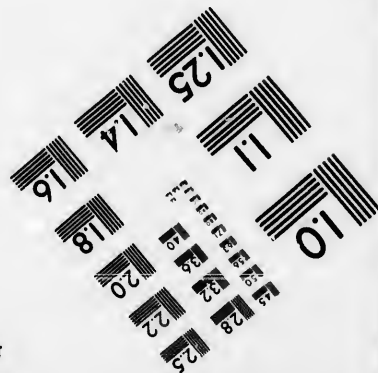
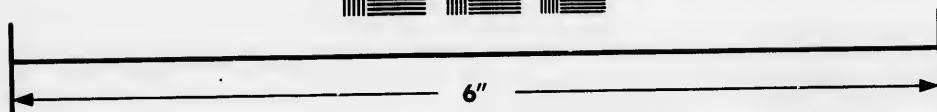
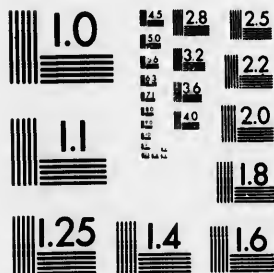


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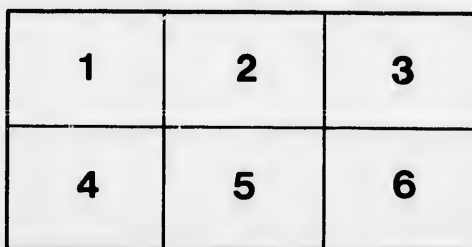
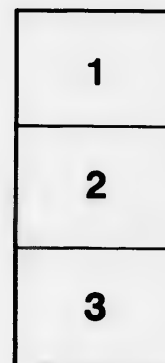
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TO THE

MERCHANTS OF HAMILTON AND THE SURROUNDING COUNTRY.

GENTLEMEN:

I beg to offer a few remarks regarding the establishment of a Steam Packet Communication between this City and Great Britain. As I purpose showing in the sequel the practicability of the undertaking, I shall proceed upon the assumption that, in this regard, the question has been set at rest.

Having bestowed some thought upon the subject, and having occasionally conversed with mercantile friends upon the importance of the undertaking, I offer the following observations with the intention of bringing the matter more plainly before the public; and chiefly, I may say, in the hope of eliciting the views and opinions of experienced persons upon an enterprise which I consider fraught with great advantages to the Commercial interests of this city, and conducive to the prosperity of this section of the Province generally.

To some, the idea of a Steam Packet plying between the port of Hamilton, Canada West, and the port of Liverpool, Great Britain, may appear visionary and premature; but, when we consider what has been already effected in other countries in establishing Steam Navigation Lines; when we read of Steam Packets bound for remote parts of the world, comparatively difficult of access, this undertaking seems so easy of accomplishment, so free from objection or risk of loss, that we only wonder why it has not sooner been entertained; for, it is manifest that an Ocean Steamer of about *eight hundred tons register*, carrying *eleven hundred tons*, can just as well come up the River St. Lawrence as far as Hamilton, as any of the large Lake Steamers of our inland Lines. And unless it can be shown that the trade of Hamilton, export and import, is of such limited extent as to preclude the idea of furnishing sufficient freight for this Vessel; the fact, that sea worthy Steamers, adapted as well for Lake and River navigation, can be built, and can come up the River St. Lawrence, outweighs, I think, all objections which can be urged against the undertaking.

The efforts now being made by parties inimical to the interests of Hamilton, to absorb the carrying trade of the west, and to lead business eastward, induce us to cast about us, and consider whether the natural outlet we have to the Ocean may be made available for direct trade with Europe. It appears to me that the clumsy process of transshipment hitherto practised to the injury of merchandize, and detriment of trade, should now have an end.

Our geographical position points to direct exportation and importation, by our great river and lake channels: and the time, in my opinion, has arrived for us to avail ourselves of these natural advantages by connecting this city, as soon as we can, with the very shores of Great Britain.

I feel that it is quite unnecessary to inform any gentleman engaged in commerce here, that the carrying trade is intimately linked in with all other business, and I need hardly observe, how desirable it is that this branch should be rendered as independent as possible of Montreal Forwarding Houses, and Montreal Shipping generally, and brought, as far as may be, under local influences; thus, placing it beyond the power of others to divert any portion of the trade from this section of the Province.

