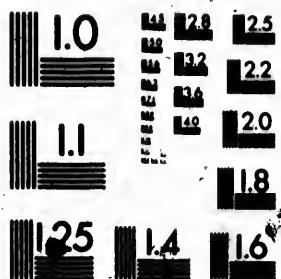


**IMAGE EVALUATION
TEST TARGET (MT-3)**



6"

Canadian Institute

**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

**CIHM
Microfiche
Series
(Monographs)**

**ICMH
Collection de
microfiches
(monographies)**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques



1993

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

- Coloured covers/
Couverture de couleur
 - Covers damaged/
Couverture endommagée
 - Covers restored and/or laminated/
Couverture restaurée et/ou politurée
 - Cover title missing/
Le titre de couverture manque
 - Coloured maps/
Cartes géographiques en couleur
 - Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
 - Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur
 - Bound with other material/
Relié avec d'autres documents
 - Tight binding may cause shadows or distortion
along interior margin!
La reliure serrée peut causer de l'ombre ou de la
distorsion le long de la marge intérieure
 - Blank leaves added during restoration may appear
within the text. Whenever possible, these have
been omitted from filming!
Il se peut que certaines pages blanches ajoutées
lors d'une restauration apparaissent dans le texte,
mais, lorsque cela était possible, ces pages n'ont
pas été filmées.

Additional comments:/
Commentaires supplémentaires:

There are some creases in the middle of pages.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X **14X** **18X** **22X** **26X** **30X**

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured pages/
Pages de couleur

Pages damaged/
Pages endommagées

Pages restored and/or laminated/
Pages restaurées et/ou protégées

Pages discoloured, stained or foxed/
Pages décolorées, tachées ou piquées

Pages detached/
Pages détachées

Showthrough/
Transparence

Quality of print varies/
Qualité inégale de l'impression

Continuous pagination/
Pagination continue

Includes index(es)/
Comprend un (des) index

Title on header taken from:/
Le titre de l'en-tête provient:

Title page of issue/
Page de titre de la livraison

Caption of issue/
Titre de départ de la livraison

Masthead/
Générique (périodiques) de la livraison

A horizontal ruler scale with 16 evenly spaced tick marks. Below the scale, labels are placed under every second tick mark: "12X", "16X", "20X", "24X", "28X", and "32X". The "28X" label has a small checkmark to its left.

The copy filmed here has been reproduced thanks
to the generosity of:

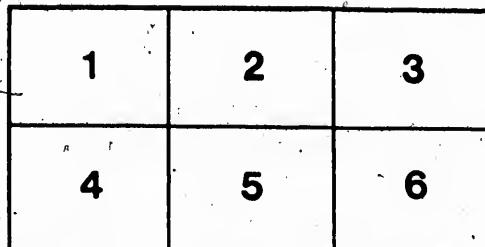
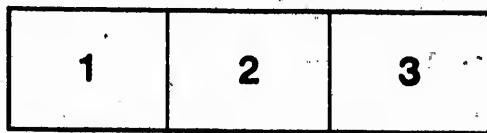
Metropolitan Toronto Reference Library
Baldwin Room

**The images appearing here are the best quality
possible considering the condition and legibility
of the original copy and in keeping with the
filming contract specifications.**

Original copies in printed paper covers are filmed
beginning with the front cover and ending on
the last page with a printed or illustrated impres-
sion, or the back cover when appropriate. All
other original copies are filmed beginning on the
first page with a printed or illustrated impres-
sion, and ending on the last page with a printed
or illustrated impression.

**The last recorded frame on each microfiche
shall contain the symbol → (meaning "CON-
TINUED"), or the symbol ▽ (meaning "END"),
whichever applies.**

Maps, plates, charts, etc., may be filmed at
different reduction ratios. Those too large to be
entirely included in one exposure are filmed
beginning in the upper left hand corner, left to
right and top to bottom, as many frames as
required. The following diagrams illustrate the
method:



L'exemplaire filmé fut reproduit grâce à la
générosité de:

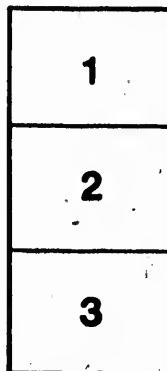
Metropolitan Toronto Reference Library
Baldwin Room

