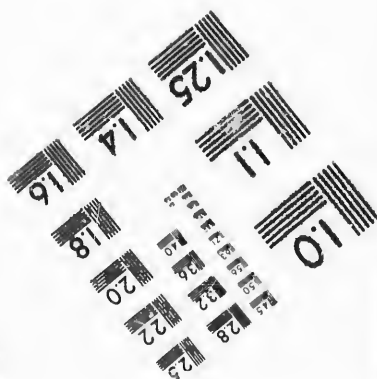
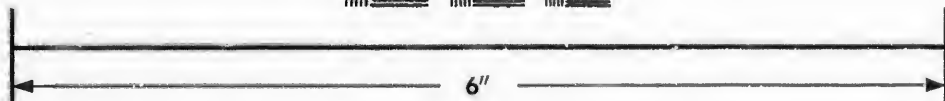
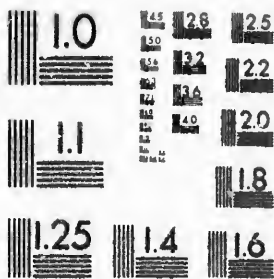


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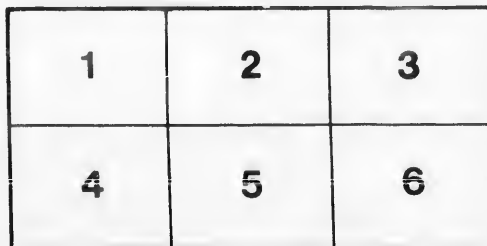
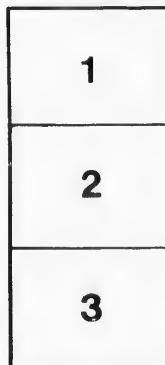
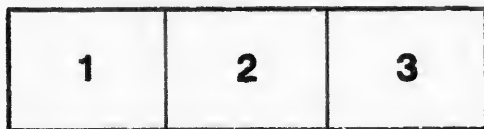
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**Ontario and Huron Road.**