I trust, therefore, I shall not be considered presumptuous in bringing forward a few facts to show that the extent of business done here will more than warrant the undertaking, that the undertaking itself is fraught with great advantages to the mercantile interests of this City, and that it will yield a handsome return to those who may engage in it.

If the views I advance are approved of, I shall feel gratified in co-operating with any body of gentlemen who may feel disposed to assist in promoting an undertaking so important to itself, so advantageous to this community, and so much calculated to confer lasting benefits upon this whole neighborhood.

By the Custom House Returns, as far as I can trace, the total weight of Goods Imported during the season of open navigation of 1852 was 14,965 tons, consisting of 6188 tons General Merchandize, and 8775 tons of Iron; during this present season, the Burlington Bay Canal account shows an increase over the previous year of 25 per cent. Consequently, we may expect the trade of 1853, to be 18,703 tons.

The total weight of Exports during the season of 1852 was 26,854 tons, and consisted of:—Flour, 220,065 Barrels; Wheat, 156,000 Bushels; Butter, 2,140 Firkins; Pot & Pearl Ashes, 1,956 Barrels.

To keep a Steam Packet of the capability which I should recommend, in full employment, would require only ten per cent. of the above imports, and seven per cent. of the exports; therefore, we may safely dismiss all apprehension on the score of freight; for it is manifest that there is now more than sufficient business to sustain a Line of Steamers in full operation; and one Steamer consequently would be detained only a reasonable time for the discharge and re-loading of her cargo. The advantages which would flow from this speedy communication with Great Britain to the general trade of this part of the Province, must be very great. To illustrate this, I shall take the article of flour, our staple export, and following a shipment, under the most favorable circumstances of the present system, from the time it leaves Hamilton until it is landed at Liverpool, contrast the inconveniences attending that shipment, with the facilities which would be afforded by having a direct line of steam communication.

The flour is first shipped on board of a Schooner or Propeller for Montreal, where it is landed on the wharf and after yards carted to the stores for inspection, and remains there until the Atlantic vessel is ready to load; it is then recarted down to her dock and taken on board. This is an unusually favourable case, but when we consider the rolling of the barrels over the soiled wharfs, the tedious process of carting—the handling—exposure to the heat, and may be to the rain,—the appearance of

the barrels cannot be otherwise than much injured, and the flour itself, from the effect of heat and damp, more or less deteriorated in quality. Frequently the flour, after being landed at Montreal, remains some days piled up on the Wharfs, until the Atlantic vessel is ready to load, when it is opened, inspected, and carted away to her berth.

From the time the flour leaves Hamilton, until it is shipped from Montreal, twelve days must elapse; and from the time of shipment at Montreal until it arrives at Liverpool we may reckon four weeks: being fully six weeks under way from Hamilton to Liverpool.

This process is so obviously clumsy, involving so much loss of time, interest, and more especially opportunities of sale, consequent upon a long voyage, that the advantages of a short voyage must be apparent to all.

I shall now consider the direct line. The flour would be put on board of the steamer at our own wharves, and within twenty days from the time it leaves Hamilton, arrive at Liverpool—fresh, and in clean barrels. When offered for sale, instead of ranking with Western Canal, as it now does, (a flour made from Western State Wheat, so inferior that the Manufacturers cannot get it up to No. 1,) it would be in a condition to compete at least with Ohio or Genesee, realizing a much higher market price than our flour can now command.

I deem it unnecessary to give any further illustrations; this one I think will be sufficient to satisfy the firmest friend of the direct forwarding system that it ought to pass away and give place to direct communication with Great Britain.

With regard to the advantages, on the other hand, which the importers would reap, these are, perhaps, quite as great as those of the exporters. With a view to ascertain this, let us trace a Shipment from Liverpool with the present facilities.

Goods for Hamilton, on their arrival at Montreal or Quebec, are taken in charge by the Custom House, and at either of these places, landed and carted off to the Warehouse, where they remain until a Steamer is on the berth for Hamilton; the Goods are then re-carted down to the wharf and loaded: thus passing through several hands who do not hold themselves accountable for the damage which some descriptions of Merchandise may sustain from these frequent removals: moreover, the charges incurred by transshipment are very considerable; and by Sailing Vessels, at least six or seven weeks elapse before the merchandise from Liverpool can reach Hamilton.

The risk of partial damage to the Goods, and chiefly the great loss of time incurred by the present system, are disadvantages under which the mercantile community labor at present: in fact, Goods that are specially wanted, are usually ordered to be sent to Boston, and thence to Hamilton by Rail: an exceedingly expensive mode of conveyance.

