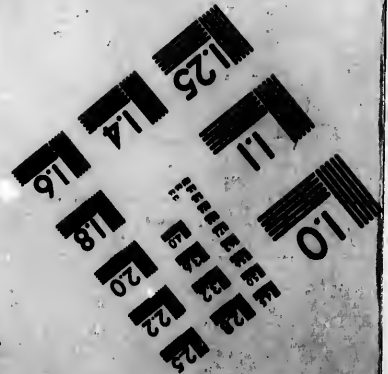
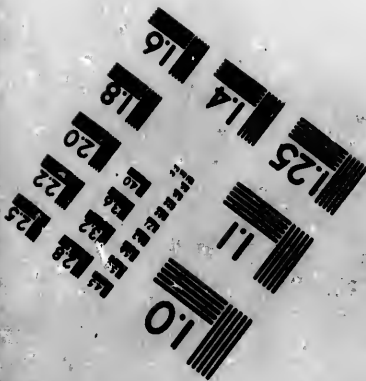
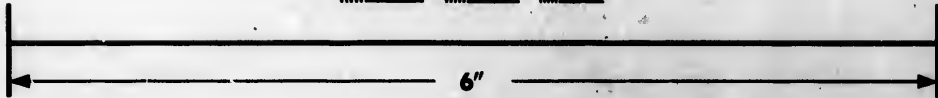
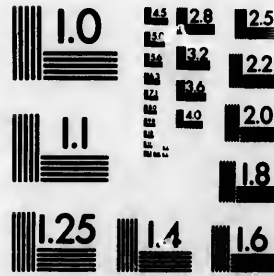


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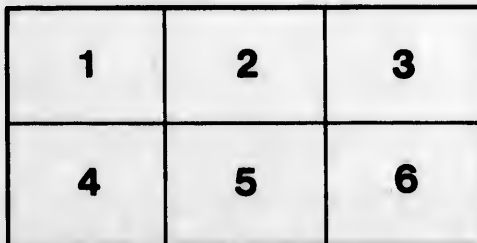
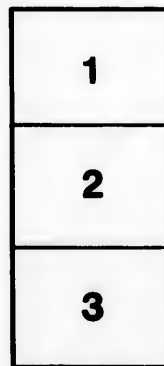
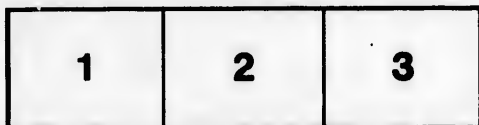
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GENERAL VIEW

OF THE

WELLAND CANAL,

IN THE

PROVINCE OF UPPER CANADA;

TOGETHER WITH A

BRIEF EXAMINATION OF ITS ADVANTAGES.

BY

OGDEN CREIGHTON,

(LATE CAPTAIN 61ST REGIMENT.)

PUBLISHED FOR THE INFORMATION OF THE STOCKHOLDERS IN ENGLAND,
BY AUTHORITY OF THE COMPANY.

LONDON:

