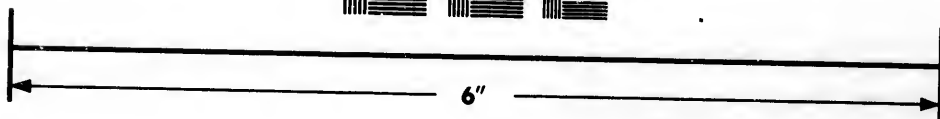
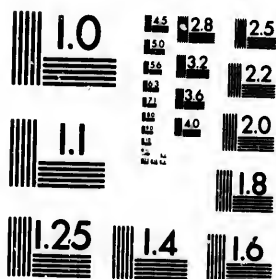


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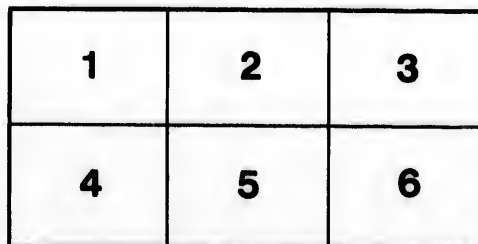
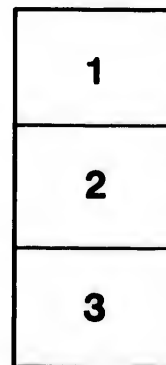
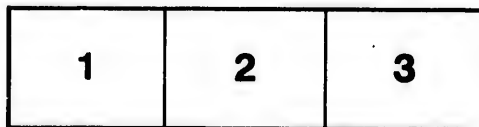
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*To the Honorable S. Joseph Papineau*