By the direct line, we could depend upon merchandise arriving within twenty days from the day of shipment at Liverpool; thus economising time, and saving many expenses necessarily now incurred.

As the Steamer would be loaded altogether with Hamilton freight, our merchants would get their Goods in large lots, instead of separate cases arriving at intervals of time as they now do. We might safely calculate upon every care being observed in the shipment of Goods liable to breakage or leakage, for those having the charge of that department, being directly responsible for their good management to the Board of Directors in Hamilton, would find it for their interest to please our merchants, many of whom would have an interest in the steamer.

The foregoing are a few of the direct advantages which would result to the trade of Hamilton. In addition to these, there would be many other indirect advantages which would be felt by Merchants and the community in general. I deem it unnecessary to allude to these, as this letter would thereby become extended to an inconvenient length, and I feel convinced that many which do not occur to me at present, will suggest themselves to others who may feel interested in this undertaking.

The annexed are the statements, which have been carefully compiled, with the assistance of experienced and practical seafaring men, shewing the result to be a net profit of £4246 15s. per annum.

Every allowance having been made, and every contingency considered, I think full reliance may be placed on their accuracy.

I hope I may have succeeded in satisfying those who may feel interested in this subject, that the extent of trade is sufficient to warrant us in proceeding at once with the undertaking; that the advantages which would follow, are great and well worthy of securing; and I feel satisfied that the statements which accompany this letter clearly show that the undertaking itself cannot fail of being remunerative to those who may engage in it.

I am, Gentlemen,

Your obed't Servant,

P. S. STEVENSON.

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STATEMENT showing the Steam Packet's Expenses—her Earnings, with other particulars referred to in the foregoing letter:

Statement No. 1 shows the trips and earnings of the Vessel, amounting to.....	£15553 25 0
Statement No. 2 shows the cost of wages and provisions.....	£3522 0 0
Statement No 3 shows the quantity of coal and cost, required.....	3285 0 0
Statement No. 4 shows the annual depreciation.....	1500 0 0
And cost of Insurance, 900 0 0	
Also the Statements No 2 and 3.....	
Total cost of work, &c.	£9207 0 0
	£6346 15 0
Deduct further sundry items in Statement No 5.....	2100 0 0
Shows profits as per Statement No 5.....	£4246 12 0

(No. 1.)

STATEMENT OF PROPOSED TRIPS, QUANTITY AND RATES OF FREIGHTS TO CANADA AND BRITISH PORTS.

Three Trips from Liverpool to Hamilton.
Three do from Hamilton to Liverpool.
Two do from Liverpool to Boston.
Two do from Boston to Liverpool.

Value of first Cargo to Montreal and Hamilton.
201 Tons to Montreal at £2 10 0.....£500
400 Tons to Hamilton at £3 10 0.....£1400.....£1900 0 0

Value of first Cargo from Hamilton and Montreal to Liverpool.
4900 Barrels of Flour from Hamilton to Liv. at 5s. 8g. per brl £1000 0 0
2600 Brls. from Montreal at 3s. 9d. sig..... £ 875 0 0
Add 1/2 to convert to Cy..... £ 845 15 0.....£1719 15 0

Deduction Midsommer cargo 10 per cent. Inwards..... £1900.....£1710 0 0
do 10 per cent Outwards.....£1718 15.....£1540 5 0

Fall Cargo outwards, same value as Spring cargo.....£1718 15 0
Fall cargo Inwards.....£1900 0 0

Boston freight, say two trips outwards and two trips inwards taken at 30 per cent. deduction on Spring cargoes Inwards to Canada.....£2066 0 0

Total earnings in freight..... £15,635 15 0

(No. 2.)

STATEMENT OF CREW, WAGES AND BOARD.

1 Master at.....£40 per month.....	40 0 0
1 First Mate.....	20 0 0
1 Second do.....	15 0 0
1 First Engineer, 20.....	20 0 0
1 Second do.....	20 0 0
1 Third do.....	15 0 0
4 Coal trimmers 4 10 0.....	18 0 0
14 Deck hands.. 4 10 0.....	63 0 0
1 Steward.....	10 0 0
1 Cook.....	4 10 0
1 Assistant Cook 3 10 0.....	3 10 0
1 Waiter.....	4 0 0
1 Boy.....	2 10 0
29 in all, amounting to per month.....	£235 10 0
12 months at £235 10s. per month, equal to.....	£2826 0 0
29 hands at 40s. each per month, for provisions, equal £58 per month; 12 months.....	696 0 0
	£3522 0 0

NOTE.—In order to secure good management I have made the wages, and especially those on whom responsibility devolves, higher than is usual.

