

Mr. Merritt in his Report laid before the Legislature pages 1 & 2 after having classified, in a general Statement, the Debt of the Province contracted in the erection of Public Works before and since the Union, into Provincial, Local, productive & unproductive Works, in Upper & Lower-Canada, adds at the foot of Mr. Rogers's Statements the following words "from which (the Statements) it appears that the local Expenditure since the Union, has been nearly equally-proportioned between the two Sections of the Province" — That assertion must have and has indeed surprised many persons; & without its being necessary to make any remark on the inopportu-
-ness of Mr. Merritt's Classification in such a Report as he was called upon to lay before the House, it is sufficient to give a glance at divers State-
-ments of Mr. Rogers, presented in support of the above assertions, to perceive that all those calculations are erroneous, and calculated, if allowed to go uncontradicted, to bring about the most serious results. But let us see firstly Mr. Rogers's own figures condensed in the following statements:

Provincial Works

1 st Class	In Upper Canada before the Union	£ 650005	..
	In Lower Canada ditto	351100	..
	Since the Union in both Sections of the Province	2235426	..
Total Provincial		£ 2920431	..

Productive Local Works

2 nd Class	In Upper Canada before the Union	£ 274521	..	
	ditto since do:	318330	..	
	Total for Upper Canada		£ 589851	..
	In Lower Canada before the Union	73975	..	
	ditto since do:	147516	..	
	Total for Lower Canada		£ 220481	..

Unproductive Local Works

In Upper Canada before the Union	£ 29694	..	
ditto since do:	184889	..	
Total for Upper Canada		£ 214583	..
Total for Lower Canada before the Union		£ " "	..
Total for Lower Canada since the Union		£ 297725	..

This Classification and these figures appear, and are in fact, very strange; but the least scrutiny will discover the artifice. Take for example the subjoined items, evidently belonging to the Class of Provincial Expenditures.

✓	vi: Survey of Lake Champlain Canal	£	332	"	"
X	Lake St. Peter (works on)		73,955	"	"
✓	Railway Statistics (Quebec & Halifax)		183	"	"
✓	Halifax Railway Survey		6,372	"	"
✓	Grosse Ile Establishment		3,445	"	"
		£	84,287	"	"

Therefore, it is nothing but just, to subtract that sum from unproductive Local Works in Lower Canada, and to add it to Provincial Expenditure, which being done gives for that Class of Works mentioned in the last instance the following amount — viz:

	Provincial Works according to Mr. Kiefer's Statement	£	2,920,438	"	"
X	add — The divers items deducted from Lower Canada unproductive Works.		84,287	"	"
	Total Provincial Works	£	3,004,725	"	"

This sum of £342,871 — so added to that of Provincial Works must be subtracted from the amount of Unproductive Local Works for Lower Canada — viz:

X	Unproductive Local Works for Lower Canada according to Mr. Kiefer's Statement	£	2,977,725	"	"
	Less — The Divers items transferred to Provincial Works		84,287	"	"
	Total unproductive Works for Lower Canada	£	2,134,438	"	"

X	As regards the Works of the 2 nd Class represented as productive — in Upper Canada those Works having cost the Province.	£	589,357	"	"
	and having just been sold for the sum of	£	195,750	"	"
	for which add "Port Stanley" not sold		23,918	"	"
	Forming in all		219,698	"	"

It is evident that the excess of cost over the proceeds of sale amounts to £370,159 which balance must be classed with the Unproductive Works for Upper Canada, and which will give the following result — viz:

	Unproductive Works in Upper Canada according to Mr. Kiefer's Statement	£	2,144,533	"	"
	Unproductive Balance remaining after sale, on the total cost of works represented as productive, & which must be put into the class of unproductive Works		370,159	"	"
	Total unproductive Works for Upper Canada	£	584,742	"	"

Now from the works classed as productive in Lower Canada it is proper to deduct the subjoined items, those works being estimated under their original cost, & place them in the class of Unproductive Works L.C.

vi:	Chambly & Longueuil Turnpike Roads	£	15,234	"	"
	Reduction on value of Quebec Turnpike		18,882	"	"
	Total carried forward	£	34,116	"	"

Total Brought forwards & to be added to the undermentioned amount £ 34,116 ..
 Amount of Unproductive Works for Lower Canada as above corrected — 213,438 ..
 Grand Total of Unproductive Works for Lower Canada — £ 247,554 ..

By that operation the amount of Works represented by Mr. Keizer's statements for Lower Canada, as "Productive" will be reduced as follows — viz:

Lower Canada Productive Works according to Mr. Keizer — £ 226,481 ..
 Amount placed in the class of Unproductive Works to be deducted — 34,116 ..
 Total Lower-Canada Productive — £ 192,365 ..

After the above alterations & transpositions the three classes of Works under the heads of Provincial, Local productive & Local unproductive, for Upper & Lower Canada will appear as follows.

Mr. Keizer's Statement		Corrected Statement as above Explained		Balance in favor of Lower Canada
1 st Class. { Provincial Works	£ 292,431 ..	Provincial Works	£ 300,718 ..	
2 ^d Class. {	Local productive before & since the Union, U.C.	Local productive since & before the Union in Upper Canada	219,698 ..	}
	Local productive before & since the Union L.C.	Local productive before & since the Union in Lower-Canada	192,365 ..	
	Local unproductive before & since the Union U.C.	Local unproductive before & since the Union in Upper Canada	584,712 ..	}
	Local unproductive before & since the Union L.C.	Local unproductive before & since the Union in Lower Canada	247,554 ..	
Total	£ 424,907	Total	£ 424,907	£ 364,521 ..

There is however another item which cannot be overlooked in Mr. Keizer's classification: why does Mr. Keizer class the Works of the Burlington Bay Canal as Provincial Works & the Port of Montreal as a Local Work? If the Port of Montreal is placed amongst Provincial Works, & indeed there is as much reason to place it there as the Burlington Bay Canal, we will then have the following result — viz:

Statement according to the last proposition				Balance in favor of L.C.
Provincial Works	£ 300,718 ..			
add — Harbour of Montreal	120,164 ..			
Total Provincial	£ 420,882 ..			
Productive Local Works Upper Canada		£ 219,698 ..		
ditto Lower Canada	£ 192,365 ..			
Less — Harbor of Montreal transferred to Provincial Works	120,164 ..	72,201 ..		147,497 ..
Unproductive Local Works Upper Canada		£ 584,712 ..		
ditto Lower Canada		247,554 ..		
Total Balance in favor of Lower Canada				£ 484,685 ..

In conclusion there is another point of view under which the classification of Provincial Works must be considered, and it is likely to prove the most just; it consists in placing the Works of The Burlington Bay Canal among the Productive Local Works of Upper Canada, altho. like Port Stanley, if sold would not yield what they have cost. — viz:

— Statement —

				Balance in favor of Lower Canada	
Provincial Works	£ 2,002,718				
Less — Burlington Bay Canal transferred	69,102				
Total as reduced by the above operation	£ 1,933,616				
Productive Local Works Upper Canada	£ 219,698				
add — Burlington Bay Canal	69,102				
Total Productive Upper Canada	£ 288,800				
Local Productive Lower Canada comprising Port of Montreal	192,565			46,735	
Unproductive Local Works Upper Canada	£ 584,742				
ditto Lower Canada	247,554			337,188	
Total Balance in favor of Lower Canada	£ 1,689,223				

Value of the
 exhibited in Upper
 and Lower Canada
 For enumerated
 7th Decr 1850