REASONS

*Wm. H. Davis's Compliments*

SUPPORTED BY

STATISTICAL INFORMATION,

AGAINST

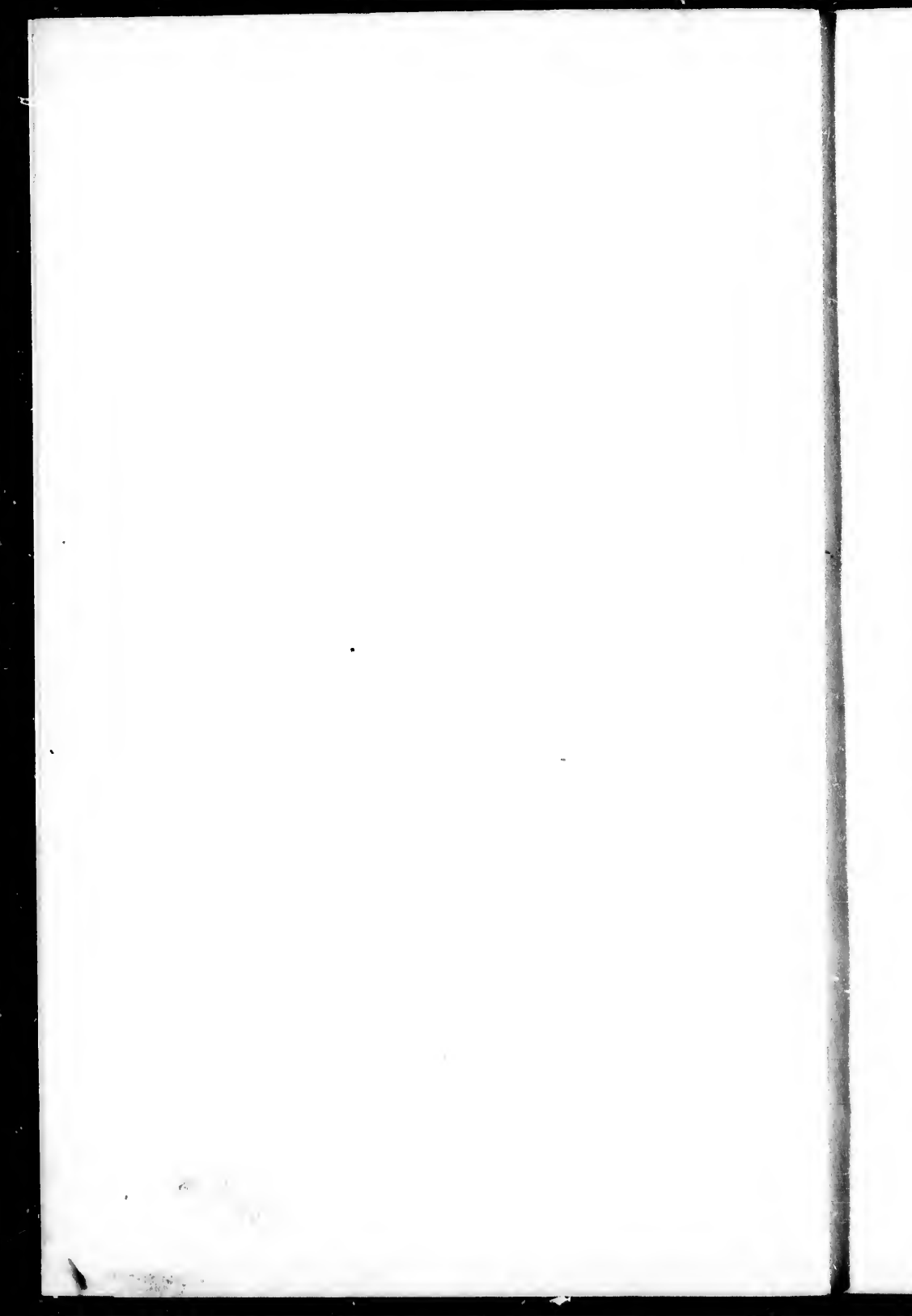
BRIDGING LAKE CHAMPLAIN,

AND IN FAVOR OF THE

ST. LAWRENCE AND CHAMPLAIN CANAL.

~~~~~  
BY A VERMONTER.  
~~~~~

OCTOBER, 1848.



# REASONS

FOR NOT

## BRIDGING LAKE CHAMPLAIN

---

BY A VERMONTER.

---

**NATURE** has provided for the Commerce of this Western World two great channels of water communication from the interior to the sea-board—the Mississippi to the South, and the St. Lawrence to the North—reaching Ship Navigation at New Orleans and Montreal.

The wisdom of a DeWitt Clinton opened up another communication to the Eastern sea-board that has accomplished more than was ever designed.

The preference of the two latter routes for the conveyance of Provisions and Produce, and in fact all descriptions of merchandise, on account of climate and markets is fully established.

Hitherto New York and Boston have depended on the Erie Canal to convey their merchandise to the Western States, and the Produce of the West for the Eastern Markets.

Not only have New York and the Eastern States been benefited by that Canal beyond calculation, but it has also been instrumental in advancing the prosperity of the Western States.

In 1844 the total tonnage of boats on the Erie Canal was 115,185, the whole number of boats being 2,126. ✓



On the 1st day of January, 1848, there were 4,191 boats with a tonnage of 279,260, shewing an increase of 141 per cent. since 1843. In 1847 there was an increase of 1,466 boats with a tonnage of 110,695.

The average cost of transportation of merchandise from Albany to Buffalo, during a period of 18 years, from 1830 to 1847—per ton gross wt. was for Tolls \$8.06—for Freight \$8.96= \$17.02, and for Barrel Flour, Toll 38 cents.—Freight 39 cents.=77 cents.

During a period of six years from 1841 to 1846 the tolls exceeded the freights \$2,319,326, while in 1847, with a larger supply of new boats, the freights were \$4,818,152, and the tolls \$3,635,381, being an increase of freights over tolls \$1,182,771, shewing conclusively that the means of transportation do not keep pace with the increase of business on the Erie Canal.

In 1845 the total amount of transportation was 1,985,011 tons.

In 1847, the total amount of transportation was 2,869,810 tons.

So inadequate was the supply of boats to the business on the Erie Canal, in the spring of 1847, that for a considerable portion of the season the cost of transporting a barrel of Flour from Buffalo to Albany was 81 cents besides the tolls, being 42 cents per barrel more than the average freight from 1830 to 1847. These facts must convince any reasonable man that the capacity of the Erie Canal will soon be exhausted by the rapidly growing commerce between the Western and Eastern States.

The two great impediments between the West and the Ocean, by way of Montreal, viz: *The Falls of Niagara* and the *Rapids of the St. Lawrence*, have been subdued by means of the Welland, or "Merritt," and St. Lawrence Canals. Canada, although many years in rear of the United States, in enterprise, has built a chain of Canals costing

\$15,500,000, from Lake Erie to Montreal, which for magnificence and utility will bear favorable comparison with any in the world.

The geographical position of Montreal, at the head of Ship Navigation and at the foot of these Canals, with a splendid Harbour costing \$477,100, is so favorable for controlling the Export trade of the Province and the Western States, that it may be said to hold the keys of this great avenue between the Inland Seas and the Ocean, as does New Orleans the traffic of the Mississippi and Ohio, or New York the Commerce of the Hudson and Erie Canal.

