

Correspondence  
relative to the  
Canal Communi-  
cation in Canada.

Or should your Lordship wish to relinquish altogether the execution hereof at the expense of Government, I am inclined to believe (so much are the people here convinced of its utility) that the work might be accomplished by subscription for shares amongst individuals.

On this subject I shall be glad to be honoured with your Lordship's commands ; but I beg leave to impress upon your attention, that whichever mode shall be adopted, the assistance of the civil engineer will be equally and absolutely indispensable. Sir George Prevost and Sir Gordon Drummond, having already represented this point, of the necessity of which no doubt can be entertained, the House of Assembly consider a pledge to have been made to them by my predecessors, that such assistance would be afforded to the undertaking.

I have the honour, &c. &c.

(signed) *J. C. Sherbrooke.*

No. 3.—LETTER from Captain *Romilly* to Major *Henderson*, &c. &c. &c.

SIR, Royal Engineer's Office, Montreal, 21st March 1817.

I HEREWITH return the copies of Lord Bathurst's letter, and Mr. Considine's proposal for drawing boats up the rapids of the St. Lawrence River, between La Chine and Montreal, by machinery worked by water-wheels. The theory is certainly very good—any power may be obtained from such wheels, turned by so strong a current. But the difficulties to be overcome appear to me so great, that I doubt whether the project can be put into execution. The first is certainly the rise and fall of the water in wet and dry seasons, at least ten feet ; the course of the boats running at one time close to the banks, and in the summer fifty yards further into the river ; there are also a number of rocks and shoals which must be removed and cut away, to gain sufficient depth of water. I do not see how the posts to support the chain or rope can be secured, so as to resist the floating ice, which comes down the river with great force on the breaking up, of the frost ; to preserve the wheels from this will be difficult and require strong and expensive piers. With regard to the number and particular points where the water-wheels should be situated, a correct survey must be made of the river, and the soundings carefully marked, it is impossible now to give an opinion on this head, from the river being frozen up.

I have no hesitation in allowing this project might be usefully applied in some places where the distance is short, but do not think it will allow of a moment's comparison in point of utility, with a canal.

I have the honour, &c. &c.

(signed) *Samuel Romilly,*  
Captain Royal Engineers.

No. 4.—TREASURY MINUTE relative to the proposed Canal between  
*Montreal and La Chine.*

Copy of Treasury Minute, dated 4th July 1817.

READ Letter from Mr. Goulburn, dated 26th ultimo, transmitting, by direction of Earl Bathurst, the copy of a letter from Lieutenant General Sir John Sherbrooke, stating the necessity of sending out a competent civil engineer to superintend the execution of the proposed Canal between Montreal and La Chine ; and stating, that as there appears every reason to believe that the remaining sums necessary for the completion of this most important work, will be either voted by the Colonial Assembly, or subscribed in the Province by private individuals, Lord Bathurst thinks it advisable that it should be carried on in a manner to ensure the public advantages which cannot fail to result from its proper execution, and therefore earnestly recommends to their Lordships, that they will be pleased to authorize the