PRINTED FOR JOHN MILLER,

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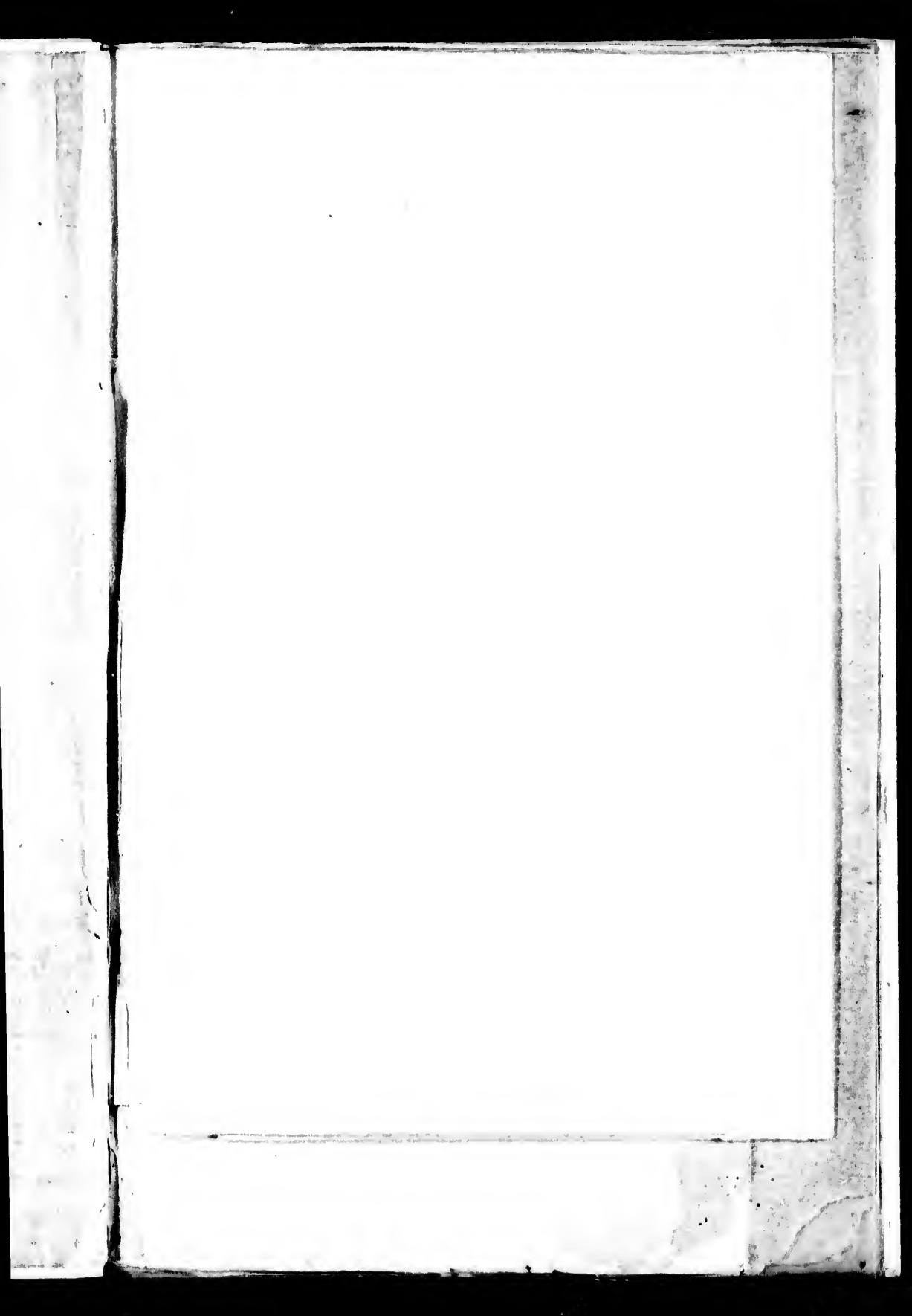
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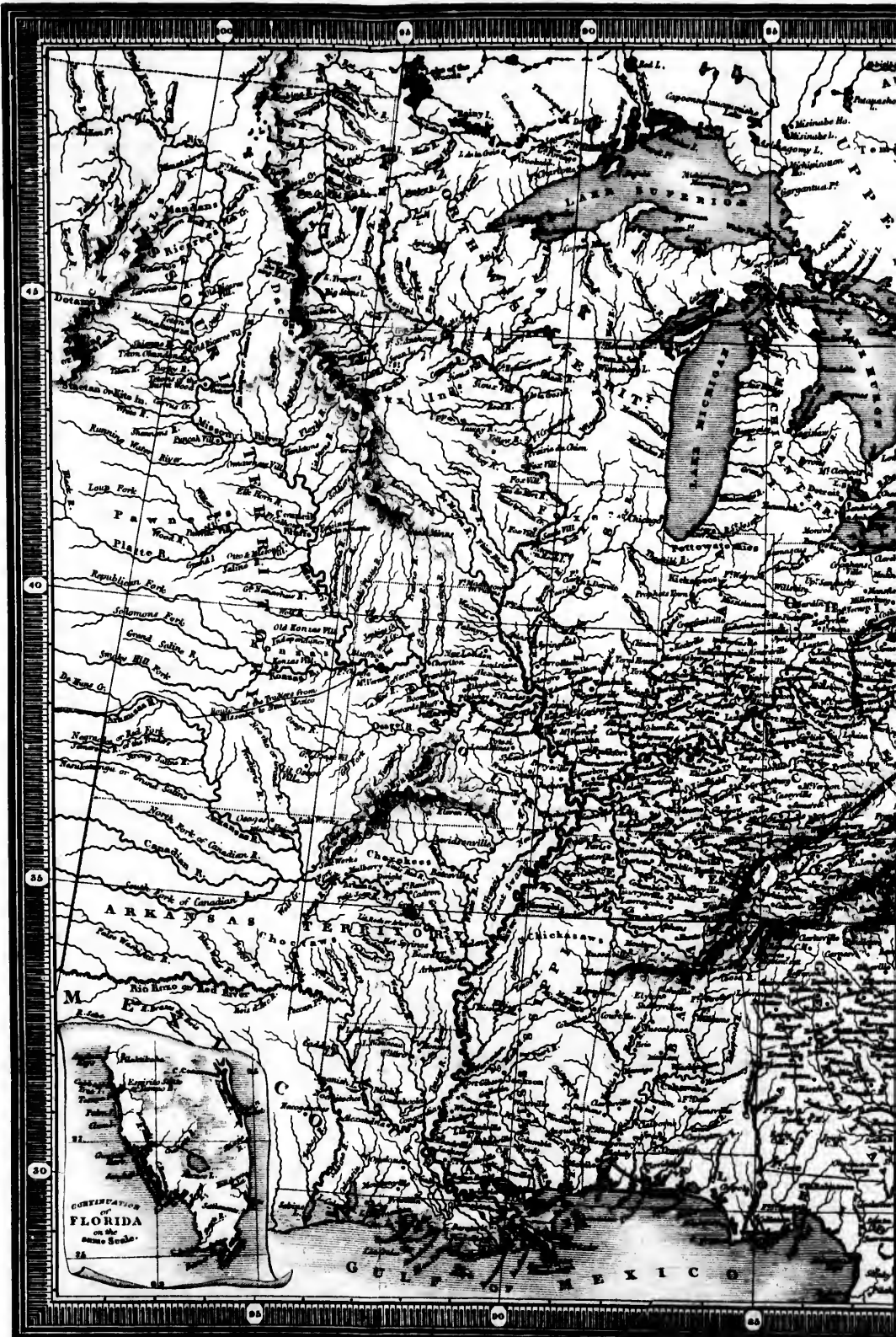
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Map OF THE United States OF NORTH AMERICA.

English Miles.
 50 100 200 300 400

STATISTICAL TABLE.

Maine	Population 24,345	Massachusetts	Population 1,000,000	Ohio	Population 1,200,000
New Hampshire	244,281	Minnesota	1,200,000	Indiana	1,200,000
Vermont	235,784	Wisconsin	1,200,000	Illinois	1,200,000
Rhode Island	252,087	Michigan	1,200,000	Missouri	1,200,000
Connecticut	250,000	Indiana	1,200,000	Arkansas	1,200,000
New York	2,770,000	Mississippi	1,200,000	Florida	1,200,000
New Jersey	1,200,000	Alabama	1,200,000	North West Territory	1,200,000
Pennsylvania	2,000,000	Louisiana	1,200,000	Missouri Territory	1,200,000
Delaware	77,749	Illinois	1,200,000	District of Columbia	55,000
		Kentucky	1,200,000		
White	7,800,000	Indian East of the Mississippi	100,000		
Free Blacks	100,000	Dist West of Dist	250,000		
Slaves	1,000,000	Total	10,000,000		
All other Persons except Indians not named	1,000,000				
Total	10,000,000				