The present commercial importance of Montreal may be better appreciated by the following statement of the business of that port, as appears by the Inspector General's accounts.

Value of Imports by Sea at Montreal :

1844.	1845.	1846.	1847.
\$10,171,578	\$10,768,155	\$9,468,117	\$8,479,892

The decrease of importations by sea will be found to correspond with the increase inland, *via* States.

Amount of Shipping Inwards in 1847 at Montreal and Quebec, 1449 ships, 553,198 tons.

The Committee of the House of Lords upon the Navigation Laws, while recently taking the evidence of Robert Gillespie, Esq., of London, pointed out the proper channel through which the American and Canada trade should pass, as will appear by the following Extract of the Examination :

*Question.*—Supposing the Americans were let in to the Trade (that is the Trade between England and her Colonies) do you suppose that they would come (to Canada) in large numbers for the purpose of carrying on that Trade ?

*Answer.*—I do not know that they would come in large numbers, but I think they would come.

*Question.*—Could they bring cargoes with advantage from the United States?

*Answer.*—They would bring cargoes or part cargoes of such articles as we use in Canada, and they would take cargoes from Canada.

*Question.*—Coming from the Ports of the United States to Canada they must come all round the Gulf of St. Lawrence, which is rather a difficult passage. If they had any cargoes of goods to send to Canada, *would they not naturally send them by the Canals?*

*Answer.*—It would depend entirely upon which could be done cheapest.

The Montrealers and Canadians generally are anxious to connect the waters of the St. Lawrence with those of Lake Champlain, by a canal corresponding with the other public works, for the purpose of carrying on an extensive trade with Boston and New York.

Even now, the Montreal and other Canadian merchants, are in the New York Market purchasing largely, and they are but waiting for the completion of the Vermont Railroads, to enable them to frequent Boston and the other Eastern markets.

In many of the staple articles of Merchandize, such as Cotton Sheeting, Shirting, Warp, Yarn, Wadding, Batting, Plain and Printed Calicoes, Satinets, Woollen Cassimeres, Kerseys, Doeskins, Leather Manufactures, Furniture, Machinery, Paints, Oils, &c. &c., manufactured principally in the Eastern States, large importations into Canada are being made; these, like many other articles, being much superior to those of English manufacture, are less expensive, and give greater satisfaction to the Montreal merchant.

Under the United States "Drawback" or "Debenture Bill," Foreign goods of many descriptions are taken through the States to Montreal, "*in bond,*" and a considerable part

of the Sugar, Molasses, Tea, Tobacco, and other Groceries, consumed in Canada, are brought through the States.

The Tariff adopted by the Canadian Parliament, in 1847, places the American upon the same footing with the English manufacturer in the Canadian market.

The effect of both Bills is to direct the Montreal *importations via* the States, instead of the St. Lawrence.

It is plain that the expenses of a large Boston or New York mercantile establishment are much less than those of several smaller importing houses in Canada, doing the same aggregate amount of business.

The Montreal merchant, importing from Great Britain *via* the St. Lawrence, is subject to many difficulties, and cannot compete in the end with his neighbour, who buys in the American markets.

Leaving Canada for England in December, and returning in April, he is absent during that portion of the year that requires his financial abilities most at home. The expense of the trip "*home*" is about \$1000. His goods arrive—some in time to meet the ice in the Gulf of the St. Lawrence, and others too late for spring sales—and his purchases become due soon after the arrival of the goods.

How different the case of the Montreal merchant, who buys in the American markets in April, sells in May and June, and realizes payments before his own obligations have matured.

The practical working of this business is so apparent that several Montreal houses, who formerly imported wholly from Great Britain *via* the St. Lawrence, now purchase in the American markets, domestic and foreign goods, and express a decided preference for the latter course.

In 1847, the value of Imports into Canada, from the United States, was as follows :—

At St. Johns,.....	\$709,603	
“ Montreal,.....	632,780	
“ Quebec,.....	545,410	
“ Other parts Canada East,..	128,868	2,016,661
“ Kingston,.....	209,884	
“ Toronto,.....	426,917	
“ Hamilton,.....	366,667	1,556,994
“ Other parts Canada West,	553,526	
	—————	Total—\$3,573,655

The *whole* of which would naturally find its way through Lake Champlain, and the Champlain and St. Lawrence Canal, to Montreal.

