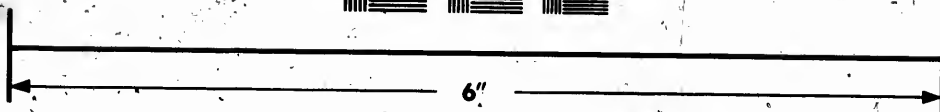


**IMAGE EVALUATION  
TEST TARGET (MT-3)**



**Photographic  
Sciences  
Corporation**

23 WEST MAIN STREET  
WEBSTER, N.Y. 14580  
(716) 872-4500

**CIHM/ICMH  
Microfiche  
Series.  
(Monographs)**

**CIHM/ICMH  
Collection de  
microfiches.  
(monographies)**



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

**© 1990**

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.

- 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
- Continuous pagination/  
Pagination continue
- Includes index(es)/  
Comprend un (des) index

Title on header taken from:  
Le titre de l'en-tête provient:

- Title page of issue/  
Page de titre de la livraison
- Caption of issue/  
Titre de départ de la livraison
- Masthead/  
Générique (périodiques) de la livraison

Additional comments:  
Commentaires supplémentaires:

Docket title page is bound in as last page in book but filmed as first page on  
fiche.

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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
12X	16X	20X	24X	28X	32X

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

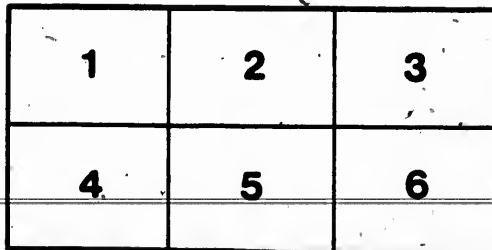
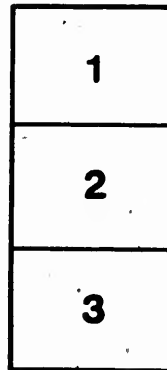
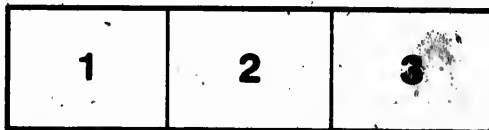
Archives de la Ville de Québec,  
Québec, Québec.

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:

Archives de la Ville de Québec,  
Québec, Québec.

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.

