Appendix No. 1.

Statement of Lake Marine, from published Accounts and Custom-House Returns.

LAKE MARINE [illegible] of British vessels trading on Lakes Ontario, Michigan and Superior, and the navigating [illegible] in the year 1845.

Steamers,	60;	aggregate tonnage, 21,500 tons.
Steam-Propellers	2[illegible];	" " [illegible] "
Brigs (sailing vessels),	51;	" " 21,000 "
Schooners,	277;	" " 42,000 "
Total,	[illegible]	[illegible] "

Vessels built at the various ports between Buffalo and Chicago—British as well as American—in 1845.

Large Steamers, 10, Propellers, 12, Sailing Vessels, 12

BRITISH MERCANTILE MARINE, owned on Lake Ontario and employed in the inland navigation—being exclusive of those owned on the upper Lakes—in the year 1845.

Steamers (two of iron),	57	Barges,	210
Lake Propellers,	6	River Propellers	[illegible]
[illegible]	2		
Brigantines,	5		5[illegible]
Sch'rs above 30 tons cap.	91		

In the five years previous to 1845, there were built above the Falls of Niagara, 184 vessels, of an aggregate tonnage of [illegible] tons, and cost of $[illegible]. Of these, 31 were Steamers and 8 Propellers.

Appendix No. 2.

Statement of Passengers and goods arriving at and leaving Detroit, by Steamers, according to Official State Returns—1844.

ARRIVED AT DETROIT FROM BELOW

20,000 Passengers per month, for 5 months - - 100,000 persons.
19,000 tons Merchandise, " " - - [illegible] tons.

PASSED BY CENTRAL RAILROAD FROM DETROIT:

Passengers - - - - - - - -	32,211½
Tons Merchandise - - - - - - -	19,059½

Consequently, passed by Detroit for the upper Lakes, by Steamers exclusive of what was carried by Propellers and Sailing Vessels.

Passengers—above - - - - - - -	45,000
Tons Merchandise - - - - - - -	35,000

Statement made by E. B. CLARK, *Collector of Customs at Port Huron, from Official Returns.*

July 2nd, 1845.

Respecting the number of vessels navigating the upper Lakes, touching at Port Huron.

"There is a daily line of Steamboats from Buffalo and Chicago, employing 11 of the largest class—boats averaging at least 600 tons each, making a total of 8400 tons, together with upwards of 200 sailing craft and propellers engaged almost exclusively in the upper Lake trade from Oswego to Chicago. The travel upon these vessels will amount to about 500 passengers daily."

Statement of Passengers by Steamers and Propellers from Lake Erie, passing Detroit for the upper Lakes—1846.

Steamers, daily for 5 months, averaging 400 per day	- - -	60,000
Propellers, 2 per week, 24 weeks, " 300 per trip	- - -	13,230
		73,230

Appendix No. 3.

Vessels and Lives Lost on the Canadian Lakes and Waters.

In the course of the five years previous to 1845, according to the published statements there were 400 lives lost—and property lost to the amount of $1,000,000.

During the year 1845 there were driven on shore 36 vessels, of which 20 were totally wrecked, and four sunk. There were also 60 lives lost.

The greater part of the above losses occurred on Lake Erie. And in the gales of November 20th to 25th, 1845, in addition to losses in September and October of that year, the following vessels were driven on shore, many of which were entirely lost, with several lives:—

2 Steamers,
1 Propeller,
7 Brigs,
11 Schooners

21 Vessels

Appendix No. 4.

PORT SARNIA

Extracts from letters [illegible] Lieut. R. N.

[illegible] January 1846.

"I have [illegible] between [illegible] such as [illegible] since 1842 and up to [illegible] I have [illegible] the crossing of boats impeded by [illegible] I have never [illegible] pass [illegible] and [illegible] such [illegible] be packed and sound, [illegible] for teams. We have a [illegible] which [illegible] stopped such for this season up to the [illegible] at Windsor it has been very much impeded. As a naval [illegible] Report of the St. Clair a [illegible] breakers, [illegible] being even [illegible] all [illegible] consequently no danger [illegible]

"[illegible] Sarnia [illegible] is a good [illegible] vessels [illegible] easily make the harbour which is [illegible] the largest [illegible] steamers as well as sailing [illegible] allowance running for it in ten [illegible] Northerly winds; it is the only accessible harbour for hundreds of miles.

"I believe ten dollars is the price usually charged for towing up the rapids where [illegible] is anxious to get first to market.

"With regard to the regular and constant communication between Sarnia and the Lower St. Clair [illegible] at Detroit, and [illegible] at Sarnia [illegible] because, there was no town [illegible] London to Sarnia, but as there [illegible] time [illegible] a shorter [illegible] than through Chatham and Windsor, and the [illegible] Western Sarnia [illegible] as great through Sarnia, as [illegible] through Chatham and Windsor.

Statement of E. B. WARD, *Master of Steamer "Champion."*

January 21st 1846.

"The St. Clair River (commencing at the Port of Lake Huron), is "the most accessible and safest harbour at any point on our "Lakes—in proof of which I will state that no good vessel "has been stranded [illegible] at Port Sarnia during "the last 2 years, and it is [illegible] resort for "vessels during [illegible] Lake Huron ever since com"merce began on the Lakes.

"I have been sailing on the Lakes for the last 13 years and "never heard of any difficulty in entering Port Sarnia."

Statement of C. BLAKE, *Master of Steamer "Illinois."*

January 22nd 1846.

"There is no harbour on our Lakes safer or more easy of "access in all weathers than Port Sarnia—I have sailed the "Lakes these 10 years and never heard of any difficulty or dan"ger in entering the River."

Statement of S. WARD, *Shipmaster and Owner.*

22nd January, 1846.

"The harbour of Sarnia has no equal on the Lakes—vessels "and steamers often return 100 miles to seek shelter from storms "in the St. Clair River.

"I have sailed the Lakes during the last 40 years, and am "not aware that any serious accident has occurred during that "time at or near the entrance of that River."

Appendix No. 5.

PORT HURON

Statement furnished by the Collector of Customs, and taken from Official Returns.—July 2, 1845.

In reply to question 1st—"Amount of travel between Port Huron and Port Sarnia?" There have been reported at this office within the last month, 63 teams, averaging 6 persons to a team, from Sarnia and about an equal number returned East.

2d. "Goods imported and exported from a district of country north of a line of latitude 43° 30?" I have no means of ascertaining correctly, but know the amount to be immense.

"3rd. "Of the actual state of the road from Port Huron to Detroit?" There is a good "turnpike road constructed by the United States Government, which most of the year is in good condition, especially in winter it is not surpassed by any road in the country—distance 58 miles—in winter a daily line of stages runs—fare $2.50—in summer a daily line (two steamers—distance by water, 64 miles—fare $1.75.

4th. "Is there a town at Port Huron?" It is a thriving town consisting above 1,200 inhabitants, from which with the three towns of Clyde, Lexington and Beachville, and close by, being comprised in my district as collector, were exported in the year 1844 produce to the value of the above $185,000

Statement, August 11th, taken from Official Returns.

COUNTIES IMMEDIATELY ROUND PORT HURON.

COUNTY ST. CLAIR—930 square miles—good farming land, has 18 mills, 3 tanneries and other manufactories.

COUNTY LAPEER—[illegible] square miles—particularly fine country, well watered—is part of the great Michigan coal field.

COUNTY MACOMB—[illegible] 658 square miles—next to Wayne county [Detroit], the most important county of the State, is densely peopled, contains 14 flourishing mills besides woollen manufactories, and tanneries.