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**REPORT**

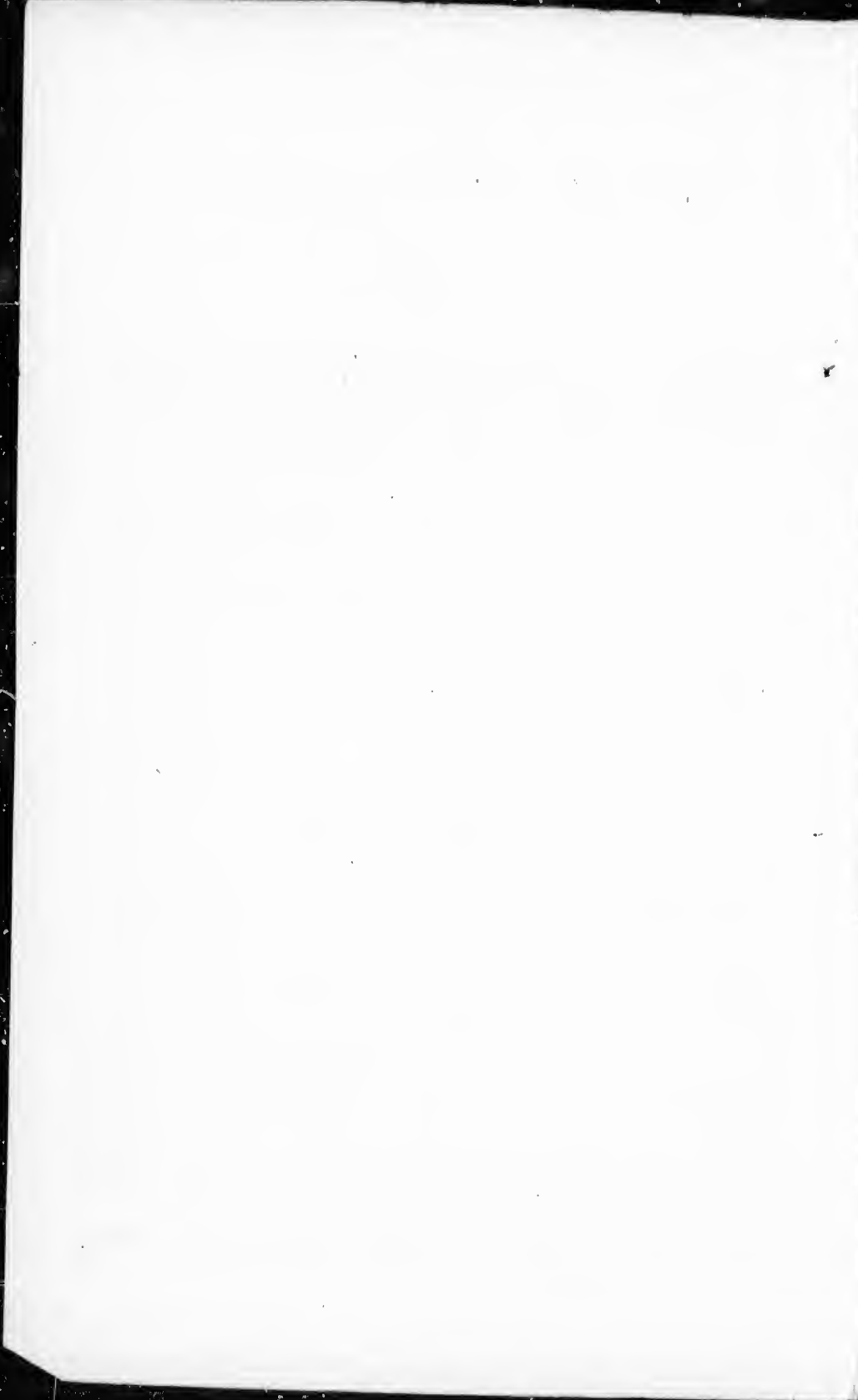
OF THE

**WINDSOR AND STURGEON BAY**

**ROAD COMMITTEE.**

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**TORONTO:  
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1845.**



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## REPORT.

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*To the Inhabitants of the Townships of Whitby, Pickering, Reach, Brock, Thora, Mara, Orillia, and the adjacent Townships and Public generally.*

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The Committee appointed, at a numerously attended Public Meeting held at Windsor, in the Township of Whitby, on Saturday the 10th day of May last, for the purpose of taking into consideration the important subject of constructing a Plank or Rail-Road, or both, from Windsor Harbour in Whitby, to Gloucester Bay on the Great Georgian Bay, a part of Lake Huron, by way of the Narrows of Lake Simcoe, at which the following Resolutions were submitted and unanimously adopted :—

1. *Resolved*, That it being now fully conceded by all parties, that Canada, from her natural situation, possesses the power of securing, by the construction of a Plank or Railroad communication, or both, between the two great Lakes, Ontario and Huron, not only the entire carrying-trade to and from the southern shores of Lake Huron, and the produce of its extensive Fisheries, but also a large portion of the traffic, and all the travel to and from the Far West, which power, if wisely and judiciously exercised, cannot fail to add vastly to her importance, wealth, and prosperity, in every point of view. This Meeting rejoices to find that this great undertaking has at length engaged public attention, and sincerely hope it will never again be lost sight of till finally accomplished.

2. *Resolved*, That it is abundantly evident and clear,

from a view of the great Maps of America, that the Route for a Plank or Rail-Road, or both, from Windsor Harbour on Lake Ontario, to Sturgeon or Gloucester Bay, an Inlet of the Great Georgian Bay, a part of Lake Huron by way of the Narrows of Lake Simcoe, possesses very many decided and important advantages over any other that can be found between the two great waters, for allowing the Harbours at either end of the Route to be equal in safety and convenience to any others that can be named on those Lakes, it will have the important advantage of being on the most direct line from Oswego to the straits of Michillimackinac, making a saving over the present Route, *via* Lake Erie, of about six hundred miles, while the distance from water to water (not being over from seventy to eighty miles) is about forty miles shorter than any other route, and fully one hundred miles less than some that have been named and highly spoken of, which saving of distance must give it a decided advantage; for, it is to be recollected, that the cost of constructing a Plank or Rail-Road in the first instance, and keeping it in repair, and the transporting goods or passengers over it in all time to come, will be in exact proportion to its length. Taking this fact, therefore, in connexion with its peculiar locality, it is quite obvious, that, in the event of a war with our neighbours, (which may the allwise Disposer of Events in his goodness and mercy for ever avert) it would afford the Government the safest and shortest, and, consequently, the most expeditious means of transporting Stores, Troops, &c. &c., to the inland parts of the Province and the back Lakes: moreover, the country through which it would pass, is as healthy and fertile as any in British America, touching a point of Lake Simcoe, it would instantly open up and cause to be settled, by affording a cheap and expeditious outlet, the vast and productive region surrounding that beautiful sheet of water now in a state of comparative wilderness from the want of such outlet; and besides, nearly one-half the distance of that route is already made and partly planked by the Board of Works, *viz.*, from Windsor Harbour to the 5th concession of Reach, say

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about fifteen miles on a grade suited for a Locomotive, whenever the increased traffic may require that kind of conveyance, and at the North end it is also made from Sturgeon Bay to the Narrows of Lake Simcoe, say sixteen miles with a suitable Bridge over the said Narrows.