**Les images suivantes ont été reproduites avec le
plus grand soin, compte tenu de la condition et
de la netteté de l'exemplaire filmé, et en
conformité avec les conditions du contrat de
filmage.**

**Les exemplaires originaux dont la couverture en
papier est imprimée sont filmés en commençant
par le premier plat et en terminant soit par la
dernière page qui comporte une empreinte
d'impression ou d'illustration, soit par le second
plat, selon le cas. Tous les autres exemplaires
originaux sont filmés en commençant par la
première page qui comporte une empreinte
d'impression ou d'illustration et en terminant par
la dernière page qui comporte une telle
empreinte.**

**Un des symboles suivants apparaîtra sur la
dernière image de chaque microfiche, selon le
cas: le symbole → signifie "A SUIVRE", le
symbole ▽ signifie "FIN".**

**Les cartes, planches, tableaux, etc., peuvent être
filmés à des taux de réduction différents.
Lorsque le document est trop grand pour être
reproduit en un seul cliché, il est filmé à partir
de l'angle supérieur gauche, de gauche à droite,
et de haut en bas, en prenant le nombre
d'images nécessaire. Les diagrammes suivants
illustrent la méthode.**



COMPARATIVE REMARKS ON TWO PROJECTED COMMUNICATIONS WITH LAKE HURON.

In no point of view in the Rideau Canal of more essential value to Canada, than as a successful opportunity on the practicability of adapting her Lakes and Rivers to Steam navigation, by which means the expense and difficulty of extraction may be avoided, and water communication preferred in situations where it might be otherwise unattainable.

Her navigable streams are so numerous that she has only to choose for improvement those that will contribute most to her advantage, and the peculiar situation she occupies, being directly between the Ocean and the most extensive body of Lakes yet discovered on the face of the Globe, will enable her to turn that inland navigation to a purpose which must greatly increase her influence and prosperity. She may hold the Key of the Internal Western Commerce by forming easy access from the interior to her own Sea-ports. It is, therefore, on the judicious application of her physical advantages to this object, that her future prosperity will chiefly depend.

There are two lines of navigable Waters through Canada, capable of being converted into communications with Lake Huron. One on the direction of the Ottawa to Montreal, to accomplish which, and settle the adjoining country, a Company is now forming in England and Ireland on a very broad and substantial basis. The other is by Lake Simcoe, the Shallow Lakes and River Trent, to Lake Ontario, in reference to which, Resolutions have issued from a meeting of the inhabitants of that quarter.

Dazzled by the local advantages which may result from the undertaking, they seem to have lost sight of a most important point, which a more enlarged national view of the subject might have led them to contemplate. At first sight the measures appear to have so much the same object, that almost the only question seems to be, which is most practicable; but upon closer inspection they will be found of very different character, in respect to their future bearing and effect on the general interests of the country.

A commercial communication by the Ottawa, being through its whole line as distant from the frontier, and so much shorter than any Route which the Americans can command from New York to the Upper Lakes, must ensure a great proportion of their trade to Montreal, and prove her great counterbalance against the local advantages which New-York possesses in other respects. But if the communication be made by Lake Simcoe to Lake Ontario, nothing would be gained, and much might be lost. We should merely reach the same point to which the Welland Canal already leads—the lower end of Lake Ontario, where a choice may be made between New-York, by Oswego, or Montreal, by the St. Lawrence. It is, no doubt, true that the new route would be shorter and safer, but so much the worse in a national point of view; for we should only hold out the stronger temptation to the Americans to enlarge their Canal from Oswego to Albany, which they have already in contemplation, and which they will, no doubt, place on such a footing as to make the expense of transit within the limits of the charges on our St. Lawrence Canal, (should it ever be completed,) so that the chance of any trade from the American side of the Lakes, by the Simcoe route, will be reduced to the comparative state of the markets at Montreal and New-York.

In order fully to illustrate a case so immensely important to the country, it may be necessary to state it more geographically.

