Appendix No. 1.

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

LAKE MARINE, exclusive of that in vessels trading on Lakes Ontario, Michigan and Superior, and for the navigating waters in the year 1845:

Steamers,	60;	aggregate tonnage,	[illegible] tons.
Steam-Propellers,	20,	"	[illegible] "
Brigs (sailing vessels),	50;	"	21,000 "
Schooners,	270;	"	42,000 "
Total,	400		[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 of Canada—being exclusive of those owned on the upper Lakes—in the year 1845:

Steamers (two of iron),	57	Large	3
Lake Propellers,	6	River Propellers,	3
Ships,	2		
Brigantines,	5		37
Schs above 30 tons ca.	51		

In the five years previous to 1845, there were built above the Falls of Niagara, 18 [illegible] of an aggregate burthen of [illegible] tons, and cost of $2,000,000. 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.
10,000 tons Merchandise " " - - 50,000 tons.

PASSED BY CENTRAL RAILROAD FROM DETROIT

Passengers - - - - - - - -	32,211
Tons Merchandise - - - - - - -	13,059

Consequently, passed [illegible] 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 14 of the large 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 to Milwaukee and Chicago. The travel upon these vessels will amount to about 550 passengers daily."

Statement of Passengers by Steamers and Propellers from Lake Erie, passing Detroit for the upper Lakes—1845.

Steamers, daily for 5 months, averaging 100 per day - - -	60,000
Propellers, 2 per week, 22 weeks, " 300 per trip - - -	13,200
	73,200

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 21 were totally wrecked and four sunk. There were also 63 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

Extract from a letter to Lieut. R. N.

PORT SARNIA, January 1846.

"I have [illegible] navigating between Canada and the United States [illegible] has made Port Sarnia [illegible] and to [illegible] the crossing [illegible] passed [illegible] I have [illegible] pass [illegible] such [illegible] and wind, [illegible] to be [illegible] We have a [illegible] which [illegible] this season [illegible] very much [illegible] As a general [illegible] St. Clair a [illegible] as [illegible] breakers, [illegible] consequently [illegible]

"Port Sarnia [illegible] a good [illegible] lake [illegible] steamers [illegible] as well as sailing [illegible] in respect to [illegible] Northerly winds, it is the only accessible harbour for hundreds [illegible]

"I believe one dollar is the price usually charged for towing up the rapids where a vessel [illegible] market.

"With regard to the [illegible] communication between Canada and the United States [illegible] Detroit and [illegible] St. Clair [illegible] use, [illegible] was [illegible] Port Sarnia [illegible] was shorter [illegible] Detroit [illegible] and the [illegible] that [illegible] United States is [illegible] great thoroughfare Port Sarnia [illegible] through Chatham and Windsor."

Statement of E. D. [illegible], *Master of Mail Steamer "Chippewa."*

January 21st, 1846.

"The St. Clair River (connecting the [illegible] Lake Huron, is the most accessible [illegible] any port on our Lakes—in proof [illegible] vessel has been detained [illegible] during the last 20 years [illegible] for vessels [illegible] Lake Huron ever since commence [illegible]

"I have been [illegible] the last 13 years and never heard of any [illegible] entering Port Sarnia."

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

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 [illegible] years and never heard of any difficulty or danger 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 can return [illegible] miles [illegible] 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 questions 1st—"Amount of travel between Port Huron and Port Sarnia?" "There have been received at this office within the last month, 60 teams, averaging 6 persons to a team, from Sarnia, and about an equal number returned East.

2nd "Goods imported and exported from a district of country bounded by a line of latitude 43° 2'?" "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 macadamized 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 and early [illegible] of stages runs—fare $2,50—in summer a daily line of two steamers—distance by water, 60 miles—fare $1,75.

4th. "Is there a town at Port Huron?" "It is a thriving town containing above 1,200 inhabitants, from which with the three towns of Clay, Lexington and Brachville, all 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—635 square miles—good farming land, has 18 mills, 5 tanneries and other manufactories.

COUNTY LAPEER—528 square miles—particularly fine country, with water—is part of the great Michigan road.

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