3. *Resolved*, That, while this Meeting at once and forever disclaim all and any the least hostility or opposition to any projected or contemplated public improvement in any part of Canada, to be commenced and completed by Joint Stock Companies, they feel it to be not only their bounden duty, but also that of their fellow-subjects throughout Canada, to watch carefully the proceedings of such companies and take steps to prevent, as far as in them lies, the Government being by degrees, and, as it were, imperceptibly drawn into a large expenditure of the revenues of the country on an improvident undertaking which they may have had no voice in sanctioning, and which may in the first instance have been undertaken more to suit the especial interests of individuals in some town or city than with a view to the real and permanent interests of the Province in general, and this is often done by prevailing on the Government merely to lend its name in the first place to raise by Debentures or otherwise, the necessary funds, &c. &c. ; then the next step is to obtain from the Government a direct loan and then to induce them to take a certain amount of stock in order to prevent the works stopping altogether ; and, finally, after the company has failed to pay either interest or principle, and may be said to be bankrupt, the Government is compelled to assume the whole work, or lose all they have advanced or become security for.

4. *Resolved*, That, with a view to the carrying out the spirit of the foregoing Resolutions, it is expedient to appoint a Committee whose duty it shall be to take such steps as to them shall seem proper and necessary, and either by personal examination or other means of information, to bring and keep before the public of Canada, Britain and the United States, the superior advantages and importance of

the route from Windsor Harbour to Gloucester Bay by the Narrows of Lake Simcoe, and to report thereon from time to time, as occasion may seem to require.

And, further, that it shall be the duty of such Committee to urge upon the Government, by every suitable means, the great and pressing necessity of immediate steps being taken to complete the Road already commenced between Windsor Harbour and Gloucester Bay by either planking or macadamizing the same, and that whenever the increase of traffic and travel thereon shall demand a more expeditious mode of conveyance, that then rails for a locomotive be laid down upon the same grade, which may easily be done, as the distance between the ditches will be sufficient to admit of a Plank or Macadamized Road and Railway; and that the following Gentlemen do compose the said Committee:—

COLONEL CAMERON,	OGDEN CREIGHTON,
WILLIAM HUME,	JOHN HALL THOMPSON,
JOHN FARQUHARSON,	JOHN WELSH,
DANIEL S. WAY,	JAMES DRYDEN,
LAWRENCE HAYDEN,	E. BERRIL,
F. LEYS,	DONALD MCKAY, and
	PETER PERRY, <i>Esqs.</i>

The above-named Gentlemen beg leave to submit their first Report:—

At a Meeting of the Committee, subsequently held at the same place for the purpose of organizing and taking steps for the performance of the important duties imposed upon them, it was resolved,—

That a Delegation be appointed to go over the route from Windsor Harbour to Sturgeon Bay for the purpose of obtaining the best and most accurate information relative to the locality, distance, advantages and disadvantages of the same for a Plank or Railroad; and particularly to

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examine Sturgeon Bay, the Harbour at the Northern terminus, and Colonel Cameron, Ogden Creighton, Wm. Hume, John Hall Thompson, John Farquharson, John Welsh, James Dryden, L. Heyden, and Peter Perry, Esqs., were accordingly appointed for that purpose.

The Committee feel great pleasure in being able to state, that, from the information obtained through said Delegation, corroborated by that received from various other sources, no serious obstacles whatever are to be met with in any part of the contemplated route from Windsor Harbour to Sturgeon Bay; but, on the contrary, the whole line as well as everything connected therewith, every way, most favourable for the object in contemplation, viz., the construction of a Plank or Macadam... , immediately, and a Railroad in connexion therewith, as soon as the travel and traffic of the country shall have so increased as to require such a mode of conveyance, which, (from the peculiarly favourable situation of the entire route) the Committee confidently anticipate will very speedily follow as a natural and unavoidable consequence.

The Committee (instead of coming out with a flaming Report, as is the fashion of the day) beg leave, in the outset, simply to call public attention to a few incontrovertible facts connected with this route, and which, in the opinion of the Committee, only require to be known to meet with general favour and approbation from a discerning public.