### Shipping at the Port of St. Johns, C. E.

#### Inwards and Outwards.

Year.	Trips.	Tons.	Men employed in shipping.
1846.	1047	307,626	21,050
1847.	1694	574,109	31,315

#### Exports—Sawed Lumber.

1846.	2,400,000 feet.	
1847.	5,447,000 “	
Oct., 10, 1848.	4,900,000 “	including about 2,500,000 feet waiting for freight.

This description of trade is yet in its infancy, and it well behooves the “true Yankee” to foster and encourage it by all means, instead of checking and destroying it by favoring the interests of a few unfortunate speculators in *Parishville Stocks*, the total value of which, when compared with this great item of additional Commerce to the States, is as nothing.

Steam Propellers of 300 tons burthen, with cargoes of Fish, Salt, and other merchandise, have this season been; from Montreal to Chicago, remained five days at the latter place, re-loaded with 3500 barrels Flour, and returned

without breaking bulk to Montreal, after an absence of only twenty-six days; and it requires no stretch of the imagination to anticipate an early day when the same class of vessels may pass through the Champlain and St. Lawrence Canal—discharging Produce at Burlington for Boston, and at Whitehall for New York—re-loading with Iron, Nails, Glass, and other Eastern and Southern merchandise for the Montreal and Western merchants.

Under these circumstances, Burlington must be the Eastern Buffalo, and derive much prosperity from this new and extensive trade, that will carry with it benefits far and wide, and call into active employment the intelligence, capital and natural resources of the whole country.

The flouring establishments in Eastern New York and Western Vermont have, during the past season, depended upon Montreal for their supplies of Wheat. A considerable quantity of Flour also came by the same route.

In 1847 one lot of 2,000 barrels of Flour was taken from Cleveland, Ohio, to New York *via* Montreal and Lake Champlain, for 50 cents per barrel less than the cost per Erie Canal.

The freight from Montreal to England, *via* St. Lawrence, for Flour, varies from \$1.25 to \$2 per barrel, averaging, for several years past, about \$1.45, while, from New York to England, the freight seldom exceeds 75 cents., and is generally as low as 50 cents. per barrel.

The insurance *via* St. Lawrence is twice as high as from New York.

The Ottawa lumber-men were formerly confined to the Quebec market, and during times of commercial depression, have been compelled to sell their Timber and Lumber at a less price than the same cost on the banks of the Ottawa, when if they had access to the American markets, they might have realized a remunerating price.

In the summer of 1847, a knowing and a well known

house, at St. Johns, made the experiment of taking Timber from the St. Lawrence to New York, *via* Richelieu River and Lake Champlain, pocketing a moderate fortune as profits, notwithstanding the very many difficulties naturally attending a first transaction of the kind.

This season the business was repeated to a considerable extent, and with profit to all concerned.

It will bring the case nearer home to state that the very Timber employed for bridging on the Ogdensburgh and Champlain, Burlington and Rutland, and Burlington and Montpelier Rail-roads, came through this circuitous route—down the Ottawa and St. Lawrence—up the Richelieu—through the Chambly Canal and Lake Champlain—paid tribute to several hands, and after paying a duty of 20 per cent., cost much less than the same Timber could be procured for elsewhere.

At a large, influential and respectable meeting of the lumber-men of the Ottawa District, held at Bytown 5th September, 1848, to consider the state of the Lumber Trade, and other matters of a public nature.

The Hon. THOMAS MCKAY, Chairman,

It was unanimously Resolved :—

“That it is the opinion of this Meeting that a Canal on a corresponding scale, with the Provincial works from the St. Lawrence to Lake Champlain, would be of great importance to the Province at large, and of paramount importance to the Ottawa District, as an opening for their Lumber to the American Markets; the said Districts producing three-fourths of the Export staple Trade of Canada, yielding, in Canal and Territorial Revenue, over £30,000 per annum; a section of country contributing to the general Revenue from its consumption of manufactures, and dutiable articles of Provision, more than any other, and in Agricultural importance, bearing comparison with other parts of Canada.”

Petitions are being sent to the Government from different sections of the Province, and public expressions of feeling are being made in favor of an immediate and more general survey for the Canal.

Recreant indeed to the best interests of the community generally will that man be who lays a straw in the way of the accomplishment of an enterprise that must be attended with so much good to the inhabitants of both countries.

The total amount of Timber measured and reported to the Canadian Government for Export during 1845, 1846 and 1847, besides 1721 Spars, averaged 28,375,948 cubic feet *per annum*, one-fourth of which at least would seek the American markets through the Montreal and St. Johns Canal, Lake Champlain, and the Champlain Canal.