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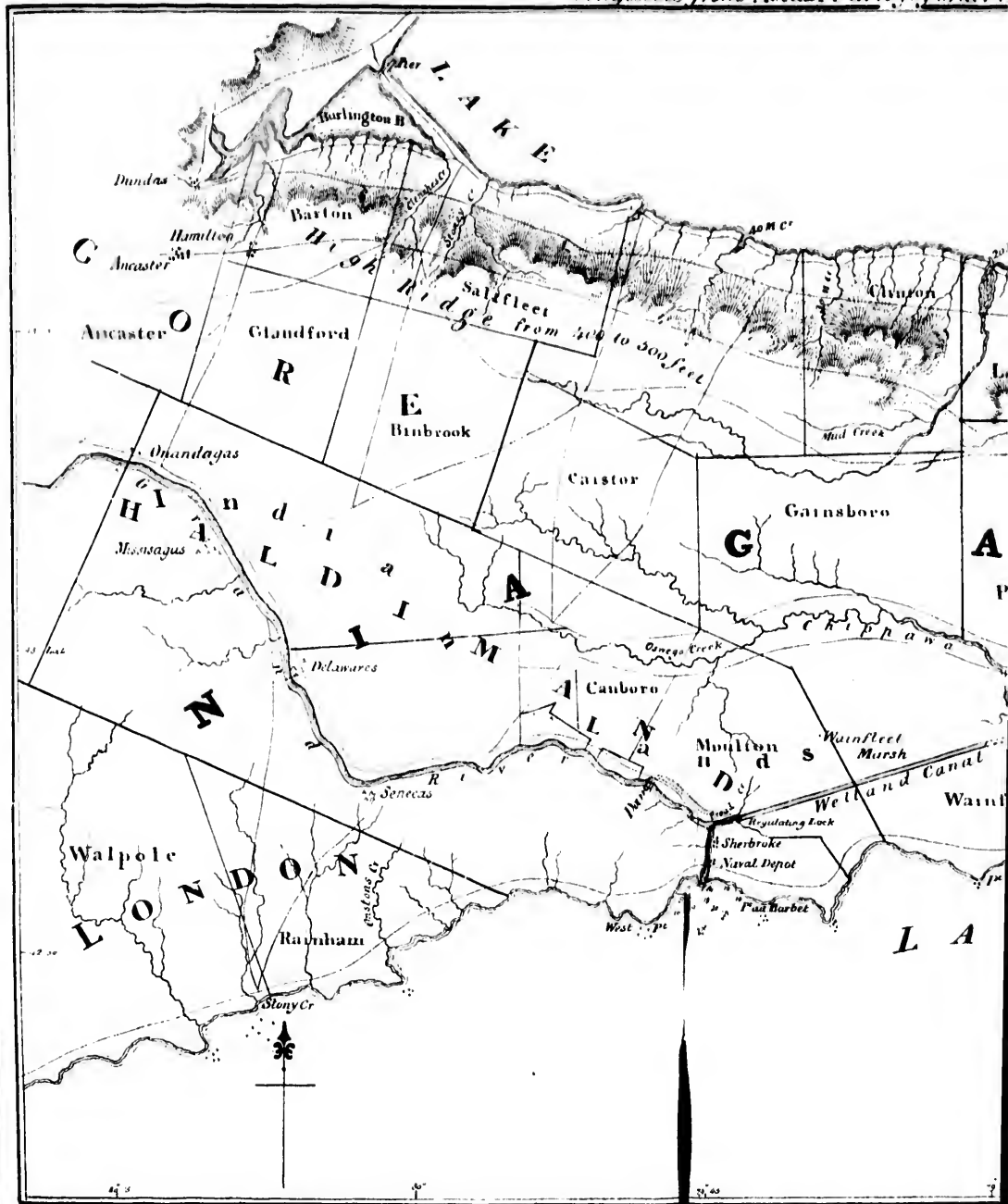
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The World



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MAP of the DISTRICT of NIAGARA in U
 showing the Course and a Section
WELLAND CANAL
 Compiled from Actual Surveys by order of

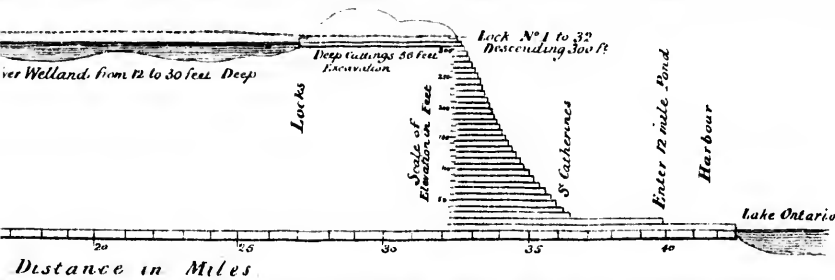
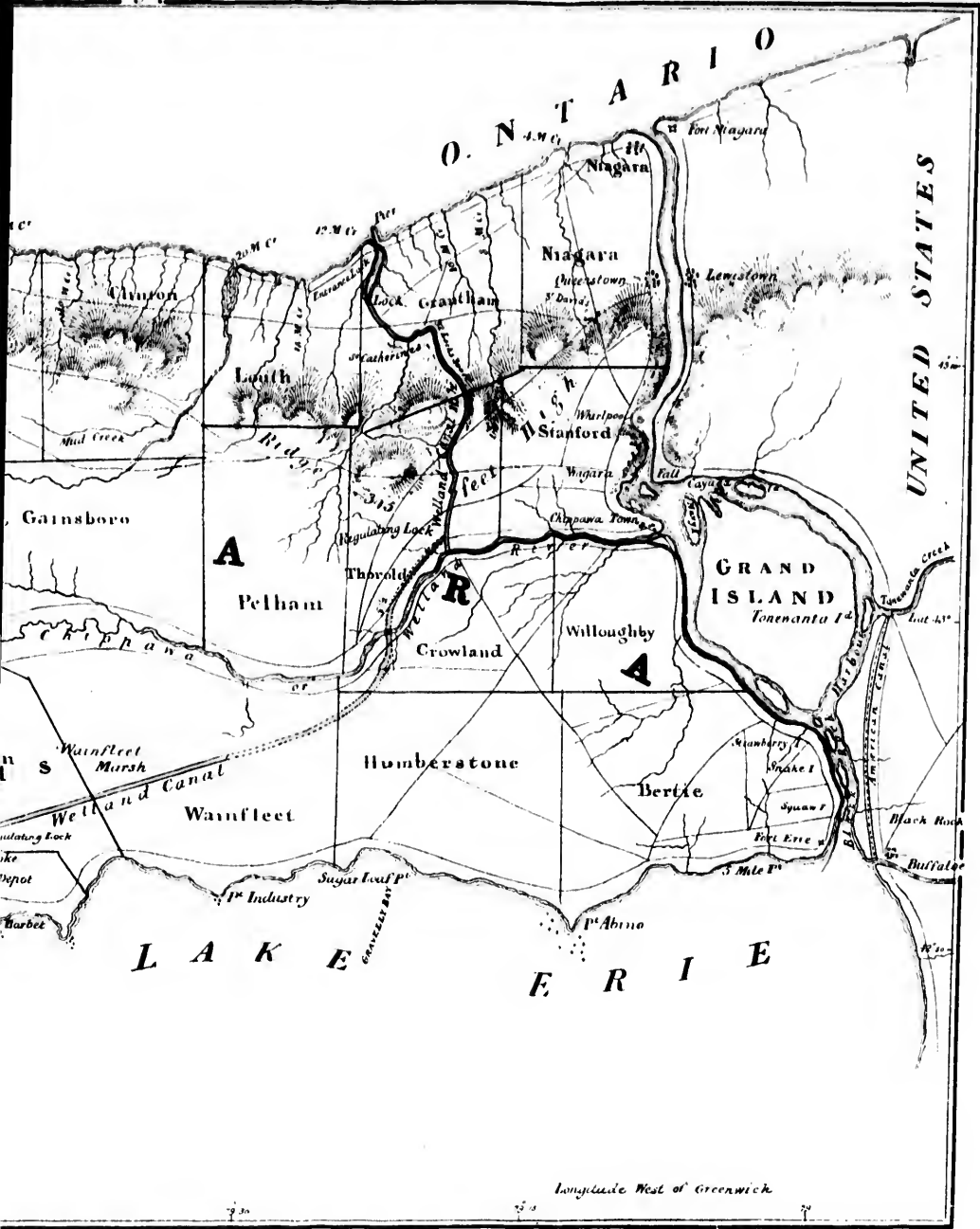