To begin, then, Windsor Harbour, the Southern Terminus and starting point of the proposed route (a distance of 30 miles East from Toronto) is, with the improvements recently made there under the directions of

the Board of Works, not only equal in every respect to any other Harbour on the Northern shores of Lake Ontario, but far surpasses several of the most important in many very essential points ; for instance, vessels can always run to and enter it with the greatest ease and safety during the severest storms and gales from which they require to take shelter, viz., winds blowing from the East, South-east, South or South-west ; and, on the other hand, can always leave with the same ease and safety with a wind favourable to take them to Kingston, Oswego, &c. &c. &c., or other Eastern destination, while every sailor acquainted with the navigation of the Lake, must be well aware of the great difficulties to be encountered, and severe losses often sustained at some Harbours on the Lake, and particularly at Toronto, from the want of those peculiar qualities which Windsor Harbour possesses.

Next comes Sturgeon Bay, situate on the South-east shores of the great Georgian Bay, a part of Lake Huron, the Northern terminus of the proposed line of road, of which it may be truly said, that it is all that can be desired or wished, it being in fact one of the best natural Harbours on Lake Huron, completely land-locked, with full ten feet of water in both channel or entrance, and inner Harbour at all seasons ; and, like Windsor, can be approached and entered with perfect ease and safety during those storms from which vessels on the Eastern and South-eastern coasts of the great Georgian Bay wish to take shelter, viz., winds blowing from the West, South-west, North and North-west. The Committee have the most satisfactory evidence obtained from those who have been acquainted with Lake Huron and the great Georgian Bay for many years, and who have closely observed the closing and opening of their

Bays and Harbours, that Sturgeon Bay is free from ice as early in the Spring as Penetanguishene or other parts of the navigation, and not later than the middle of April in any year, and that no obstacle whatever presents itself in the navigation of this portion of the Lake; and, further, the Committee have the statement of John Farquharson, Esq., Deputy Provincial Surveyor (who made a tour of the Lake from Sturgeon Bay to Port Sarnia and Detroit on board the Steamer Gore during the present season for the purpose of observing and reporting upon the navigation and the several Harbours) who says, that, in point of facility of approach and access, and commodiousness and safety when within, Sturgeon Bay is not surpassed by any other on that Lake; all which is also corroborated by the statement of Captain Dick, of the Gore.

The Committee feel pleasure in stating that the extreme distance by the surveyed line from Windsor Harbour to Sturgeon Bay is something under eighty miles, which is between thirty and forty miles shorter than any other route that can be found or surveyed between the two great Lakes, and is not half the distance of some routes in contemplation; this fact of itself must give the Windsor route a decided and unquestionable advantage over all others between those Lakes; for it must be borne in mind, that the first cost of constructing a Plank or Railroad, and the wear and tear and cost of transporting goods over it in all time to come, are in exact proportion to its length.

The Committee deem it quite sufficient for their purpose to ascertain and make known to the public the actual distance of the route in question, without going into any minute calculation, showing the great difference between

its length and that of others, many of which have not been surveyed, their true extent being, at present, entirely a matter of conjecture and uncertainty. All those who take an interest in Plank or Railroad improvements, are respectfully requested to compare the distance of the route under consideration with that of any other route between Lakes Ontario and Huron, when they shall be correctly ascertained, and the Committee feel not the slightest doubt but that this route will receive a decided preference from all disinterested and impartial classes who have no particular interests to serve.

Although the Committee have set down the distance by this route, as above stated, at eighty miles, they, nevertheless, are of opinion, that, eventually, the land-carriage will be reduced to seventy-five miles, (that being the distance from Windsor Harbour to Coldwater or Matchedash Bay,) an inlet of, and distant about five miles from, Sturgeon Bay, and navigable for vessels drawing not more than four feet water, where all small craft, such as Fishing Vessels, &c., now resort to load and unload; these five miles are on a dead level, and admirably suited for the construction of either a Railroad or Canal, or probably a channel might be dredged through the Bay more advantageously than either of the other modes, so as to admit steamers and vessels of every class to that point. This route passes through nearly the centre of Whitby, Reach, Brock, Thora, and Mara, to the bridge lately erected by the Board of Works over the Narrows of Lake Simcoe, which townships and those adjacent, both on the East and West, the Committee do not hesitate to pronounce equal, at least, in point of natural wealth and resources, such as water-power, valuable timber, marble and stone-quarries,

salubrity of climate, beauty and fertility of soil, &c. &c., to any section of British North America that can be named.

