

States in a body, and who had been in the United States several years; they came to us because they preferred ours, I believe, to the American government, after having had experience of the latter, and because land was much cheaper, and the taxes much lower, and the country more healthy.

69. Do you get a large portion of your settlers from the United States?—There are a great many more settlers who emigrated from Great Britain and Ireland direct to the States, and who have got tired of that country, than American citizens who have come to us since the war.

70. Are there not considerable difficulties in the way of American citizens settling in Upper Canada?—There are very great and unnecessary obstacles in the way; as the law now stands, they are foreigners, and they cannot hold land there; the obstacles in the way of naturalization should be immediately removed, as they are the most important ones.

71. Do you know the state of the Lake Erie American canal?—Yes, I have been upon it.

72. Is it completed?—Yes; I have a book, published by authority, giving a complete detail of it.

73. Is it in use now for trade?—Yes.

74. To any great extent?—To a very great extent; to an extent that no person could have anticipated.

75. Does it pay a good interest upon the outlay?—An enormous interest; they contemplate that it will pay itself in ten years. I have my information from the Governor of the State of New York who was the prime mover of it.

76. Is there a tendency on the part of the Canadians, to deal through that canal with New York, in preference to dealing with Montreal?—If it was not for the canal that is now in progress to connect the two Lakes together, I think the whole traffic from the western part of Upper Canada would go to New York.

77. Do you think the completion of that canal will turn the tide of business to Montreal?—I have no doubt of it; I was last year in the state of Ohio, and in the Michigan territory, and I saw a great many people from Kentucky and the western part of Pennsylvania, and they seemed to be as anxious that our canal should be finished as their own Erie canal, because they should then send their heavy productions to Montreal; and I have no doubt that when the Welland Canal is finished, a great deal of the American trade will come through it to Montreal, all the heavy articles must do so.

78. Are the Committee to collect that there is rather a tendency on the part of the western portion of the United States to deal through Montreal, supposing that your canal is finished; or that there is a tendency on the part of the Canadians to deal through the Lake Erie canal, with New York?—I think there is no tendency, on the part of the people, to do either; I think the tendency of their minds is to send their produce to the best market, at the cheapest rate of transit.

79. Which would appear to be the tendency of commerce, down the St. Lawrence, or through the Lake Erie canal?—Down the St. Lawrence for heavy articles, and in some measure for others, because the American canal is so very long, that the expense necessarily must be considerably more in transporting articles upon it than through the Welland Canal and down Lake Ontario, and they must ship and unship thrice to our twice. By means of our canal, they can bring freight for near 1200 miles in the same vessel, whereas in using the American canal, they must unload at Buffalo, where the Erie canal commences its course.

80. Is the Welland Canal to be a ship canal or a boat canal?—A ship canal; it may with a little extra expense be made to carry very considerable shipping, but the intention of it is to make it carry ships of 120 tons burthen, which is the full size of those that ordinarily navigate Lake Ontario and Lake Erie; 90 tons is as large a sized vessel as usually navigates those lakes.

81. Supposing the canal to be completed in the manner contemplated within the Canadian territory, do you suppose that the navigation of the Saint Lawrence to Montreal, or the navigation of the Lake Erie canal to New York, would be the better outlet and inlet for the upper lakes?—To Montreal decidedly; it is not only my own opinion, but it is the opinion of Governor Clinton, who has given himself more trouble upon the subject of canals than any man in the United States; he told me so himself, and I know there is a very great anxiety excited in the people connected with the Erie American canal, by our progress, because they consider that we shall take away a very great part of their business, and there is no doubt of our doing so, because it is demonstrable that we can send things to the ocean much

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