The tolls collected on the Champlain Canal, in 1847, exceeded those of former years, and amounted to \$120,097.20, in consequence of the increase of Canada Trade. The Champlain Canal would derive from the article of Timber alone—say on 7,000,000 cubic feet at \$7½ per 1000 feet, a revenue of \$52,500 for tolls annually.

The above statement does not include sawed lumber and deals, the particulars of which are given in the very valuable letter of Mr. Egan, which, with other important papers, will be found annexed.

When the panic which has for the last year covered with blackness the business prospects of Europe and America, shall have passed away, Canada will undoubtedly be found engaged in this noble project of connecting the waters of the St. Lawrence with those of Champlain between Montreal and St. Johns, and it will not comport with the enviable character now enjoyed by New Englanders to countenance the interruption of the unrivalled navigation of Lake Champlain by a bridge that will have a tendency to counteract the benefits of an enterprise which, while it



confers invaluable blessings upon Canada, will also prove a boon of great value to the United States.

A glance at the importance of the Trade which it is the design of this Canal to promote, must persuade every candid man of the impropriety and inexpediency of impeding the navigation of this thoroughfare by a bridge. The experience and good sense of practical men, whose business it is to navigate those waters, has been recorded against it—the great commercial interests of the two countries are opposed to it—the *courtesy*, if not the *law* of nations, forbids it, and many liberal and enterprising Canadians, who seek a commercial intercourse with the United States of the most intimate character, are anxiously watching the movements of the American Legislatures regarding it.

It is a matter more of regret than surprise that there are to be found men of influence advocating, upon selfish though short sighted principles, the erection of that bridge, at the expense of any and every other interest.

When sound intelligent business men connected with the Vermont Central Railroad, can assign one good, substantial and valid reason for securing a bridge that must inevitably injure that road just so far as it prevents the Montreal merchant and Western producer from contributing to it by their commerce through the St. Lawrence and Champlain Canal—then will wonders cease, and the world may next look for a *Christian* exposition of the law of *Usury*, from *St. Albans*, or the *proper* dimensions of a Railroad Office for a Metropolis like Northfield.

It has been alleged by the advocates of the bridge that the Canadians are indifferent to it—that no important interests would suffer by it—that the navigation of Lake Champlain and the commerce of the same would not be interrupted thereby—and that the Canal between the St. Lawrence and Richelieu is impracticable, and has been abandoned.

These allegations only call for the most positive contradiction, as they are without the semblance of truth.

Let the Champlain and St. Lawrence Canal be built—throw open the American and Canadian markets to each other's products and manufactures upon terms of reciprocity—secure the Free Navigation of the Canadian waters, and from that moment both countries would derive incalculable benefit from a commerce which would otherwise be lost.

In view of the growing trade between the United States and Canada—the evident disposition of the Montreal merchants to frequent the American markets—the great natural and artificial channels of communication between the Western Lakes and Lake Champlain *via* Montreal, and the commercial intimacy that is constantly binding those two great interests together; it does appear to be madness of the worst stamp to do anything that shall directly or indirectly tend to restrict the mutually profitable intercourse between the States and Canada, without at least securing thereby something which shall be an equivalent for the loss sustained in destroying so important an item of commerce.

The whole of which is respectfully submitted by

A VERMONTER.

## STATISTICAL INFORMATION

SHEWING THE NECESSITY FOR THE CONSTRUCTION OF

### THE ST. LAWRENCE AND CHAMPLAIN CANAL.

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THE following statements from John Egan, Esq., Representative of the County of Ottawa, in the Provincial Parliament, respecting the state of the Lumber Trade in Canada, are worthy of the serious consideration, not only of the United States, but the Canadian Government. Mr. Egan, being extensively engaged in the lumbering business, is enabled to speak positively upon the subject :—

Sir,

In answer to your letter, I have taken some trouble to make an estimate of the quantity of Sawed Lumber on the Ottawa, above Montreal, cut in the different Milling Establishments, a large portion of which will naturally find its way to the American markets as soon as the Canal to Lake Champlain is constructed. A quantity of Square Lumber would also find its way to your market, consequent upon the demand in the American ports. To carry out which, reciprocity on the part of your Government, is necessary. A large trade is now being carried on *via* the Chambly Canal, both in Sawed Lumber and Square Timber ; notwithstanding the great difficulties caused by the want of the proper means of export. Our Government, it is to be hoped, will endeavour to afford every facility to the natural resources of the Colony, and it is impossible to form any calculation as to the mutual interests that would be derived by both Governments, from the adoption of a more liberal

system. It is scarcely necessary to add that an important boon would also be conferred upon the manufacturer and agriculturist, by fostering their energies in securing a market for their surplus productions.