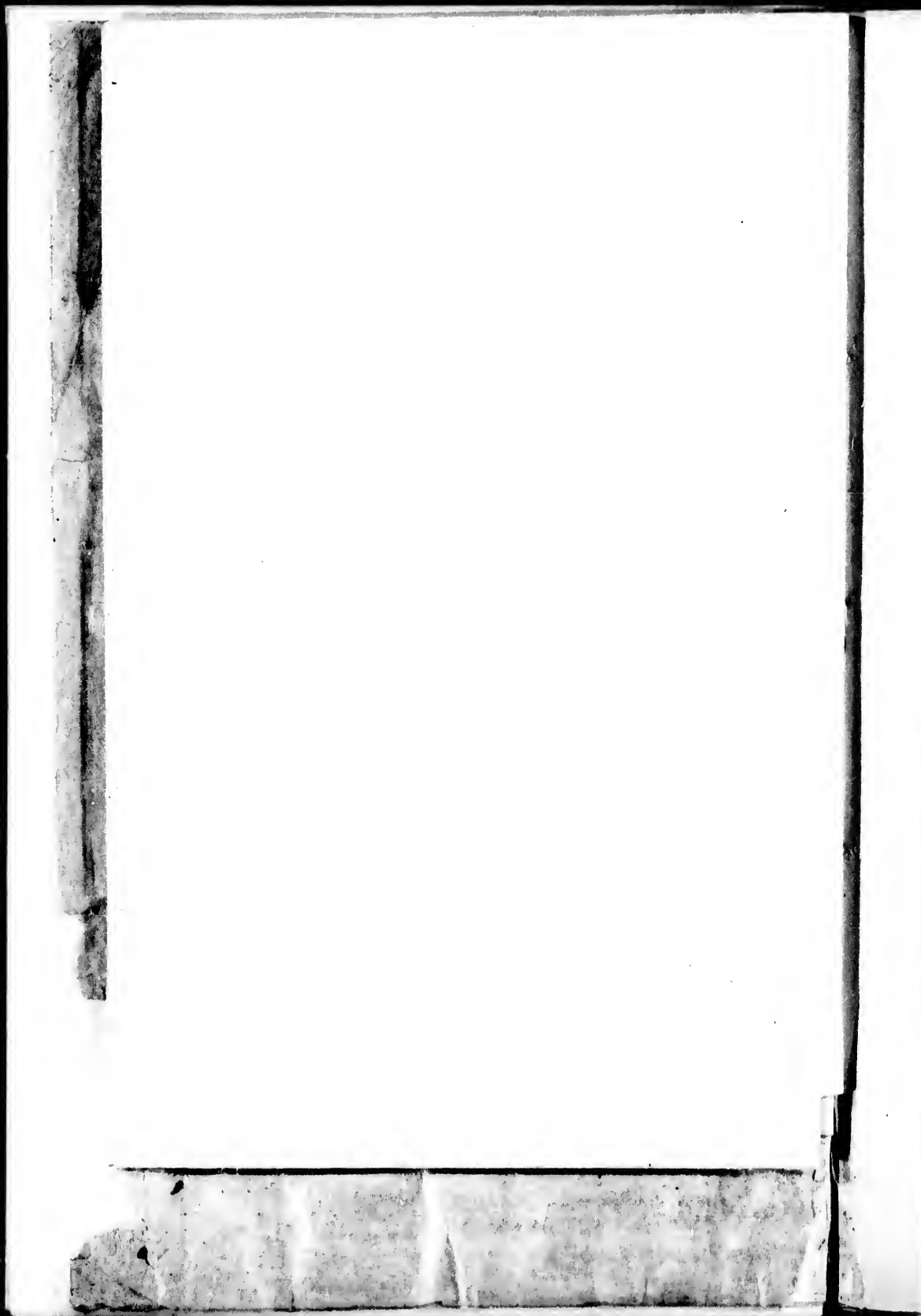
Scale of Distance in Miles

Published by J. Miller 25, 5th Avenue Street, 1830.

NIAGARA in UPPER CANADA

Course and a Section of the
LAND CANAL
Actual Survey by order of the Directors.





WELLAND CANAL.

The following account of the Welland Canal,—Its effect upon the Commercial Relations of the Country—The Prospect it affords to the Persons interested for receiving a Return on their outlay; together with a general Statement of the Funds and Resources of the Company, are submitted to the Stockholders, by particular request.