Our local advantage consists in the great winding in the chain of the Lakes, in the extraordinary extension of Lake Huron to the Eastward, and in that of Lake Erie to the Westward. The Americans have opened a communication to Lake Erie, the second in the chain of about five hundred miles to their chief Sea-port. We have it in our power, by an interior communication along the Ottawa of about four hundred and fifty miles from Montreal, to enter the third Lake (the Huron) at a point six hundred miles more advanced in our American Mediterranean. Thus we can reach that central position where Lake Huron, Michigan and Superior may be said to meet, by a route little exceeding five hundred miles. Then the Americans must wind their tedious way eleven or twelve hundred miles to the same point. Let us let the Isthmus between Lakes Huron and Ontario be once penetrated by a navigation, and our advantageous ground is lost, a direct inlet is unfolded from Oswego to the Huron, and thus assisted, the maritime advantages of New-York would no doubt absorb from all rivals the trade of the West.

Those who are interested in the improvements on the St. Lawrence, may suppose that a Cut by Lake Simcoe would materially increase their revenue, but they may find themselves greatly mistaken. It might, and in all probability would, have a contrary effect. The Americans would then have the strongest and most substantial inducements, as already remarked, to enlarge the Canal from Oswego to Albany; and, if necessary to secure the trade, they might throw it entirely free of toll. It would not be too great a sacrifice for the object we should, by a needless act, present to them; and it is a sacrifice which their great resources and freedom from debt would enable them to make without financial inconvenience.

The accommodation given to our neighbours by the Welland Canal, on their passage to Oswego, is unavoidable; there being no other way of forming a navigable communication with our own side of Lake Erie. But in the present case we are under no such necessity, for we can command a line to Lake Huron of which no rival could take any advantage. Were there no other means of reaching Lake Huron, by a short or direct route, but by Lake Simcoe, something might be said in favor of the measure. If the high, barren ridge which girds the lands along the waters of the Trent, were the northern confines of the fertile lands of Canada, we might submit, as we have been obliged to do, on the Welland Canal, to divide the facilities of our approach to Lake Huron with our neighbours. But the case is wonderfully different when we consider that an immense body of fertile land lies beyond, or to the northward of that ridge, through which the great river of the Ottawa flows, forming nearly of itself a spacious and unbroken navigable communication in the very heart of the country from Lake Huron to Montreal, which must always be considered, from its local situation, the commercial focus of both the Canadas.

The enterprising spirit of the people of the United States has been often noticed, and I am verily persuaded that they would most readily provide the necessary funds for a communication by Lake Simcoe on the largest scale. They would thank us for the permission to do so, and chuse at our discretion, it would complete for them a ready and direct highway from New-York to their immense and fertile North-Western possessions, and we should thus have the honor of crowning the grand object of their enlightened citizen, De Witt Clinton, in a more perfect manner than his most sanguine views could ever have anticipated.

I again repeat, that the essential advantage which Canada may derive from her situation, would be entire-

SYNOPSIS.—At the head the St. Lawrence forms Lakes Huron and Ontario. She would then branch off a more northerly course from the Upper Lakes to the Harbor of New-York, instead of being herself the main river and water to the ocean. Our shores, however, would be disconnected, and Canada would be left, by her own force, from the communication on which power had placed her, and she would be left to the whole American Archipelago between the Atlantic and Pacific communications, in absolute independence, and the Great Lakes would be the Ocean; the junction between them being controlled by Lake Huron and the St. Lawrence, a very practicable road by which the commercial advantages from the lakes can be fully obtained and secured to Canada. On the other hand an opening by Lake Huron is the only practicable way by which she can be deprived of them. At that point also is Canada vulnerable. It is not possible to draw a communication, in any other direction, over the whole surface of the American Continent and coast, except her. In that direction only can a line be opened to divert from her the commanding interests of the states. This will, perhaps, be called liberal policy, but if our liberality should lead us to do it will be most bad, most unwise, and, in furnish our commercial rivals with such commercial facilities, when it is necessary in our power to preserve them for our own use, it will certainly be a liberality far above the common standard. It would be the liberality of a madman squandering his inheritance. It would be a most unwise, and, possibly, of all the advantages intended to the original formation of Canada—a wise disposal of his inheritance.

