4 9 9	

As the Rideau will not bear the same toll, *pro rata*, as the Erie, and from the extent of the river navigation, we may suppose it can be reduced 3s. 4d. ; leaving 6d. per barrel, on flour, and 9s. 9d. per ton, on merchandise : the reduction will be :

	flour.	merch.
On the Rideau route, - - -	5 7½	4 9 9
Reduction, - - -	1 6	1 9 3
Leaving, per barrel and ton, - - -	4 1½	3 0 6
If tolls were wholly taken off, - - -	3 7½	2 10 9

SECTION V.

We will now show the results, if a ship canal were constructed from Prescott to Montreal, with a depth of at least 8 feet water.

Distances.	lake & riv.	canal.	Tolls.	flour.	merch.
From Cleveland to Welland, 150			510 miles nav'n.	} 1 10½	} 1 0 5
— Welland canal, - - -		28	at 12s.6d. for 270		
— Lake Ontario to Prescott, 270			mils. up, 15d. for	} 1 0½	} 18 3½
— Prescott to Long Sault, 50			400 miles down.		
Lakes St. Francis & St. Louis, 40			68 m. canal at 4½	} 1 0½	} 18 3½
Canal through points and } over land, (say) }		40	cts. pr ton up, & 3 cts. pr ton down.		
			miles, 510 68 = 578 miles.	£0 2 10½	1 18 8½

The effect of opening a ship channel, connecting large bodies of water, so that a vessel can pass from the one to the other without trans-shipment, is to lessen the price of transportation throughout.

But on these improvements, as a means of diminishing the rate of tolls, we can only form a suppositive opinion, so long as these canals, as above stated, are subject to the control of separate authorities, and consequently may be varied and increased according to the views or caprice of their directors, under the Imperial government—the Legislature of Lower Canada, or the Welland canal company. Thus introducing uncertainty into all the estimates of commercial men, subjecting our commerce to embarrassments, and leaving it in the power of one or the other of these authorities, by raising the toll within their control, to destroy the intercourse and trade through the whole transit.

SECTION VI.

Let us now recall the great general object in view; the connecting lake Erie with the ocean, by the best and cheapest communication for the publick benefit; and let us ask, "*who are most interested in this communication?*" Those who are suffering a continual and oppressive tax, from the present inadequate navigation—the *people of Upper Canada*. If so, it is most natural that they should first turn their attention to it; and feeling at once the immediate injury which every man sustains in his property and means, and the convincing evidence of the checks existing upon the advancing prosperity of the province, that they should come forward resolved to rest satisfied with nothing short of the full attainment of their wishes and their rights.

Nor, as it may have already appeared, can there be any hesitation or contrariety of opinion on the best system to attain our objects; it suggests itself as naturally as the waters flowing from lake Erie to the ocean, aid and point out the only eligible and unerring route to be adopted, insuring us a thorough relief from the burthensome

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commercial taxation we labour under, and enabling us not merely to compete with the American undertakings, but, as far as can be predicted, to obtain a decisive and permanent superiority.

If our interests, therefore, prompt us to make our inland communications on a scale adequate to these *inseparable objects*, (as whatever accomplishes one, necessarily includes the other,) our only secure and sound policy also, is to have it placed under the direction of the Legislature of the province. By this provincial control of the entire communication from the ocean, the tolls would be regulated with reference to the great objects in view.

SECTION VII.

Our burthens can be removed, and our prosperity insured, *only by constructing a ship canal of not less than eight to ten feet depth of water; and thus rendering lake Erie's territories, and the shores of the upper lakes on the same level, a SEA COAST.*

The different tributary streams which disembogue themselves into this immense line of communication, may be then brought into navigable purposes, by private companies or individuals, on the plan now in progress on the Grand river; or, as in other sections of the province, by rail roads, where similar advantages from natural water courses do not present themselves. And thus, in a very short period, if proper spirit prevails, every part of the province will largely participate in secondary benefits, while they are sharing the general relief and prosperity.

SECTION VIII.