THE WELLAND CANAL COMPANY, in the province of Upper Canada, was incorporated in 1824, for the purpose of constructing a Canal for boat navigation around the natural barrier caused by the Falls of Niagara. In 1825, on petition of the Stockholders, the amount of capital was increased to £200,000 Canada currency, or £180,000 sterling, divided into 16,000 shares of £12: 10s. Canada currency, or £11: 5s. sterling each, in order to enable the Company to construct a Canal sufficiently large to pass the vessels used in navigating the Lakes from 50 to 100 tons burden, without the necessity of transshipment.

This important work is now completed so far

that the navigation is open from Lake Erie to Lake Ontario, by way of the Niagara river; and will in another year be open to Lake Erie, by the western route. The advantages presented by the two routes may be seen by a reference to the map of the Isthmus, formed by the Niagara River and Lakes Erie and Ontario, which accompanies this description.

The original design of the Company, was to feed the lower section of the Canal from the waters of the Welland River, by cutting through a ridge of about fifty-six feet high. The attempt proved very expensive, and was ultimately abandoned in consequence of the quick-sands near the bottom. The canal has, however, been completed on the same route, but somewhat altered in the manner. Instead of excavating to the bottom at the place of deep cutting, the level has been raised, a dam thrown across the Grand river, about six miles from its mouth, and a feeder, sufficient for navigation, made to the deep cutting, a distance of twenty-seven miles. Thus a Canal has been made, in reality more advantageous than it ever could have been by persisting in the original plan of using the waters of the Welland River. The amount of cost altogether, will be about £270,000 sterling, of which about £250,000 sterling have been expended.

For this sum a most important commercial avenue is opened, which cannot fail to add much

to the wealth and prosperity of his Majesty's subjects in Canada, as well as increase the trade and promote the interest of the United Kingdom.

There are thirty seven locks to ascend to the summit level from Lake Ontario, a height of 330 feet. The Canal is fifty-six feet wide on the surface of the water, and eight-and-an-half in depth. The chambers of the locks are twenty-two feet wide and one hundred long; a size abundantly sufficient for vessels of one hundred and twenty-five tons burthen. The natural situation of the ground is such, that in the arrangement of the locks an unusual facility has been afforded in ascending and descending. There are no two locks so near together that vessels meeting shall be detained; the space between the locks being sufficient to admit of their passing with ease. The supply of water is abundant for any extent of hydraulic machinery the Company may permit to be placed on the line of the Canal, without the remotest danger of impairing the navigation. The improvements now in progress to connect the waters of Lake Ontario, with the St. Lawrence at Montreal, by a Canal navigable for the vessels of the lakes, will increase the value of the Welland Canal, and give to the interior of an immense and fertile country, the advantage of a sea coast. There is indeed no improvement that can be made on any avenue from the lakes to the sea coast, either by our American neighbours.

in the state of New York, or his Majesty's government and enterprising individuals in Canada, along the St. Lawrence and Ottawa Rivers, which will not materially aid the Welland Canal. The ease and safety with which the Atlantic Ocean is now crossed, has brought the Canadas so much nearer to us in effect for commercial operations, than they formerly appeared to be, that by the continued and quick returns, they seem to form almost a part of the Home British Empire. Notwithstanding this ease of intercourse and familiar association which ought to make us better acquainted with facts, there is an erroneous impression generally prevalent in England, in relation to the province of Upper Canada and its climate.

The intense cold of Lower Canada, Nova Scotia, and New Brunswick, with which we have had more immediate connexion, has in some measure misled many of our people, and caused a belief that Upper Canada must be like them. In order to correct this impression, a map on a small scale is annexed, presenting a general view of the relative situation of the province and the United States, by which it will be perceived that this portion of Upper Canada is surrounded by Lakes Ontario, Erie, St. Clair, Huron, Simcoe, and the Rice Lakes, and is consequently favoured with a more mild climate, than the other provinces. These large bodies of water by which

the Peninsula is formed, and the greater parts of which are never frozen in winter, soften the atmosphere. The whole country is gently undulating, very fertile, and healthy. The population is rapidly increasing by emigration, mostly from the United Kingdom, and its commerce daily becoming more valuable. The lands of the Canada Company lie within this Peninsula, and by far the greater and more valuable part of them west of the Welland Canal. This canal, therefore, will be the most effectual means to cause the rapid settlement of the Company's land.

By reference to the annexed diagram by which the route of the canal is exhibited, it will be seen that it has two channels of communication with Lake Erie, one by way of the Niagara River, the other terminating at the mouth of the Grand River; by the latter the canal is fed. The channel by way of the Niagara River, will aid in commanding a very great portion of the transportation from the American shores. If part of a cargo shall be destined for Buffaloe (an American port at the outlet of Lake Erie) it can be landed there, and the remainder without any loss, by extension of distance, may be taken by the Niagara and Welland (or Chippewa) Rivers through the Welland Canal to Lake Ontario, and thence either to Oswego in the State of New York, or Prescott in Canada, or even Quebec when the Rideau Canal shall be finished. That section

of the canal, from the deep cut to the Grand River, possesses many advantages. Vessels from the coasts of the lakes (or rivers emptying into them,) west of Grand River, will have their distance of sailing shortened fifty miles, if bound to a port on Lake Ontario, or on the St. Lawrence River. Another important feature in favour of this route, and of the Welland Canal generally, claims for it a superiority over any other channel of communication that can hereafter be formed. Lake Erie is not altogether closed by ice in winter, and the prevailing winds which are west and north west, together with the slight current caused by the outlet at the eastern extremity of the lake, drive the ice floating on it, toward the outlet opposite Buffaloe. The lake being narrow for thirty miles west of Buffaloe, in the spring of the year the whole of that end of the lake is closed for several weeks by the accumulation of floating ice, during which period the channel by the Grand River and the Welland Canal will be entirely free from ice and other obstructions.

The population of Upper Canada residing in that part of the province west of the canal, (and by whom it must be used, to reach a market for their produce,) is at present abundantly sufficient to give an interest of more than six per cent. upon the outlay, by means of toll only.