I am, Sir,

Your obedient servant,

JOHN EGAN.

Aylmer, Ottawa,  
October, 16, 1848.

---

*Estimate of the Actual Quantity of Deals cut in the different Saw Mill Establishments, on the Ottawa and Tributaries, —say, 94,800,000 feet, Board measure.*

Deals for the last five years (taking the average of quality, say, firsts, seconds, thirds, and culls, &c.) have averaged £6 per "*Quebec Standard*;" 3,792,000 pieces at that average would produce \$910,000, and it is a well known fact that many manufacturers who shipped their own deals have not even realized the above price, after deducting freight and other charges. The average price for Boards in the New York Market, for the same length of time, has been \$16. 94,800,000 feet at that price would produce \$1,516,800, shewing a difference in favor of the American against the Quebec and English Markets, of \$606,720. The same argument can be used in favor of Square Timber.

Square White Pine for the last three years has averaged in the New York Market from 15 to 18 cents, whereas in the Quebec Market, during the same time, it has only averaged 3½d. to 4d.

For the last four years a foot of Timber could be laid down in Liverpool cheaper by the way of the Chambly Canal and New York (with all its inconveniences and expense) than by Quebec.

The average price of freight from Quebec to Liverpool has been 10d. per foot, or 41s. 8d, per load of 50 feet, to which you may add, for shipping charges, insurance, &c., 1d. more, making 11d.

A foot of timber can be taken to New York for 4½ cents, or at the outside 5 cents.

This includes all charges, say, canal tolls, &c., to which add 6d. freight from New York to Liverpool making a total of 9d.

The freight from New York to Liverpool has been on an average 25s. per load, say, 6d. per foot.

Under the blessings of reciprocity with the United States there is little doubt but a prosperous trade could be carried on to the mutual interest of both countries, whereas the British ship owner reaps the benefit, to the prejudice of the Colonial manufacturer. I would here remark that the above quantity of deals has no reference to what are cut below Montreal and Quebec, to Matane, which, I should say, are at least three times as many.

(Signed,)

JOHN EGAN.

---

Mr. Egan's statements are endorsed by two gentlemen well known in the Province, who also speak from a practical knowledge of the Timber and Lumber Trade.

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MONTREAL, October 19, 1848.

DEAR SIR,

We have perused your Statistical Estimate of the deal business on the Ottawa, and from our knowledge of the trade and the markets at Quebec, we have no hesitation in saying your views are correct.

We recommend you to lay the facts before the Government, as we are sure it will have their attention, and shew

the imperative necessity of the St. Lawrence and Champlain Canal, and the free navigation of the St. Lawrence, as well as endeavours to carry out with the United States the system of reciprocity.

Feeling assured it will have a beneficial effect on the commerce, as well as the agricultural interests of the Colony,

We are, Dear Sir,

Yours truly,

(Signed,) JOSEPH AUMOND,  
RUGGLES WRIGHT.

John Egan, Esq., M. P. P.

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*Extract from the Montreal Herald, October 20th, 1848.*

TRADE OF THE "FAR WEST."

We are indebted to a friend for the following concise history of the rise and progress of the export trade of Chicago. Who, we ask, with such evidence before him, can even suppose a limit to the inexhaustible productive resources of Western America? And who, on the other hand, when contemplating its progressive increase during the last few years, can believe that such a trade will or can be carried on by the Erie Canal, if our Lake and River channel to the ocean is open to it? With cheap and expeditious transport, it is abundantly evident that the "Far West" must become the great granary of the nations; and, but for the restrictions on our inland navigation, and the British shipowners, monopoly of our sea-going commerce, the whole, or, at all events, a vast proportion of this trade, would inevitably be carried on through our channels, and render our public works as productive as their most sanguine projectors ever contemplated. The Erie Canal, last year,

gave a nett profit, after paying all expenses, to the State of New York, of upwards of 30 millions of dollars:—

The rapid increase of trade in the West exhibits a gratifying picture. The Chicago Democrat gives a history of the commerce of that port, with the exports for a series of years, from which we gather the following :