(No 3.)

FUEL STATEMENT.

Allow for each trip seventeen days from Quebec to Liverpool, and vice versa, which is about six miles per hour, and allow 1/2 of a ton per hour, which is 1/2 tons more than the engine builders agree will be consumed, to give a speed of ten knots per hour. The quantity of coal for an extremely long voyage would be 306 tons at 20s.....£306 0 0

Consumption for the year on the Atlantic—
Say 306 tons per trip, and allow 10 trips.....
 3060 0 0 || Allow for going inland and returning, say six trips, three outwards and three inwards, at 30 tons each way, at 25s. £37 10s..... | 225 0 0 |
| | £3285 0 0 |
| 1650 lbs. anthracite—550 lbs. more than estimated per hour. | |

(No. 4.)

DEPRECIATION, AND RECAPITULATORY STATEMENT OF DISBURSEMENTS.

Tendered estimate of cost of vessel, £13,000, say she cost complete £20 per ton; 750 tons.....£15,000 0 0

Annual depreciation, 10 per cent.....£1500 0 0
Insurance, 6 per cent..... 90 0 0
Statement of crew, provisions, &c. 3522 0 0
" of coal..... 3285 0 0

£9207 0 0

(No. 5.)

DR. PROPOSED TRIP PROPPELLER. CR.

By freights to Canada, as per statement.....£10487 0 0
By freights to Boston, do. 5066 0 0

£15553 0 0

Dr.

To items as per recapitulatory Statement.....£9207 0 0

Add for sundry items not included in above statements—
Allowance for oil.....£125
Extra Labour..... 300
Pilotsage..... 500
Harbour dues..... 300
Agency..... 500
Extras..... 375

2100 0 0

11307 0 0

Leaving a profit per annum.....£4246 0 0

In continuation will be found, marked A, a letter from a reliable Ship-building House in New York, offering to build the Vessel, as proposed by the foregoing statements marked No. 1, 2, 3, 4, and 5, for the sum of £13,000; all my calculations are, however, based upon the cost of £15,000. Likewise the dimensions of a Propellor lately plying between Atlantic Ports.

A

We propose to build a Steam Propeller of the following dimensions:
180 feet, length over all.
30 feet, breadth of beam.
15 feet, depth at hold.
About 800 tons register.

To furnish 2 engines 30 x 30 inches, 6 feet screw engines, to be low pressure; 1 1/2 x 8 x 18 feet, with tools and all fixtures necessary for the engine, to be complete in all its points.

Cabins to be of pine, painted, and grained; to furnish hull, spars, anchor, chains, sails, rigging, cabin, and kitchen; furniture of a plain, substantial kind, suited for a freighting vessel; to furnish 2 hoists, tanks, and cranks for 3000 gallons of water; and everything else necessary.

The consumption of coal, according to the Propeller, New York, now running between Philadelphia and Boston, will be from 9 to 12 tons per 24 hours, her accustomed speed in smooth water, will be 10 knots per hour.

Her draught of water will not exceed 8 feet 9 inches, with 400 gross tons of cargo and coal, with full cargo, say about 1100 tons, including coal 11.6 to 12 feet draught of water.

The vessel will be of the best quality of materials, as to stand as well in hull street as any vessel of her capacity now running, for the sum of Fifty-two Thousand Dollars in payment as follows:—

When the Keel is laid,..... £12,000,00
When the Square frame is up..... 10,000,00
When the Beams are in..... 10,000,00
When the Decks are laid..... 10,000,00
When finished and delivered..... 10,000,00

£52,000,00

The time required to build the vessel will be about 4 to 5 months.
To P. S. STVENSON, Esq.
PERIN, PATTERSON & STACK,
North 6th Street,
Williamsburgh, N. Y.

Williamsburgh, (North,) }
30th June, 1853. }

It is our opinion that a vessel built after written specification will be a safe substantial vessel for the Atlantic navigation.
(Signed) PERIN, PATTERSON & STACK.

DIMENSIONS of Merchant Steamer "Monumental City," 768 tons register.

Length in Decks.....	180 feet.
Breadth of Beam.....	30 "
Depth of Hold.....	15 "
Tonnage.....	786 tons
Average Draught of Water.....	12 feet.
Consumption of Bituminous Coal.....	1497 tons lbs.

