

# REPORT.

To the Honorable the Legislative Assembly of Canada :

The Select Committee appointed, with power to inquire into the past and present course of Trade between the Lakes and the Sea-board, and between the different Atlantic Ports in America and Great Britain,—the comparative amount of traffic passing through the United States and this Province, the cost and time required in transportation, and the general cost of Ocean freights; Also, the practical operation of all existing Treaties, Acts of Parliament, Despatches, Orders in Council, Rules and Regulations, of the respective Governments of Great Britain, the United States, and this Province, and of all Tariffs, duties, and tolls; and the effect already produced and likely hereafter to be produced thereby upon the trade of this Province, as well as upon agricultural, manufacturing, shipping, and general interests; also the effects produced upon the inhabitants of the United States and of Canada; and generally all matters and things relating to the home and foreign trade of this Province; and other references,—beg leave to submit the following Report :

## (1. On Postal Subsidies.)

1. Your Committee have examined the official documents and returns, and also all the evidence that could be procured during the short time they have been enabled to give their attention to the various subjects submitted to them.

2. His Excellency the Governor General having, at the opening of the present Session, recommended to the notice of the Legislature the increasing value of the Lake commerce of Canada, and the importance attached to emigration and the employment of Ocean Steamers, Your Committee cannot too strongly urge them on the favorable consideration of the House. The increasing value of the Lake trade is referred to in the reply of the British Consul, J. Edward Wilkins, Esquire, of Chicago, [See App. No. 1. *Report of Mr. Wilkins, British Consul, Chicago*] who points out the unsatisfactory operation of the coasting trade in British vessels, as well as on the direct Import and Export Trade, between the Western regions and Great Britain, and other transatlantic countries, by way of the River St. Lawrence and the Great Lakes, the restrictions which exist, and at the same time suggests a remedy. This document is entitled to attention.

3. The proportion of the Lake Trade diverted to New York is as six and one-half million tons to about half a million forwarded to Quebec. The relative value and amount of tolls is also given in Appendix No. 2. The comparisons made by Messrs. McAlpine and Kirkwood was as 85 to 15 in favor of New York (as shewn in their Report to the Harbor Commissioners, Montreal), which corresponds very nearly with the above quantities.

4. The imports into Canada by the canals and railways in the United States, in the year 1856 amounted to the sum of \$28,216,180 [See *Trade and Navigation Returns, Table 2, p. 134*], while the imports into the United States by the St. Lawrence Canals, through Canada, during the same year was only \$13,492 [See *said Returns, Table 7, p. 129*]. The value of the exports from Western Canada, through the ports of New York and Quebec, are not given in the Trade returns. However, the exports from Canada to the United States amounted to \$17,979,753 [See *said Returns, Table 14, p. 188*].

See file no. 1715 of 1858  
with Provincial Secretary's Office