A liberal course of policy in relation to the produce from the American side, will ensure the

transportation of the whole of that also through the Welland Canal ; as no alteration of toll on the American Canal from Lake Erie to the Hudson can equalize the expense of transportation between that canal and our own. The difference in expense on canal toll only, at the present rate of charging, between the route by the Welland Canal and Oswego, and the other by way of Buffaloe, will always be a sufficient inducement for using the Welland Canal—this difference being between twelve and fifteen shillings sterling per ton. There is, however, another great advantage in favour of the Welland Canal which is beyond the power of any counteracting regulation. An American canal-boat will commonly carry from thirty-five to forty tons, and requires a master and four hands with relays of horses for towing day and night, equal to the constant employment of six horses, and two drivers for each boat. With this expenditure in labour they cannot exceed fifty miles on their Canal in twenty-four hours. A lake vessel which may navigate the Welland Canal, can take from one hundred to one hundred and twenty-five tons freight. If we allow the average to be from seventy to eighty tons only, such vessel will carry double the freight of a canal-boat. Four hands only are required to navigate the largest lake schooners. Estimating the six horses, two drivers, and four hands of a canal-

boat, equal to eight hands, the expense of the labour required for a Lake vessel will be only one half. Thus the difference between the two in daily expense and quantity of freight will reduce the whole expense of transportation by a lake vessel to one fourth of that necessarily incurred by a canal-boat.

Lake sailing from Grand River on Lake Erie to Buffalo, is	48 miles.
From Buffalo to Syracuse, on the N.Y. Canal to the point of junction	200
	<hr/>
	248
	<hr/>

Distance from Grand River to Ontario by the Welland Canal, is	42
Lake sailing to Oswego, estimated distance	150
From Oswego to Syracuse, canal navigation	38
	<hr/>
	230
	<hr/>

Thus making a difference in the distance in consequence of the windings of the New York canal, in favour of the Welland route. Both the Welland and Oswego canals are wider and larger than the Erie canal, and boats may consequently be towed through them with much more ease and rapidity. The experiment last autumn on the Welland canal, proved that the whole distance may be passed by Lake Schooners in one day without difficulty. Allowing therefore no advantage to either in time, the relative expense will always fix the preference.

Thus if a liberal policy be adopted in relation to American vessels using the Welland Canal, (which we have good reason to anticipate, inasmuch as there can be no interest opposed to it,) the effect will be inevitable. Every ton of the productions from both shores on the upper lakes will be sent to market, and all the merchandize designed for the use of these extensive districts will pass through the Welland Canal.

No possible objection can be raised to this policy on either side from considerations of interest.

The Canadian agriculturist cannot be injured by it, for the produce designed for an American market will be forwarded to its destination, after passing the canal.

Whereas, if this policy be not adopted, all the American transportation will be driven to their own canal, and the commercial interests of Canada, as well as the Stockholders of the Welland Canal will suffer.

On the other hand, the Americans can have no cause for dissatisfaction, and indeed, no interest in opposition to such liberality; no additional facility will be given to illicit trade, on either side of the boundary, for in the execution of their municipal commercial regulations, vessels passing through the Welland Canal are subject to the same examination and penalty for infractions of their laws, as if they shall have passed from one American port to another, without going through

a foreign territory, or having engaged in a direct authorized trade between a Canadian and American port. Within the Canadian limits there will be no danger of any violation of the law, for the attention and care of the Company may be beneficially used in aid of the vigilance of the officers of government. Indeed the relative situation of the countries bordering on the lakes, warrants the opinion, that no attempts will be made to carry on a prohibited commerce in regular trading vessels on those narrow seas, where, if any such trade shall be followed, a few hours are sufficient to pass from one shore to the other in a small boat, without much difficulty or danger from the elements. There is no guard against prohibited trade in that region, better than the moral sense of the community.

It has been observed, that the state of New York, in order to protect the western part of its canal, may adopt some counteracting regulations by which vessels using the Welland Canal to Oswego, will be subjected to greater toll on the Oswego Canal from that place, than if the same freight shall be taken to market by the way of Buffalo. The effect of such a provision is too evident to be seriously apprehended by any person interested in the income of the Welland Canal, or the Canada trade; nor can it be advocated by any inhabitant of New York, who is desirous to promote the commercial prosperity

of the state. The expense of transit to the New York market will be increased, and in proportion to that increase will the trading interest of Canada be promoted. It is not therefore probable, that any measure of this nature will ever be adopted; but they will sooner and more reasonably look for remuneration for any loss occasioned by the Welland Canal, to the additional extent of country along lake Erie and the Ohio Canal, and the Ohio and Mississippi rivers, which the cheap and safe transportation procured by the Welland Canal, may induce to use the eastern section of the New York Canal from Oswego.

One hundred and ninety miles of the Ohio Canal are now completed and in use, extending from lake Erie, to the north end of the deep cut on the Licking summit; and in another year the whole canal will be finished to the Ohio river. The communication between lake Erie and the Mississippi and Ohio rivers will then be open. It is important that the whole expense of transportation shall be reduced so low, as to procure the business and custom of that region to as great an extent as possible; no measure will, therefore, be adopted so decidedly at war with their own interest, without a hope of benefit to any one branch of industry or source of revenue, either for the government of the United States, or the state government of New York. In short, when the Stockholders of the Welland Canal examine

the peculiarly favourable location of their canal, it requires no unreasonably sanguine feeling, to anticipate an immediate and large interest on the expenditure. It is the decided interest of both governments, each holding an independent and excellent channel to the ocean, to adopt the measures requisite, to become the carriers of the productions of the country. A contest of liberality demanded by the real interest of both parties, cannot occasion collision; there is, therefore, the best assurance that the interest of the Company will not be impaired by any regulation of either government. This summary view of the canal relatively to the territorial position of the two governments, is given for the information and examination of the Stockholders; of the correctness or fallacy of the reasoning they will judge for themselves, ~~what they shall~~ know^{ing} the foundation on which it rests.

The following opinion of the Attorney General of the province, shews that as the law now is, the canal will probably derive much benefit from American transportation.

YORK, UPPER CANADA.

Attorney-General's Office,
30th October, 1829.

“ SIR,

“ I have the honor to acknowledge the receipt of your letter of the 28th instant, requesting my opinion whether American vessels passing

through the Welland Canal, can be subjected to the payment of any fees, (beyond tolls) when they do not break bulk ; and also whether any, and what, instruction or notification may be deemed necessary to collectors for their conduct in this case.