The Committee, in addition to the great satisfaction they feel in thus presenting for public consideration the shortest route, by very many miles, are, also, independent of their own observation and that of many others who have examined this route, enabled to state, upon the authority of Mr. Lyons, Civil Engineer to the Board of Works, who surveyed the route from Windsor Harbour to the Narrows Bridge, a distance of about sixty miles, that it is the best adapted for a Railroad of any route for the like distance that he has met with during his experience as an Engineer. While there is scarcely anything deserving the name of a hill on the whole line, the land, for the most part, is gravelly, high and dry, gradually ascending or descending with an even surface, and the few swamps to be met with have good hard gravelly or sandy bottoms, with easy drainage; indeed, it would seem as if the God of nature, in His wisdom and providence, had wisely designed this spot for the future great thoroughfare between the two great Lakes.

Of this line of road, thirty-five miles are already made by the Board of Works, viz., from the said Narrows Bridge to Sturgeon Bay, the Northern terminus, twenty miles; and from Windsor Harbour, the Southern terminus, the Windsor and Scugog Road (being on the direct line) is used as far back as the 5th concession of Reach—say 15 miles, leaving only 45 miles in the centre yet to be made; for which purpose a grant of £2000 was made by the Legislature during its last Session to be expended this

season, and, as a preliminary step, that part of the road has been recently laid out into mile sections by the Engineer of the Board of Works, and now only awaits the action of the Board thereon. In reference to this part of the subject, it may not be improper in the Committee to allude to an opposition said to be got up in the Eastern part of Whitby, and along the road leading from the village of Oshawa into the back townships, called the District line or Simcoe Street, against expending the said Grant on the direct line surveyed by Mr. Lyons, and in favour of its expenditure on the Simcoe Street Road; and it is also said that petitions for that purpose have been forwarded to the Board of Works and the Government, although the Committee cannot believe for a moment that any such interested opposition or representations can have the least weight or influence either with the Board or the Government, with the fact staring them in the face, that the whole object of such opposition is to divert the travel and business both from Windsor Harbour and the Scugog Plank Road, (which have been improved and constructed at a large public outlay) to the Eastern part of the Township; besides, while (on account of hills, &c.) it would cost from 50 to 100 per cent. more to construct a Road on the District line than on the direct or centre line, it would not afford any thing like the extent of accommodation to the public for the following reasons. The District Line Road runs at a distance of about ~~1~~ 4 miles from, and parallel with, the centre line surveyed by Mr. Lyons, and from the 6th concession of Reach, back, for the most part along the Division line between Reach and Cartwright, Brock and Mariposa, and Thora and Eldon, except when it diverges East or West, to avoid particular obstacles, and a view of



the Map of those Townships will at once show, that, by adopting the centre or direct line, not a single individual to the East of it will be required to travel one single inch out of his way in order to use it throughout, as the distance would be no greater to reach it from any Eastern point, say Mariposa or Eldon, through part of the Townships of Thora or Brock, than to follow the District Line Road down to the 5th or 6th concessions of Reach, and then cross over to it, the said centre line; while all those to the West of the centre line, for instance about Beavertown, the whole country surrounding Lake Simcoe, and the travel and traffic to and from Georgian Bay, Lake Huron, &c. &c., would (in the event of the District line being selected) be forced out of the way between 4 and 5 miles to the East, and to no purpose whatever except to travel the same distance back again to the West in the 5th and 6th concessions of Reach: thus it will be seen, at a glance, that every farmer and all others would have to travel from 16 to 18 miles unnecessarily in going and returning as above described.

The Committee have deemed it necessary to say this much in reference to those indisputable facts connected with those routes in order to set that matter right with the public, and effectually to prevent any evil tendency arising from the misrepresentations that are constantly being made relative to those routes, localities, distances, &c.

The Committee would here submit another important fact connected with the subject under consideration, viz., that, on referring to the Map, it will be found that Sturgeon Bay and Port Sarnia are situated about equi-distant from the straits of Michilimackinac, the point where all vessels have to rendezvous in passing to and from Lake Michigan, which

is now, and no doubt will always remain, the great thoroughfare to and from the Far West, and which would be rendered more certain should Lakes Ontario and Huron be connected by a Railroad link not exceeding eighty miles in length, situated on the shortest and most direct line from the said straits to the cities of New-York, Boston, or any other Eastern point, making an immense saving by this route both in distance and expense, which could not be expected from any other that has been or can be presented.