It cannot be denied there are seeming difficulties in the way—local prejudices to be removed, and unanimity required throughout the province, to effect this grand design.

It has been suggested, that as Lower Canada has an equal interest in the undertaking, deriving almost exclusively the benefit of all the foreign commerce it will create, she should bear her share in the expenditure. True; but Lower Canada not feeling the inclination, we have no power to compel her into the measure. And it has been added, that as Lower Canada possesses about 30 miles of the line of communication, it is in her power to prevent our making it. This objection must be held merely as a supposable and temporary difficulty; for if the Legislature of this province address that of the lower province, asking permission to construct a canal from the

boundary line to the tide waters, it is not reasonable to imagine it could be refused. If the Legislature of Lower Canada should act so inconsistently with her interest, and justice to us, there can be no apprehension but that by her refusal, the absolute necessity of Upper Canada possessing a port by extending her boundary line, would be made manifest, and that an address to the Imperial Parliament, to that effect, would ensure its attainment.

SECTION IX.

It may now be asked, "*does Upper Canada possess the means to effect so gigantic an undertaking?*" This is the only serious question for consideration, and shall be now pretty fully met.

We have the authority of Messrs. Clows, Rykert, & Barrett, who have estimated the cost of a steam-boat canal from Prescott to Cornwall, to state the expense of that portion of the line at £200,000. This forms more than one half of the entire distance, and the sum given is considerably over the strict estimate.

The Welland canal embraces a length of nearly 50 miles, with three harbours, and almost two miles of the deepest cutting in America, (with one exception,) and with 340 feet lockage. The entire cost, when finished, will not equal £400,000.

There is no deep cutting on the whole line of the St. Lawrence. You can gain a summit at pleasure, and choose your depth of cutting; or by continuing in the river, reduce the length of cutting within *forty miles*, with 200 feet lockage. There is, therefore, no reason to suppose, comparing it with similar works, it will cost over £500,000.

But let us grant that it may cost £1,000,000; this province is as well able to construct it as the British empire; and so far from creating a tax on the people, it would be relieving them from a most oppressive one on the produce and imports of the province, which they are now paying.

By subjecting the question to calculation, it will stand thus: The dimensions being determined on, a loan is negotiated for the whole amount, to be redeemed in 20 years, at 4 per cent. and to be paid in as the work proceeds:

1st year. £100,000 paid in. Interest thereon £4,000, to be paid from the principal.

2d year. £200,000 paid in. Interest £8,000, to be provided for in like manner.

At the close of this season the Long Sault, and the distance from the Cote to the Ottawa, will be completed; and boats be enabled to pass through the entire route.

3d year. £400,000 expenditure.	Interest, £16,000
300,000 expenditure.	1st & 2d years interest, 12,000
<u>700,000</u>	<u>£28,000</u>

The income this year may be safely stated as follows:

Tolls on 50,000 tons descending, at 5s.	- - -	£12,500
do. 20,000 do. ascending, at 18s.	- - -	14,400
(rates of the Erie canal, N. Y.)		<u>£26,900</u>

This revenue will nearly meet the interest of the current year, and effect the following saving to the country.

On 500,000 barrels of flour, at 1s.	- - -	£25,000
On 20,000 tons of merchandise, at 50s.	- - -	50,000
		<u>£75,000</u>

4th year. £300,000 expended.	Interest, £12,000
700,000 expended.	1st, 2d, & 3d years, do. 28,000
<u>1,000,000</u>	Interest, <u>£40,000</u>

The increase this year, in tolls, may be supposed *one fourth* on the income of the preceding.

3d year,	- - - - -	£26,900
Increase 4th year,	- - - - -	6,725
		<u>33,625</u>
Interest due the 4th year,	- - - - -	£40,000
Income for the 4th year,	- - - - -	33,625
	deficit,	<u>6,375</u>
For the 3d year,	- - - do. - - -	1,100
		<u>£7,475</u>

At the close of the 4th year we suppose an uninterrupted ship navigation effected from the ocean to the Sault St. Marie, at the outlet of lake Superiour, and a debt incurred of £40,000 interest.