“ I am of opinion that there is no restriction upon American vessels, passing and re-passing through the Welland Canal, whether laden or in ballast, in the same manner as British vessels, provided such vessels neither break bulk, nor receive on board, any additional cargo during the passage ; and that such vessels will not be liable to pay any fees to the collectors of any port, unless they enter for the purpose of unloading a part or the whole of their cargo.

“ A copy of this opinion I conceive will be a sufficient instruction to the collectors, with an intimation, that should any foreign vessel break bulk before entry, she will be liable to seizure ; and receiving on board any additional cargo during the passage, will subject the master to a heavy penalty.

I have the honour to be, Sir,

Your most obedient humble servant.

(Signed) H. J. BOULTON, Att.-Gen.”

HON. JAMES BABY,

Inspector General of Provincial Accounts.

A copy of another letter, addressed to the Secretary of the Welland Canal Company, is also given to show the favourable feelings of the Ohio merchants to the canal, and that they will use it as a channel for transportation to market is not merely conjectural.

Cleveland, Ohio, 29th December, 1829.

My dear Sir,

I was duly favoured with your kind letter of the 8th instant: I need not say that it afforded me as much pleasure to know that an enterprise of such importance to Canada, has, at last been brought to a successful issue, (may it abundantly reward all interested) as that the prospect of getting my pork to market in the spring, at a less rate per barrel by its waters, appears by no means problematical.

I shall certainly induce the forwarders here to go directly to Prescott with 3000 barrels if possible; and we will decide the matter as soon as you can make me a positive offer of the rate of toll we must pay per barrel through, and salt back, specifying the regulations and bonds to be entered into for the relanding the pork in the United States, because vessels belonging to this lake have no registers; when forwarded to Montreal, it will there be finally bonded for the West Indies. Pray communicate this information a

soon as possible, because I must make contracts for transportation by the 25th of January; say also whether, and at what premium, the Directors will assure the safe passage, and returns of the first six vessels from this port, under ninety tons burthen, and drawing not exceeding eight feet water. A little prejudice exists, as to the safety of the canal, as well as to the harbour of Dalhousie; you had better, as the Secretary of the Company, correct any such undue prejudice, by addressing Messrs. Giding & Co. large owners here, advising them at the same time, rates of toll for pork, ashes, flour per barrel, wheat in bulk per cwt. lard, &c. in kegs. I shall purchase wheat next summer for the Oswego market for transport through your canal; let the toll be low and you must succeed.

(Signed)

EDWARD WARHAM.

To J. Black, Esq.

It will be recollected by those who have taken sufficient interest in the subject to attend to it, that the slides of earth, which occurred last autumn, while the work was in progress in the deep cutting, and caused temporary suspension of labour, were exaggerated and represented as fatal to the undertaking; and the Company, owing no doubt to the same misrepresentation, were also delayed by other causes arising from contracts made, on the performance of which they had placed implicit reliance.

Notwithstanding these accumulated and unexpected difficulties, they have by a steady perseverance succeeded.

With regard to the powers of the Company, for the information of those of the Stockholders who may not desire to read the Act of Incorporation, it is only necessary to say—that they are authorized by their charter, with other powers requisite for their operations, to hold any real or personal estate, and regulate their own toll with the following limitations as to their income.

“ If at any time after the expiration of five
“ years, from the time of the commencement of
“ the navigation upon any part of the said canal,
“ the legislature shall deem the tolls levied thereon
“ excessive, it shall be lawful for them to reduce
“ the same to such a standard as they may think
“ just, so that the same shall not be reduced to a
“ rate, which will produce to the Company less
“ than twenty per cent annually on the capital
“ actually expended in making the said canal.”

—Also—After fifty years from the time of making and completing the said canal, the king may assume the same, on paying for the use of the Stockholders the full amount of the cost of the said canal, together with such further sum as shall amount to a premium of twenty-five per cent upon the amount of such cost, provided, “ Also, that it shall not be lawful for His
“ Majesty, his heirs or successors at any time,
“ after the expiration of the said fifty years to

“ assume the said canal, unless it shall appear
 “ from the accounts of the said Company, laid
 “ before the Legislature, that the Stockholders of
 “ the said Company shall have received every
 “ year upon an average, the sum of twelve-and-a-
 “ half per cent for every one hundred pounds,
 “ they shall be possessed of in the said concern.”

These are the only limitations as to power, so far as the value of the stock is concerned, in the charter.

The business of the Company is conducted by seven directors ; five of whom are chosen by the stockholders, and two by the Provincial Government of Upper Canada, who represent the stock held by the province, which is equal to one-fourth of the whole capital.

Thus the sum of £300,000, Canada Currency completes both the route to the Grand river, and the other by way of the Niagara River, the latter of which, as has been before stated, is now finished and in use, the same having been advertised to be opened for navigation on the 15th of May last.

To pay this, the Stock, Subscribed and paid in is	£179,162 : 10
On Loan from his Majesty's Govern- ment, the sum of £50,000 sterling	55,555 : 10
On Loan from the Government of Upper Canada	50,000 : 0
	<hr/>
	Canada currency, £284,168 : 0

There is still remaining unsubscribed 20,837*l.* 10*s.* Canada currency.*

To pay an interest on this outlay, the Company have

1. The tolls on the transportation of the produce of the Country, and merchandize, the regulation of which, as has been before named, is vested in the Company.
2. The harbours at each extremity, and the wharves on the line of the canal, the Company owning the land on both sides of the canal by purchase.
3. The use of the water for hydraulic purposes ; this being also the exclusive property of the Company, a number of mills have already been erected by permission of the Company. The supply of water being abundant, the mills along the line of the canal will be numerous.
4. The sale and income of a tract of 16,000 acres of land, the property of the Company ; this tract was an extensive marsh, and in consequence of the canal being cut through it, has been rendered highly valuable for the culture of hemp. It is situated along the summit level of the canal between the Welland and Grand Rivers.

* Since this pamphlet was put to press, £8,600 of the above has been subscribed, leaving only a balance of £12,237 : 10*s.* not taken up.