The Committee, having set forth some leading and important facts connected with this undertaking, beg leave further to submit a few of the many considerations that suggest themselves in favour of this route for a Plank or Macadamized Road, immediately, and eventually a Railroad; but, before doing so, they take the opportunity of distinctly disclaiming any hostility whatever to any other Railroad undertaking. Many projects and routes are under consideration in various parts of the country, all of which have their friends and admirers, and no doubt most, if not all, combine more or less advantages, and are entitled to consideration accordingly; and far be it from the Committee to throw the least impediment in the way of any of them—they merely claim for the one they are engaged to promote, the same privileges that they are willing to extend to others, viz., a fair and impartial hearing of its merits by the public at large: their motto is, "Live and let live;" let the truth be told, and all projects of the kind be judged by that standard, and stand or fall according to their merits.

Believing as they do that the Windsor and Sturgeon Bay route can suffer nothing by a fair comparison with any

other that can be named, they do not shrink from, but, on the contrary, challenge the severest scrutiny and investigation; if it does not possess superior advantages, let it be shown; the public are deeply interested in those matters, and have a right to be made acquainted with all the facts and details of the several cases presented.

The Committee, presuming that the fact of this route being the shortest of any that has been or can be named, with good and commodious Harbours at either terminus, will not be disputed, do not hesitate to affirm that a Plank or Railroad constructed upon that line will at once open up and fill with a dense population the extensive and fertile country through which it passes, the vast region surrounding Lake Simcoe, the large extent of country along the South-east shores of the great Georgian Bay, the beautiful and fertile peninsula lying between Lake Huron and Georgian Bay, and the numerous and extensive islands with which that Lake and Bay abound—among which is the great Manitoulin, containing many thousand acres of land of the most unexceptionable quality, all which are now, for the most part, in a state of nature, and kept so, purely from the want of a cheap and convenient outlet; and, further, that the opening up of this communication will enable the inhabitants of Canada to engage more advantageously in the extensive and lucrative Fishing Trade of Lake Huron, which already amounts to some 12,000 barrels, annually, and is capable of being increased to an unlimited extent, heretofore entirely monopolized by our neighbours on the other side of the water, and also in the manufacture from the maple of the important article of sugar, for which the climate of the country is so admirably adapted; and besides, it would afford the Government the cheapest, shortest,

safest, and most expeditious means of transporting Troops, Military Stores, &c. &c., to any favourable point on our Northern frontier, should circumstances ever require such a movement.

The manufacture of sugar, in itself so important to a new Country, deserves further consideration. It is a fact not generally known, that even now this lucrative branch of industry is carried on to a very considerable extent by the settlers and Indians along the shores of Lake Huron and upon the Islands of that Lake (particularly the Great Manitoulin) where millions of the largest and most beautiful maples are to be found, and from which vast quantities of sugar are annually made and shipped to the Western States, which ought to be retained in our own country, or at least transported through it. It is matter of private as well as national importance, that our own markets be supplied with sugar from home manufacture. The State of Vermont, with less than half the population of Canada, manufactures, some years, upwards of six million pounds of maple sugar. The facilities for the manufacture of sugar, in this country, are tenfold greater than in Vermont, which, it must be remembered, ranks next to Louisiana as a Sugar State, and that Canada can and should produce twice as much as Vermont. In new settlements, a large business of this kind might be carried on, and, by a little skill and care, as fine and as white an article might be manufactured as the very best imported from the Indies, and not only might a sufficient quantity be made for home consumption, but even a surplus for exportation.

These considerations the Committee submit, would be quite sufficient of themselves, even were there no others, to warrant the Government in at once constructing a Plank

or Macadamised Road over the whole line, and a Railroad in addition thereto in a very few years; but this is like comparing a drop with the ocean, for nothing is more certain than that the great and rapidly-increasing travel to and from the East and Far West, will very shortly seek and obtain a shorter, easier, safer, more expeditious, and, consequently, cheaper route than is at present used by the way of Buffalo, Detroit, &c.; and the carriage of most, if not all, light goods and other commodities, will, to a certain extent, take the same direction. The extent of the latter, however, will mainly depend on the cost of transportation by this line when compared with the longer and slower route through the Lakes and Welland Canal. This is a fact admitted by all those best acquainted with the Geographical position of the country. The great and interesting question to be decided, is, which of the many routes in contemplation throughout the country, is most likely to draw the highest prize in the great lottery.