SECTION X.

From the manner in which the publick returns in Lower Canada are made, it is impossible to get at either the quantity in tons, or value in pounds, shillings and pence, of our imports. Without such specifick returns, we cannot designate what articles would bear an additional duty, and not increase the price, or the amount which such a duty would produce. One or two articles may be remarked on.

Present freight and transportation.	By the proposed Canal.	Present freight and transportation.	On the proposed Canal.
Iron, Liverpool, per ton, £6 0 0	Iron, &c. £6 0 0	Salt, Liverpool, per ton, £0 12 0	Salt, &c. £0 12 0
Freight to Montreal, 0 10 0	do. 0 10 0	Ship'g char. commission, &c. 6	do. 0 0 6
Freight to lake Erie, from 5 to 6 0 0	To lake Erie by new canal, 2 0 0	Freight to Montreal, 0 10 0	To lake Erie, 2 0 0
£11a12 10 0	£8 10 0	To L.E. 5a6 0 0	£3 2 6
		£6a7 2 6	

On the article IRON, it will here be seen, the transportation is from 5 to £6, per ton; consequently a duty of 1 or £2, per ton, might be imposed, and still effect a saving. In like manner, SALT would show a diminished expense of transportation and price. One ton of salt is equal to 40 bushels, which would bring the article, on lake Erie, to 7s. 9d. per bbl. whereas the lowest price it can be afforded at now, by the Erie canal, is 8s. 9d. without duty.

I have adduced the above, merely to show that the most necessary articles in use can be imported cheaper than from a foreign country, and will even bear a duty here, if necessary. If so, what will be the extent of the general trade created? Our exports consisting of heavy, bulky and cheap articles, and our imports principally light and valuable, the return or upward freights will always be proportionably cheap, as we now witness by the return freights across the Atlantick.

In addition, we will merely observe, that the imports for the Canadas alone, nearly doubled from 1820 to 1830.

SECTION XI.

On the subject of Canal Revenue, we may suggest, that it would be unnecessary and impolitic to impose one farthing of duty on any article for the repayment of interest or capital of loan; as the immediate increase of transit, created on opening the ship canal, will be amply sufficient to meet the expenditure; and that, too, principally on foreign articles which will be drawn through this channel. While at the same time, as we have shown conclusively above, we can raise a revenue out of the articles imported, and still reduce our present burthens.

The state of New-York imposed a duty of 12½ cts. on each bushel of salt manufactured in the state, to meet the interest on their canal debt; notwithstanding the reduced transportation, after the completion of the canal, brought the article much cheaper than it was sold before; and although we contribute to that duty on every bushel we consume, we are, in common with them, gainers.

The trade already created by the opening of the Welland canal, has greatly increased; and from a quarter from whence we never obtained a single article before. From the experience and progressive results of the Erie canal, during the following years, we may have a sure ground for the most calculable expectations; but great as they are, it is not too sanguine to say, that we are not bound to take them as the measure of ours.

The increase on the Erie canal was as follows :

In 1821	-	-	\$ 2,220	In 1827	-	-	\$ 847,759
1822	-	-	44,486	1828	-	-	897,265
1823	-	-	89,988	1829	-	-	771,685
1824	-	-	319,320	1830	-	-	1,056,922
1825	-	-	521,345	1831	-	-	1,193,435
1826	-	-	750,759				

What the amount of the trade will be, that must be brought into existence and drawn by superiour advantages, on the opening of a ship canal, is beyond our calculation. Before five years from the completion of the work, the income cannot be less than £250,000, should the Legislature think fit to continue the toll!

The primary object of the canal, undoubtedly, is to benefit the inhabitants of this province. Lower Canada and the mother country will participate. But we should be actuated by far more noble and philanthropick views of its consequences. At least 2,000,000 of people will partake of the benefits flowing from this great work; great, when brought into comparison with our youthful country, but almost insignificant when we look to its far spreading blessings—its progressive and incalculable effects, and its duration!