**REPORT**  
AND  
**RESOLUTIONS**

ON THE

SUBJECT OF THE TOLLS COL-  
LECTED ON THE

**RIDEAU CANAL.**

---

**FIVE HUNDRED COPIES.**

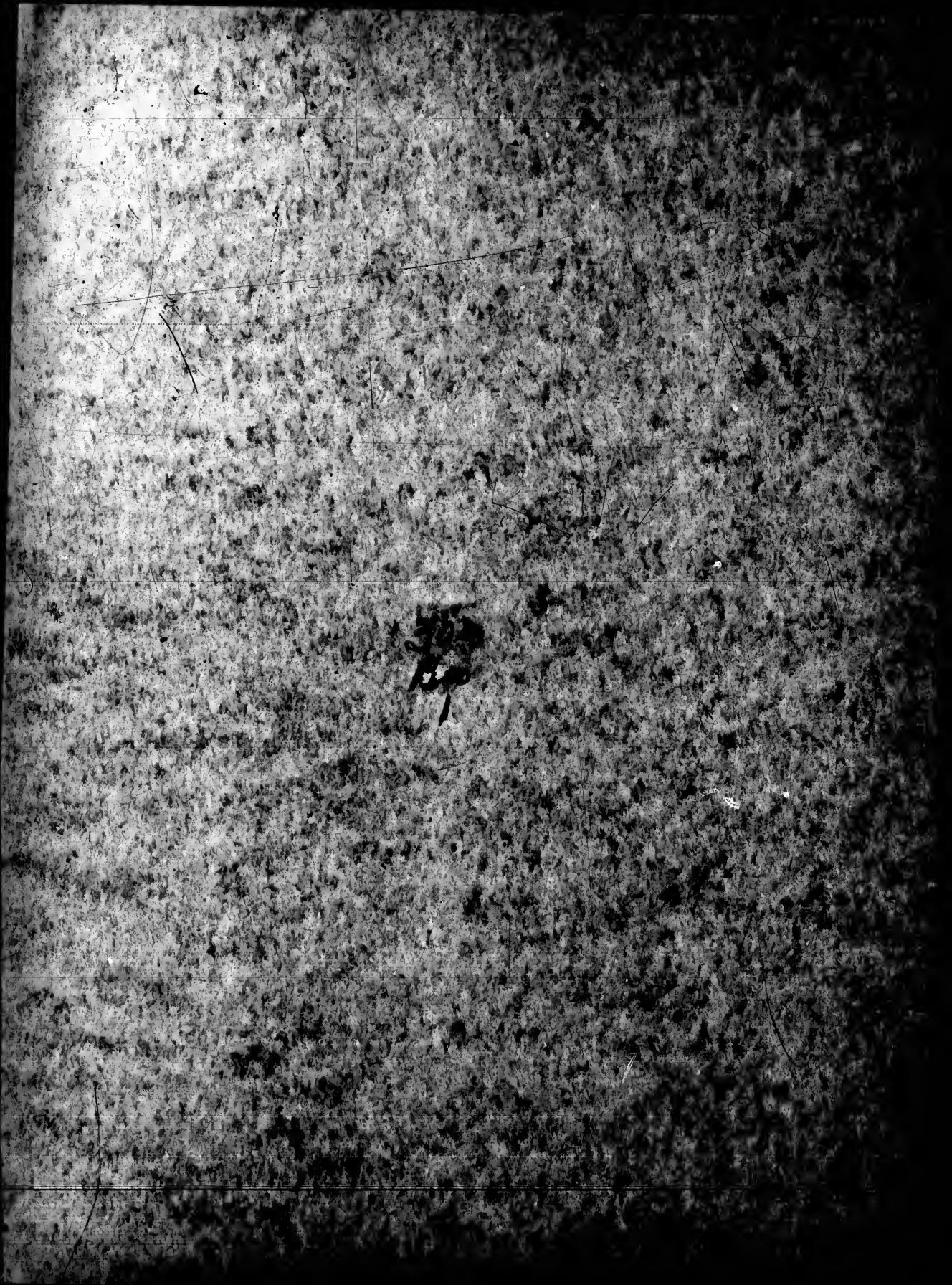
---

Printed by Order of the House of Assembly.

---

**PATRIOT OFFICE—TORONTO.**

**1839.**



TO THE HONORABLE THE COMMONS' HOUSE OF ASSEMBLY.

Your Committee to which was referred His Excellency's Message, laying before Your Honorable House, a statement of the Tolls on the Rideau Canal, proceeded to examine into the effects resulting to the Commerce of this Province from the construction of that work, and beg leave to make the following Report :

They find by an examination of a number of respectable Millers and Merchants—that since 1835, the freights on imports and exports have been actually increased, at least, fifty per cent., instead of being decreased in that proportion. It is notorious that in 1835 and 6, the price of conveying a barrel of Flour from Prescott to Montreal was 1s. 2d.—whereas the price now paid is 2 shillings. Again, the price of carrying a ton of Goods from Montreal to Prescott was £2 10s. per ton weight—whereas we now pay £2 10s. per ton, by measurement, the difference in which is at least fifty per cent.

Your Committee have also examined into the results of similar undertakings, and find that the price of conveying one cwt. of merchandise from Buffalo to the Hudson, prior to the construction of the Erie Canal, was 25s.—but since its construction freight has been reduced to 2s. 6d. per cwt. Before the construction of the Welland Canal, the cost of carrying flour from Fort Erie to Queenston was 2s. 6d. per barrel, and since the construction of that work, the same article is carried for five-pence,—although we admit the natural obstructions by the Saint Lawrence were not equal to the land carriage by the other routes, nevertheless, the very striking contrast in the effects produced in reducing the price of freights on the above Canals, compared with the results produced from the construction of the Rideau, induced Your Committee to examine minutely into the causes which have led to such an extraordinary and unprecedented result.

Your Committee also find that on any Canal a tow-path is provided by the Government or Company constructing the same. This opens the Canal to all classes of competitors who may place thereon a simple and cheap power propelled by Horses, and thus producing an active competition; but as a tow-path could not be constructed on the Rideau Canal, it became necessary to substitute Steam power therefor. However, the defect in the present system is apparent from the fact, that one Company has obtained the entire possession of all the Steamboats on the Canal, which gives them the same power that the exclusive possession of the towing-path on the Welland or any other Canal would confer on a private Company. No craft can pass up except by submitting to such terms as they choose to exact, consequently all the forwarders formerly on the Saint Lawrence, have entered into an agreement—and thus have constituted a formidable monopoly—subjecting the public to the payment of any price they may please to impose.