The Committee do not consider it out of order briefly to define in this place the term "Far West," inasmuch as what was formerly known as such is now not even thought of in connexion with that term. The term "Far West," as now received and understood, embraces all the vast territories of Wisconsin, Iowa, and the immense region to the West, together with the Northern part of Michigan, Illinois, Missouri, and South, along the Mississippi River for a long distance, say to St. Louis; the travel and trade of which will always hereafter, as heretofore, find their way through Lake Michigan, passing the straits of Mackinac some 400 or 500 miles North of Port Sarnia and Sandwich, from which point it will, most assuredly, take the route best calculated to serve the interests of travellers or the

owners of goods, whether the more circuitous route by water to Oswego, without breaking bulk, or the shorter one by Railroad, is a matter of opinion.

The Committee think it not unlikely that heavy articles, such as Salt, Pork, Flour, &c. &c., will continue for a time, at least, to be forwarded by water to Buffalo and Oswego, as heretofore, while the travel and light goods will, no doubt, take the shorter and more expeditious route. All persons acquainted with Commercial affairs must be well aware of the great importance and advantages to the trader, of a speedy transportation of goods, particularly those of a costly description and suited only to particular seasons; and it is quite certain, that if one adopts the shortest route, his neighbour will very soon follow his example, so as not to be outdone; and unless the extra cost be sufficient to deter all from doing so, it must follow that the shorter and more expeditious route will at once be universally adopted; and when the great saving in distance, which is about 500 miles less than that by way of the Lakes through the Welland Canal, and so round by Detroit, together with the dangers of navigation, particularly of Lake Erie and River St. Clair and Canal charges is taken into account, the Committee do not hesitate to affirm, that all the travel, the transportation of light and costly goods, and the produce of the Fisheries of Lake Huron, as well as other produce along its shores and the shores of Lake Simcoe, such as Perk, Flour, Ashes, Sugar, &c., will at once find their way to market by this, the shorter and more expeditious route.

Assuming this opinion to be correct, the Committee would put it to the candour of any disinterested mind to say whether the trade and travel will be more likely to

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take the Windsor and Sturgeon Bay route, or that of Port Sarnia and Hamilton, or Toronto, were both open to them. The answer is obvious, for it is plain as the sun at noon-day, that, whatever portion of the travel or trade the Toronto and Hamilton route may secure from the Southern parts of Michigan and Illinois, it never can claim or expect to obtain that which passes Mackinac Straits in opposition to the Windsor and Sturgeon Bay route, as the distance by both water and Railroad would be considerably more by the former than the latter. The distance by Railroad, alone, by the former, would be at least double that of the latter, thereby increasing the expense of travel and transportation, to say nothing of loss of time and delay;—and it is also quite obvious, that, instead of less travel and trade passing Mackinac Straits, in future, that route will every day become better known and more popular; and channels of communication, heretofore unknown, will be constantly opening into the beautiful and extensive Lake Michigan. And, as a proof of this view, the Committee beg to direct attention to the new route opened this season by a line of Steamers running from the mighty River Mississippi to the Northern part of Lake Michigan, in the following order, viz.: the Steamer, "*Maid of Iowa*," runs from Galena, on the Mississippi, up the Wisconsin River to Fort Winnebago, where she meets with the Steamer "*Manchester*," being only divided by a portage of one mile. The latter runs on Lake Winnebago, and is also connected with the Steamer "*Enterprise*," running on Fox River and Green Bay, being also separated by a portage of about  $6\frac{1}{2}$  miles (which, however, is represented as being capable of easy canalling.) Thus it is shown, that, at present, there only exists an obstruction of  $7\frac{1}{2}$

miles to a continuous water communication, on a direct line, from Mackinac Straits to the great River Mississippi, 6½ miles of which, must, from its very nature, (being an outlet of one Lake into another) be susceptible of easy canalling; and there can scarcely be a doubt but that our enterprising and go-a-head neighbours will very shortly overcome every obstacle in the way of an uninterrupted water communication by this route, even if they were compelled to tunnel through a solid rock. This route is said to be well supported, and is exciting considerable interest. Indeed, there cannot be a doubt but that it will go on rapidly increasing in favour and popularity, not only for the purposes of business, but for those of pleasure as well.