SECTION XII.

By the supineness and want of publick spirit in the Lower Canada merchants, very little, if any, advantage has as yet been derived from the Canada trade act. The apprehensions entertained by a portion of the Canadian agriculturists, that the effects of this act would be to depreciate the value of our produce, have been completely dispelled by the state of our markets. These apprehensions were in some measure occasioned by the novelty of the considerations required to see its true bearings; but still more from the erroneous ideas industriously circulated at the time the act came into operation.

Experience proves that the markets in all sea port towns, improve in price by the quantity of the article kept constantly on hand, and

are not subject to those great fluctuations which we have so frequently felt in Quebec and Montreal; that is, if the market depends on *foreign consumption*. The reason is obvious. The owners of ships, and those engaged in foreign commerce, direct their vessels to that port where they know a supply can be relied on, either for purchase or freight.

If our flour and wheat were wholly consumed in Quebec, then an additional supply would of course lessen the price; but as we are wholly dependent on foreign ports for our demand, it is there where the article is consumed that we must look for competition. I shall quote the illustration of this subject by a celebrated statesman, the familiarity and clearness of which, every farmer must comprehend.

“Suppose a barrel of flour raised in Ohio, and another in the London district. The former finds its way either to Liverpool or Jamaica, by way of the Erie canal; the latter by the way of the St. Lawrence. Or suppose the Ohio barrel should accompany the other, side by side, to the same place where they are consumed. Could it make any difference to the Canadian farmer who sold his flour in Upper Canada? We cannot lose by drawing American produce by this route to the ocean, but stand every chance to increase the price, by keeping at Quebec a constant supply, and arresting the attention of foreign commerce; besides the indirect advantages gained by every class, in the transit, commission, shipping,” &c.

As many may doubt the very great increase we anticipate, on the other hand, there may be some who will predict evils to arise, from the great quantity of produce, &c. which will be drawn from the western and southern states. For instance, “that we may manufacture their wheat and send it to Great Britain as Canadian, and that this may create alarm in the agricultural interest in England, and produce some law injurious to us, directed against this evil.”

To meet every possible objection, I will observe, that very little has been done in the trade as yet; that the prices in New-York keep nearly up to the Montreal market; and, farther, that all we can possibly draw from that quarter, will never be noticed in the English markets.

The competition we have to fear, is from the Baltic, and those grain countries so much nearer the great mart of England.

But it is obviously the policy of Great Britain to admit our grain free from duty, as well as to give a competent discriminating duty on all articles passing through our waters from Ohio, over the same articles im-

ported direct from any port in the United States. By this means she would not only obtain employment for her shipping, canals, &c. in the transit, but create a demand for her manufactures. The shores of lake Erie, on the Ohio, are destined ere long, to become a great receptacle of manufactures for the southern markets. They can be imported direct to Cleveland, *via* Montreal, on completion of this work, far cheaper than by New-York; and will be chartered for cotton and tobacco, the former of which already enjoys a discriminating duty of 5s.6d. per cwt.

☞ The above views, founded on facts and necessary deductions, I submit to my fellow-countrymen—the people of Upper Canada; confident that it only requires their attention and consideration to awaken one and all to a full sense of the leading and all-embracing object to which they tend. That being obtained, we have only to adopt means of concentrating the wishes of the province, and to hasten, as far as possible; the period of their fulfilment.

For this purpose there is but one way: let our Representatives pass an act in the approaching session, “TO RENDER OUR INLAND COMMUNICATIONS A THOROUGH AND EFFICIENT SHIP NAVIGATION FROM THE OCEAN TO THE LAKES, BY THE COMPLETION AND CONSTRUCTION OF THE WORKS REQUIRED.”

The time is short, but it is sufficient. All that is required is zeal and unanimity, to ensure success; and by rendering *the frontier of Upper Canada a SEA-BOARD*, we will reap, within a very limited period, all the advantages and prosperity which it must command.

A PROJECTOR.

St. Catharines, November, 1832.

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