

Appendix
(Z.)

12th October.

MINUTES OF EVIDENCE.

Monday, 10th February, 1834.

ANDREW STUART, Esquire, in the Chair.

Read the Order of Reference, relating to the message of His Excellency the Governor-in-Chief, received on Saturday last, and the Report of the Commissioners appointed under the Act for the internal improvement of the navigation of this Province, with the accompanying documents and plans.

Charles Archambeault, Esquire, Member of the Committee, was examined as follows:—

Have you any and what means of becoming acquainted with the route of Canal recommended by the Commissioners, named under the Act 3rd Will. 4, cap. 9, in their report, laid before the Assembly in the present Session, and referred to this Committee?—I have been long acquainted with the locality along the Cedars, from Lake St. Louis to Lake St. Francis. I have frequently descended the rapids in that part of the Province. It is the route by which is brought down nearly all the produce of those parts of Upper Canada, and the United States, bordering on the different Lakes. They descend those rapids in Durham Boats, drawing about three feet and a half of water, conducted by experienced Pilots. It is also by this route that nearly all the merchandize that is sent up to the places last above mentioned is conveyed. The merchants suffer great difficulties, losses and delays, in these rapids; because they are under the necessity of unloading (except at the Military Canals) a great part of their cargoes, and have it conveyed by land, at a great expense. They are, moreover, obliged at different places to cause the Batteaux, so unloaded, to be towed up by from eight to ten horses; and it happens, frequently, that both the Batteaux and the cargo are lost in those rapids.

What is the present amount of the transport between Lachine and the Province line, on the route as now used, and what may be the expense of such transport?—I cannot exactly state the number of tons of different effects imported and exported by that route, but I can certify that it is the only route made

use of at present for the trade of Upper Canada, and the United States, bordering on the Lakes.

What, in your opinion, would be the effect of opening the projected line of Canal?—The Canals recommended by the Commissioners, would be of the utmost advantage for both Provinces, and for our neighbours that have settled along the Lakes, and a great source of economy for all.

What might be the probable cost of indemnifying individuals through whose lands it would pass?—The route of the Canal recommended by the Commissioners will generally pass through those parts already purchased, and paid for by the Commissioners appointed under the Act 1st Will. 4, cap. 21, and what will have to be purchased, cannot cost more than about £400 or £500.

Do you see any, and what obstacles to the route recommended by the aforesaid Commissioners?—Being well acquainted with the locality, and having paid great attention to the line drawn on the plan, and by which the Canals must pass, I see no obstacle; on the contrary, I sincerely believe that it is the most convenient, the cheapest and most expeditious route that can be chosen, for conveying any kind of effects or merchandize.

Paul Timothe Masson, Esquire, a member of the House, appeared before the Committee, and the evidence of Charles Archambeault, Esquire, having been read to him, he approved the same in all its contents, and added the following to the answer to the second question:—

To the best of my knowledge, the quantity of tons that are conveyed up to those parts was, in 1833, 20,000; and 60,000 were taken down the same year. From the Cascades to the Coteau du Lac, or Lake St. Francis, the following sums were paid for conveyance, viz:—

For land carriage, about	£ 2400	0	0
Towage of boats and batteaux by horses	3500	0	0
Tolls paid at the locks at the Cascades, &c.	3093	15	6
Towage from Lachine to the Cascades, by Steam-boat, about	1700	0	0
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Amount paid in 1833, from Lachine to Lake St. Francis	£ 10693	15	6

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