Your Committee recommend that the communication should be placed in such a situation, that trans-shipment of produce or merchandise should be unnecessary. To obtain such an object it will be necessary:—1st. To remove the arches over the Rideau and Lachine Canals and substitute Swing Bridges as are now on the Welland. 2nd. By purchasing the Lock at the Saint Anns' from the present proprietor—or by constructing another for the benefit of the public. 3rd. The managers of the Canal should be desired to place as vessels capable of carrying 800 to 1000 barrels of Flour, to pass from any port on the Lower Lakes by the Saint Lawrence, direct to Montreal, and to return by the Canal to Kingston, which is now impracticable, or to pass an net limiting the towing, and thereby preventing injurious combinations.—Thus affording the public all the advantages derived from the limited dimensions of the Lachine Canal. The cost of the first improvement would hardly exceed the sum of £2,500

For the purchase of the Lock.....	4,000
The cost of Seven Steamers.....	25,000

The practical operation of this plan will be first to reduce the freight, to at least, one half the present prices. Second to enable the Canal to be used as a large furnace, the grower being enabled to pay toll on downward freight (which is not at this time exacted) in consideration of the facilities afforded on return cargoes, and merge the transportation naturally by diverting the trade from the Erie Canal, which will be the effect of reducing the price of transportation on the Saint Lawrence. Third to remove obstacles theretofore prevented, Forwarding Companies rendered unnecessary, as the communication and the means of conveyance would be open to every person who can command sufficient capital to build a Barge or Vessel.

General dissatisfaction has prevailed in all parts of the Province for the last two years amongst all classes of the trading community, from having been subjected to an increase of freight instead of a reduction which had been anticipated on the completion of the Rideau Canal, but no means of redress has heretofore offered until the appointment of a Council in Lower Canada. Your Committee, therefore, (with a view of affecting the objects contemplated in this Report) recommend the accompanying Resolutions, for the consideration of Your Honorable House.

All which is respectfully submitted.

G. H. DETLOR,  
Chairman.

Committee-Room, House of Assembly,  
23d April, 1839.

**Resolved**—That this House feel deep regret that an noble a work as the Rideau Canal should, from want of due precaution or proper management, have a tendency rather to embarrass than promote the Commerce of this Province.

**Resolved**—That from the evidence obtained, by a Committee of this House, it appears that, instead of the freights or transportation of the products and merchandise, the growth and consumption of the Inhabitants of this Province, having been reduced in price, it has actually increased from fifty to one hundred per cent.

**Resolved**—That in the opinion of this House, the causes which have produced this unprecedented result arise:—1st. From the obstruction of the navigation, consequent upon the only Lock at Vaudreuil, being under the control of one Company; and, 2d. From the

Bridges over the Canal being constructed with arches instead of Swings or Slides. 3rd. The entire control and power of conveying boats, being in the possession of a private Company.

**Resolved**—That an Address be presented to His Excellency the Lieutenant Governor, requesting he will be pleased to transmit a copy of the Report of a Committee of this House, to His Excellency Sir John Colborne, requesting him to recommend the passing of an Ordinance, to the following effect:

1st. Authorizing the purchase of the Lock now held by a private Company at Vaudreuil, or the construction of another.  
2d. The removal of all arched Bridges, over the Lachine and Rideau Canals, and substituting Swing or

Side Bridges in their track which from an estimate will not probably exceed £25000.

3rd. To recommend the Government or those in charge of the Rideau Canal, to place a sufficient number of Steamboats on the route, to establish a daily line from Montreal to Kingston of place of a towing path, or otherwise to pass a Law compelling any Company, who may establish a line of Steamboats on the route, to tow every craft, that may offer in their regular turn, at a given price, not exceeding the sum of twelve pounds ten shillings for any Boat with not exceeding ten tons, and one pound per ton for every ton of Merchandize exceeding ten tons by weight in all cases.

*Resolved*—That the importance of the last provisions cannot be too strongly pressed, on the consideration of His Excellency and Council. For in the event of the two former obstructions being removed, the same mono-

poly, will still exist; and the entire Canal may as well be placed under the control of this Company, as the steam power by which the Canal alone can be used and from the very nature of the navigation unless this power is supplied by the managers of the Canal or regulated by Law, monopolies must continue to exist to the disadvantage of the public, although competition may for a time exist, yet it is evident that the interest of the forwarders will induce them from time to time to unite against the public. Whereas the latter plan will supersede the necessity of any forwarding Companies whatever. And as from the evidence of a partner, in a respectable firm in this City, it appears that they have paid an increase of freight in one year, rising £400, being on an average about 90 per cent. up in former rates—the owner the services of this Company are dispensed with the better.