Exclusive of the above sources of income, there is another sum, which the Company hope to have credited on the debt due from them to the government; that is one-ninth of the cost of the Canal. The particular circumstances on which this expectation is founded, it is perhaps proper to name to the Stockholders, in order to apprise them fully of every fact relative to the value of the Stock.

In the winter of 1827, a despatch was received by Lieutenant-General, Sir Peregrine Maitland, from Earl Bathurst, then his Majesty's principal Secretary of State for the Colonies, "That his Majesty would be willing to afford his royal aid and assistance to the extent of sixteen thousand three hundred and sixty pounds, sterling, being the one-ninth part of the sum represented to his Majesty as the estimated cost of the canal, upon condition of the locks thereon being constructed of at least twenty-two feet in width; and also upon his Majesty's being secured in the use of the said Canal, for all vessels and boats, when engaged in conveying government stores, without payment of any toll or duty." Requiring, also, "if the Company should accept the offer, that a law should be passed, by the legislature of the province of Upper Canada, securing the performance of the conditions of the grant on part of the Company." The terms were accepted by the Company, and the law was passed, although the sum named was then known to be

0,837l. 10s.

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much less than the real cost of the canal, yet the promise being founded on the supposition (as expressed in the despatch) of its being one-ninth of the cost, the Company thought when the Canal should be completed, one-ninth of the actual cost would be granted. When the loan was negotiated by the agent of the Company, two years since, many discouraging occurrences had taken place; and it is probable the necessity of providing against the possibility of an ultimate failure in the whole project, on the part of a private Company, and that it might become necessary for his Majesty's government to complete the work, was the cause of a condition of the loan, that the Company should not if they accepted the loan of £50,000, for ten years, at an annual interest of four per cent. claim the one-ninth promised by the despatch.

Under the impression that such was the object in imposing that condition, and the propriety of it in that view, being evident, the Company did believe when the work was fully completed the amount of one-ninth of the cost of the Canal would still be paid, or at least credited upon the debt; they have now presented a petition for that purpose.

If this sum should be credited, the whole cost of the Canal being, as before stated, £300,000 Canadian currency, one-ninth of which is equal to about £30,000, sterling, and this sum shall be

deducted from the £50,000 owing to the government, the state of the funds of the Company will be that much better than they have been represented, in the previous part of this account of their resources.

The effect on the transportation and business of the lake, by the opening of a channel for the products of it, which did not before exist, may be anticipated from the statement of one fact. Previous to the opening of the Canal from lake Champlain, in the State of New York, there were about twenty vessels employed upon that lake. Within three years thereafter there were *two hundred and eighteen*.

We add the following extract from a paper printed at Buffalo, in the state of New York, so late as the 5th of last month.

The observations are in accordance with the opinions contained in the preceding representation. The confident expectation that the commerce of the north part of the Mississippi, and the entire country between it and the lakes, will find its way to the ocean through Lake Erie and the Welland and New York Canals, is founded on a basis, that cannot be mistaken.

From the Buffalo Journal of May 5,

LAKE ERIE.

“ It is peculiarly gratifying to notice the annual
“ increase of business upon the waters of Lake

“ Erie. The lake navigation commenced this
“ spring much earlier than usual, and it has al-
“ ready assumed a degree of importance and ac-
“ tivity, unequalled by that of any former period.
“ Besides the numerous schooners that constantly
“ crowd our wharves, waiting their several turns to
“ load or unload, seven fine steam-boats have full
“ and profitable employment. One of these boats
“ now leaves our harbour every morning, crowded
“ with freight and passengers, destined to the fer-
“ tile regions of the West. It is impossible to
“ reflect on the almost incredible increase of busi-
“ ness upon Lake Erie, for the last five or six
“ years, without indulging in, what to somemay
“ appear, extravagant anticipations of the future.

“ The map of the entire globe does not present
“ another sheet of water so strikingly peculiar as
“ that of Lake Erie. It literally commands the
“ navigable waters of North America. From the
“ South, a steam-boat has already ascended the Al-
“ legany to Warren, and a trifling improvement of
“ the Chatauque outlet will enable steam-boats from
“ New Orleans, to approach within three miles of
“ Portland harbour. From the North, the vessels
“ of Lake Ontario have already visited Lake Erie,
“ through the Welland Canal and River. The
“ same spirit of enterprise that produced the Wel-
“ land Canal, it is believed, will soon be enabled to
“ overcome the natural impediments to the naviga-
“ tion of the St. Lawrence, and open an easy and

“uninterrupted communication from Lake Erie,
 “through Lake Ontario, to Montreal and Quebec.
 “The ease with which a canal of sufficient capacity
 “to pass steamboats, can be opened between Lake
 “Michigan and the navigable waters of the Missis-
 “sippi, is well known. This enterprise has been
 “long agitated, and will it is believed soon be ac-
 “complished. But this will not be the only chan-
 “nel of intercourse between Lake Erie and the
 “Gulf of Mexico. From the southern shores of
 “Lake Erie, the Ohio and Pennsylvania Canals
 “will open a communication through the Ohio
 “River to the Mississippi.

“Lake Erie, therefore, may be regarded as a
 “great central reservoir, from which open in all
 “directions the most extensive channels of inland
 “navigation to be found in the world; enabling
 “vessels of the lake to traverse the whole interior
 “of the country, to visit the Atlantic at the North
 “or in the South, and collect products, the luxu-
 “ries and wealth of every clime and country.”

MESSRS. BOSSANQUET, PITT, and Co. No. 73, *Lombard*
Street, are the BANKERS and AGENTS of the Welland Canal
 Company in London: And RICHARD DAWSON, Esq.
 the *Agent* in *Liverpool*.

Estimate of Income on Canal

	Doll.
Tolls on Cargoes up and down	112.500
Wharfage, and ton. on Tolls	15.000
Rent for Hydraulic Situations	10.000
Rent for Farms round the Canal and for 15,000 acres of land on the same side Canal.	10.000
	<hr/>
<u>Deduct</u>	147.500
Annual repairs & Expenses	27.500
	<hr/>
	Dollars. 120.000

or

£ 30,000 Canada Currency being
10 per cent. on outlay of £ 300,000. —

PRESIDENT.

THE HONOURABLE JOHN H. DUNN,
Receiver-General of Upper Canada.

VICE-PRESIDENT.

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THE HON. WILLIAM ALLAN.
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