In 1830 Chicago was a mere trading post, where some one hundred persons, principally government agents, troops, Indian traders, &c., resided. In 1831, there was but one store in the place. From that year until 1839 the port and country to the distance of 100 miles and over, inland, was supplied with the necessaries of life—flour, corn, pork, beans, &c., from the east, principally from Ohio. In 1839 the export trade commenced.—That year a vessel which came from Ohio, laden with 700 barrels of flour, returned without disposing of the article. That year also the first cargo of wheat was shipped. This was the commencement of the export trade, which in 1842 ran up to 386,907 bushels of wheat and 2925 bbls of flour. The exports have gone on increasing in the following ratio :

	Wheat.	Flour.	Beef and Pork.	Wool, lbs.
1842.....	587,207	2,920	19,109	1,509
1843.....	628,966	10,876	21,795	22,952
1844.....	991,894	6,329	14,838	96,636
1845.....	956,850	13,725	13,266	216,610
1846.....	1,459,590	23,045	31,269	281,225
1847....	1,974,401	42,538	48,958	411,488

A comparison of the exports of some of the principal articles for the years 1846 and 1847 with the amount shipped up to the present time this year, gives the following result:—

	1846.	1847.	1848.
Wheat, bushels .....	1,450,594	1,974,404	1,124,731
Oats.....	52,113	38,892	10,788
Corn.....	11,947	67,315	214,861
Flour, barrels.....	28,015	32,598	44,445
Beef and Pork.....	31,124	26,506	.....
Pork.....		25,416	10,943

*Extracts from the Report of the Commissioners of Public Works.*

Montreal, 25th February, 1848.

The HON. D. DALY,  
Provincial Secretary.

SIR,—The Commissioners of Public Works have the honor to transmit their Report, to be laid before the Legislature, in accordance with the provisions of the Statute.

*Welland Canal.*

Great anxiety is felt by gentlemen largely interested in the Trade through the Welland Canal, residing in the United States, and others in this Province, for the re-opening the shorter route to Lake Erie by the Port Colborne Branch, from the Junction, and the Commissioners feel every confidence in being able to effect this most desirable object by the close of the present year.

It is gratifying to observe, as shewn by Mr. Keefer's Report, that the revenue of this important work is steadily increasing; and the Commissioners desire respectfully to impress upon the Government and the Legislature, the expediency of completing it in the most perfect manner, with the least possible delay.

*Williamsburg Canals.*

The four short Canals below Prescott are all completed, and were in successful use last autumn.

*Cornwall Canal.*

This Canal was in successful operation during the whole of the last season; no interruption worth noticing took place, and it is satisfactory to find that the business is increasing.

*Beauharnois Canal.*

This Canal was open to the Trade during the whole of last season without any serious interruption, and the increase of business over the former year was very great.



*St. Lawrence and Lake Champlain Canal.*

A Survey, Map, and Estimate of this important Provincial Work have been prepared by Mr. Mills, an Engineer of much talent and experience, and transmitted to His Excellency.

The importance of this work cannot be over-estimated; its construction would be the certain means of attracting, through the Welland and St. Lawrence Canals, an immense traffic. Vessels from Chicago could, and no doubt would, go direct from that place to Burlington or Whitehall with their cargoes, and, in time, to Albany and New York; as there is little doubt the Northern Canal from Whitehall, at the foot of Lake Champlain, to the Hudson, would be enlarged to a Schooner Canal within a few years after the St. Lawrence and Champlain Canal shall have been made. Of the immense amount of upward freight for supplying the rapidly increasing wants of the populous Western States, a very small portion passes through the Welland, and none at all through the St. Lawrence Canals. Were the Canal contemplated in operation, there is no doubt this Province would benefit by the passage through it of a very large amount of merchandize, which, by the exaction of a moderate toll, would yield a considerable revenue, and go far towards repaying the cost of our principal Public Works.

But the importance of this Canal is not confined to a consideration of mere revenue, or as the means of transport for American products and merchandize. The Lumber Trade of Upper Canada generally, and of the Ottawa in particular, would be most essentially benefited by its construction. For all sawed lumber the United States offers the best market, and it could be conveyed thither from any port on the Upper Lakes, or from the Ottawa River below Bytown, without transshipment; thus adding materially to its value.

There is little doubt but that a large number of the Emigrants who annually arrive in New York would also select

this route as the cheapest and most comfortable for reaching their destination in the Western States. Steam Propellers of 300 tons burthen would take them on board at Whitehall, or at Burlington, if from Boston, and land them, without the trouble and annoyance of transshipment, at any port on the Western Lakes between Lake Champlain and Chicago, stopping by the way at places where they could obtain all descriptions of supplies at moderate prices.