It is now time to start to advance the expediency of checking a local improvement in any part of the country, and nothing but the strength and singular nature of the case can justify the suggestion.

In the policy of all civilized nations, private interest must give way to public welfare; but here the very reverse would take place, in a most remarkable degree. The public interest would be sacrificed, not in fact or much for the benefit of even a small portion of our own population, as for the benefit of our neighbours, attending health might still be given with propriety and safety, to the settlers in that section of the country; for the conveyance of their produce to market, by improving the River Trent, and, by forming a chain of navigation through the Shallow Lakes. But surely any further advantage which would accrue to them, by an entry to Lake Huron in that direction, would be as small dust in the balance, against its hopeful consequences to the Colony, holding in her own right, and also as a branch of the British Empire, separate and distinct, separated from the United States.

It is only necessary to look at the form and nature of the country to be convinced that the Resolutions of the meeting at Peterborough will apply with much more propriety to a communication by the Ottawa, than to the line which they have been, naturally enough, led to propose.

The line by the Ottawa is at a greater distance from the frontier, and embraces a far greater extent of country, laying open a much larger field for settlement, and also for the lumber trade, of which the Ottawa is now the principal seat, and must continue to be so, the country penetrated by that river and its tributaries being incomparably larger and more abundant in timber than any other lumbering region in Canada.

For the purpose of a military highway, the line by the Ottawa would be greatly superior, for the other has no connection whatever with the Rideau Canal, being cut off from it by an exposed navigation on Lake Ontario up the Bay of Quinte of fifty or sixty miles, and therefore it would still "be liable to be interrupted at any moment by the neighbouring states."

The Cut by Lake Simcoe would do very little towards improving the shape of the country. It is still too near the frontier to tell from it the character of "a weak and narrow strip." But the line by the Ottawa would touch a great portion of its habitable lands. It would encircle the country, and give to the Upper Province a body and a shape that would really and effectually increase its strength and stability.

The five millions of acres of land spoken of as lying north of the Home and Newcastle Districts, might be the Montreal tract through which the junction of the Ottawa with Lake Huron would be formed, and with which it is more immediately connected, being separated from the Shallow Lakes by a high ridge of rocky country, as has been ascertained by two exploring parties of the Engineers sent out by Government.

With regard to the comparative expense of the two lines, their natural facilities are, perhaps, nearly equal. The navigation however of the first one hundred and twenty miles from Montreal is already completed on the Ottawa, extending to Bytown, and if the expense of improving the St. Lawrence be added, as it must be, to that of the improvement from the Bay of Quinte upwards, in calculating the whole outlay on that line, it will be found to exceed greatly the sum which would be required to open a magnificent navigation from Bytown to Lake Huron, a distance of little, if any, more than three hundred miles.

And the expense of the different lines can have no weight at all in a question involving national considerations. Individually more importance than any amount of money which could be required to execute both. Certainly, while balancing these measures, stands on most critical ground. She can now embrace an opportunity of commanding an inland trade, which would raise her to the highest pitch of commercial prosperity, or she may lose it for ever, merely by the choice she makes between the two communications in question. She may furnish the mother country with a direct avenue for her commerce to the very heart of this continent; and to likewise its perpetual physical barrier against all foreign intrusion or interference, provided the Country be not so cut up by local interests as to defeat those great objects.

Mr. Wright, of New-York, a distinguished Engineer, who was employed by our Government Commissioners to examine and report on the Welland Canal, makes frequent allusion to the jealousy and suspicion, also manifested in the States of their Western trade being diverted from New-York to Montreal and Quebec, and it is not to be wondered at, that with their eyes open to its future importance, they should look around for the means of preserving it. Mr. Wright says, "North of the 37th degree of Latitude, along the base of the Rocky Mountains is a vast expanse of Country, capable of sustaining a population of ten millions, and which in twenty-five years will have a population of more than ten millions. With this could the railway, instead of population, *adjacent to the shores of the Upper Lakes and their tributaries*, to what direction shall we look for an outlet for their surplus products?"

