

Appendix
(Z.)

12th October.

The promissory notes will be redeemed by either drafts on England, or by payment in Montreal. I have the honour, &c. &c.

(Signed,) JOHN H. DUNN,
Receiver-Gen'l.

P. S. Drafts drawn on you on my account, signed by Bernard Turquand, and countersigned by Thomas Cary, my Clerks, will be as though signed by myself.

To C. H. CASTLE, Esq.
Cashier of the City Bank,
Montreal.

A true copy—

B. TURQUAND,
Chief Clerk.

R. G. O. 8th October, 1842.

No. 34.

LETTER from the Cashier of the City Bank of Montreal, to the Receiver-General, in reply.

(Copy.) City Bank, Montreal,
16th June, 1842.

SIR,

In pursuance of the understanding come to with you, for the purpose of carrying into execution an order of the Governor-General in Council, passed on Monday, the 13th inst. authorising you to effect a loan, for the purpose specified in the said order. I have this day placed to your credit in this Bank the sum of ten thousand pounds, currency, (£10,000.) and hereby undertake that a further sum of ten thousand pounds shall, in like manner, be placed at your disposal on the 1st August next.

I shall, therefore, feel obliged by your transmitting to me, at your earliest convenience, an acknowledgment of the receipt of this letter, together with your note for £10,000, payable with interest at such time within a twelvemonth as you may prefer. In the mean time,

I have the honour to be, Sir,
Your very obedient servant,

(Signed,) C. H. CASTLE,
Cashier.

P. S. I shall, as you desire, honour drafts drawn on your account, signed by Bernard Turquand, and countersigned by Thomas Cary.

Hon'ble JOHN H. DUNN, Esquire,
Receiver-General,
Kingston.

A true Copy—

B. TURQUAND,
Chief Clerk.

Rec'r.-Gen'l's Office,
8th October, 1842.

No. 35.

COPY of the Fourth Report of the standing Committee of the House of Assembly, of Lower Canada, on Roads and Public Improvements.

The standing Committee of your Honourable House on Roads and Public Improvements, pursuant to their order of reference, proceeded to the exami-

nation of the report of the Commissioners named under, and in virtue of, an Act passed during the last session of the Provincial Parliament, intituled, "An Act for improving the internal navigation of this Province," to cause plans to be made and levels to be taken, for the purpose of ascertaining whether it is practicable to improve the navigation of the River Saint Lawrence, for Steam-boats, or other vessels, between Lachine and the line which separates this Province from the Province of Upper Canada, with the accompanying plans, estimates, and documents, and have the honour to report as follows:—

The general advantages to arise from the improvement of the navigation of the St. Lawrence, between the Cascades and Lake St. Francis, were fully understood by the House when they passed the aforesaid Act, under the authority whereof the above mentioned Commissioners were named, and have acted.

The objects of that Act have, in the opinion of your Committee, been fully accomplished by the enlightened zeal of the Commissioners; and your Committee cannot, in justice, withhold the expression of their unqualified approbation of the able and judicious proceedings and recommendations of Mr. Mills, the Civil Engineer, selected by the Commissioners to examine the site of the proposed improvements, and to make the requisite estimates.

It appears, however, not to have been in their power to ascertain what would be the probable amount of the indemnity to become due to the individuals through whose lands portions of the Canal might be cut. From information taken before your Committee, and hereunto subjoined, the probable amount of such indemnity will not exceed from £400 to £500.

By the report of Mr. Mills, three different routes are traced and estimated for carrying into effect the improvement of the navigation of the St. Lawrence, between Lachine and the line separating this Province from Upper Canada.

That which Mr. Mills recommends, your Committee concurs with him, and with the Commissioners, in also recommending. This route follows the River St. Lawrence itself, and connects the line of channel, by intermediate Canals, at the impracticable points. According to this plan the whole length of improvement, as stated, would comprehend a distance of 14 miles, and fifty four chains, of which seven miles and sixty four chains, by the River, and six miles and seven eighths, by Canal. This distance bears a descent of 82, 43-100 feet, of which 9, 47-100 feet are overcome in the River, and 72, 96-100 feet are distributed between new locks of various lifts. The whole is estimated at the cost of £235,782 3s. 2½d. currency, exclusive of the sums to be paid for indemnifying proprietors of lands, through whose lands the Canal would pass, and which, as above mentioned, may be estimated at the additional sum of from £400 to £500.

Your Committee recommend that this sum, amounting together to about £240,000, should be raised by loan, upon the public credit of the Province, at so low a rate of interest as the same can be obtained.

The present productive value of the existing Canal Stock, belonging to the Province, in the Lachine Canal, as well as the ratio of its past increase, will be seen by the following table:—(See table A.)

The Province is in like manner possessed of other Canal Stock in the Chambly Canal, now in progress, and nearly completed. The cost of this last Canal may be estimated at above £50,000, cy. and neither the one or the other Stock is charged with any debt.

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