Mr. Mills has entered fully into the particulars of the cost of constructing this Canal, to shew the utmost limit to which the amount may extend, in order to render the work complete in all respects, and his estimate, it is believed, is ample for that purpose; at the same time, there is no doubt it may be effected so far as to be in successful use for a sum considerably less. The cost of acquiring the necessary quantity of land through which the Canal would pass, and securing the banks from damage by lining them with stone, as well as the amount set down for contingencies, may, with good management, be curtailed. The total cost, as estimated by Mr. Mills, is £453,602 8s., and he has been careful to provide for every contingency that is likely to arise in the prosecution of such a work, and by so doing to avoid the very common complaint against Engineers, of making an under-estimate.

The Commissioners respectfully recommend this great work to the most favorable consideration of the Government, conceiving that its early construction is imperatively called for to complete the chain of Canals already in use, and to render them profitable, as well as a convenience to the Province.

#### *Chambly Canal.*

The business on this Canal is increasing, and there is a prospect, if the ensuing season is favourable, for a still larger Trade, principally in lumber for the United States market.

The expenditure for repairs during the past year amounts to £548 15s. 8d., including £100 for erecting a building to answer the purpose of a workshop and storehouse. Many parts of the Canal banks require raising, and to put the whole in repair will require the sum of £1,536.

*Extracts from the Report of Samuel Keefer, Engineer on the Welland Canal.*

The navigation of the Welland Canal has been maintained uninterrupted throughout the past season, with the exception of three days' stoppage in the early part of October. It may be said to have fairly commenced on the 14th April, and terminated on the 9th December, making 240 days of navigation.

The tolls in the year 1837 were £5,516 4 4

Do. collected in the month  
of May, 1847, . . . 6,187 12 8

or the tolls in ten years have increased more than five fold!

The improvements introduced into the line of navigation last year, by deepening the Feeder to eight and a half feet, and by bringing the new direct line between St. Catherines and Port Dalhousie into use, have been a material advantage. Two further improvements will be gained next season, which will add still further to the accommodation of the Trade: first, the deepening of the Feeder to nine and a half feet; and, the adoption of the new Harbour at Port Dalhousie, where we shall have eleven feet of water in place of eight and a half feet, as afforded by the old Harbour. Vessels drawing nine feet three inches of water may in future navigate the Canal.

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*Copy of a Resolution passed by the Mayor and Council of St. Johns, October 2nd, 1848.*

That whereas it hath been represented to this Council that efforts are being made by certain parties to secure the

success of a project, the consequences of which must be disastrous to the interests of this Town and Country and Province, to wit: The bridging of Lake Champlain at or near Rouse's Point; and whereas the advocates of that measure have considered our silence as indicative of an indifference in regard to the said measure, Be it therefore

*Resolved,*—That it is the opinion of this Council that the said Bridge would greatly injure the business and depreciate the value of property in this place, inasmuch as it would have a tendency to interrupt the almost unrivalled navigation of the waters of Lake Champlain, and check the commercial intercourse that is daily becoming more important between the Canadian and American merchants and manufacturers; and further, that we regard the building of a Canal to unite the waters of the St. Lawrence with those of Lake Champlain as practicable, and of the utmost importance not only to this place, but to the Province at large, and of especial worth to the New England States and the State of New York, as it will facilitate the transportation of produce and merchandize between this Province and the United States, and enable the Ottawa Lumbermen who produce more than three fourths of the provincial exports, to embrace the advantages of the Eastern and Southern markets.

(Signed,)

NELSON MOTT, *Mayor.*  
 BENJ. BURLAND,  
 F. X. LANGELIER,  
 LOUIS FRECHETTE,  
 CHARLES S. PEIRCE,  
 ROBERT H. WIGHT, M. D.  
 E. BOURGEOIS.

(True Copy.)

T. R. JOBSON,  
*Sec. Treas. Ml. Cl.*

## OFFICE OF THE BOARD OF TRADE,

Montreal, 10th October, 1848.

SIR,—I have the honor to acknowledge your letter of the 2nd inst., requesting an expression of the opinion of this Board as to the bridging Lake Champlain at Rousse's Point, and the probability of a Canal being constructed to connect the Rivers Richelieu and St. Lawrence, also as to the Provincial importance of such a work.

In reply, I am to say the Board consider such a Canal would prove of the very highest importance to Canada, and that they entertain a confident hope it will be constructed at no distant day; but as regards the bridge, they believe it must necessarily become a great impediment to the navigation on that line.

I have the honor to be,

Sir,

Your most obedient humble servant,

FREDERICK WILLSON,

*Secretary.*



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