The Committee are of opinion, that it is not at all unlikely that Mackinaw Straits, will, at no very distant day, become a most favourite and popular watering-place, to which thousands will resort, by way of the Mississippi and the route just referred to, from the Southern States during the hot and sickly season, where they may luxuriate in the cool and bracing breezes from those inland seas, and, if not quaff the magic waters of Saratoga, they may, nevertheless, feast to their heart's content on the delicious salmon-trout and white-fish with which those waters abound; thereby strengthening the inner man, and, in due time, go on their way rejoicing, to New-York, Boston, Montreal, Quebec, or any other point to which fancy may direct; and so, by making a circuit arrive at their homes after the destroying angel has passed.

The Committee would also take this opportunity to direct public attention to the great and important improvements now being carried on and in contemplation by our



neighbours on the other side of the water, and which are calculated to draw to Lake Ontario a very large proportion of the trade and travel which heretofore passed through the Erie Canal and Western Railroad to and from Buffalo. The improvements here alluded to are the Railroads from Boston to Montreal and Ogdensburg; that from Oswego to Syracuse (a distance of only 36 miles,) and that from Rome to Sackett's Harbour. Charters for the three first have already been obtained, and active preparations to commence them in the Spring, are now in progress. It must be borne in mind that Boston and New-York are to be regarded as rivals contending for the Western trade. The latter has heretofore occupied the vantage-ground, and still continues to do so to a considerable extent; and is now casting about in her mind's-eye how she can secure and maintain the advantage she has so long enjoyed, while the former, now fully alive to the great importance of that trade, is making mighty efforts to wrest from her powerful rival a portion, if not all of it, and towards its accomplishment has happily hit upon the project of a Railroad to Montreal and Ogdensburg; and, no doubt, with her enterprising spirit and capital, she will achieve her object. All this is calculated to do good—opposition is the life of trade, while monopoly is its worst enemy. This struggle will most unquestionably drive New-York to the necessity of pursuing a different policy from what she has heretofore done, which has been, as far as possible, to keep every description of trade and travel from Lake Ontario, and, consequently, from Oswego, in order to force it through Buffalo, where, it is said, a very large amount of New-York capital is invested. This may serve to explain why it is that Oswego, with all her advantages, has been kept

so long in the back ground; but this, thanks to the enterprising spirit of the day, cannot last much longer, under any circumstances. Oswego, with her superior and overwhelming natural advantages, must and will, in time, come out like gold tried in the fire, despite all human opposition. No doubt but that New-York, as soon as she discovers the game that Boston is playing, and that her opposition cannot any longer avail her anything, and that trade must and will, at the present day and age, find the cheapest and most expeditious channel, and that if she can no longer afford such advantages, Boston, her rival, will be able to do so will at once step forward and extend the hand of fellowship to Oswego, when the latter will, of a sudden, be seen rising and towering to the skies as by the power of magic—then trade will flow through its natural, instead of being forced through an unnatural, channel. Buffalo, it is true, will be left, as all Commercial places should be, to stand or fall by her own merits, and it would appear, from her late bitter moanings over the sad fate that seems to await her, that she trembles most fearfully for the result; but what she loses, Canada will gain.

There are certain elements in motion, some of which have been already hinted at, calculated to place Canada in a most favourable—nay, enviable position. In short, there is a rich store of wealth in reserve for her, and it must be as clear to the commonest understanding as the sun at noon of a cloudless day, that the route in question, from Windsor Harbour to Sturgeon Bay, is destined to participate largely in this good fortune that awaits Canada, and reap a rich harvest.

The Committee would earnestly recommend that the Government be strongly urged by Petitions, &c., to proceed

with all reasonable despatch to the completion of the grading, forming and draining the line lately surveyed by Mr. Lyon., from the 5th concession of Reach to the Narrows of Lake Simcoe, and also to finish the planking throughout of the Windsor and Scugog Road early next Spring, believing, that, if this much is once done, by which the merits of the route will be fairly brought into notice, and the resources of the country developed, its superior advantages will be so apparent as to require no further effort to induce the Government and Legislature to enter forthwith on the construction of a Railroad, in addition, as a Provincial work. Should Government, however, decline to avail itself of the favourable opportunity thus afforded, it will then be time enough to ask for and claim a Charter to enable private individuals to accomplish it.

All which is respectfully submitted.

J. FARQUHARSON,

*Chairman.*

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At a Public Meeting held at Windsor, on Wednesday the 24th inst., for the purpose of receiving the Report of the Committee, it was unanimously resolved, that the foregoing Report be adopted, and that 500 copies of the same be printed and placed in the hands of the Committee for distribution.