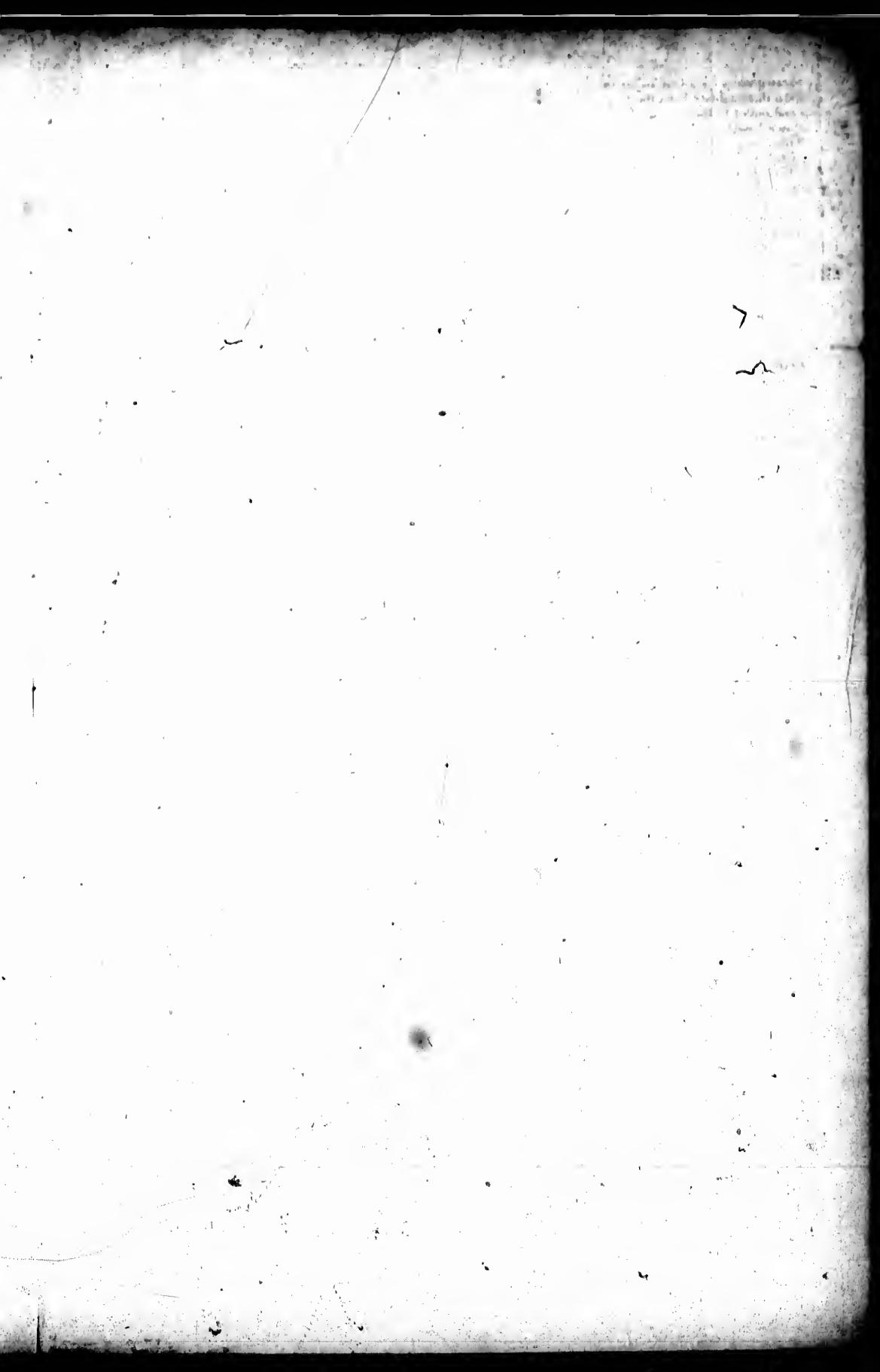
If you therefore give the Americans direct access to Lake Huron through our own territory, (which if we form a Cut by Lake Huron we cannot withhold from them,) and thereby enable them to avoid the circuitous and difficult route of Lake Erie, they have only to enlarge their Canal from Oswego to alluvial soil, and to reduce its tolls to the lowest minimum, to grasp that immense internal trade, which cannot be reasonably expected.

Without the opening of this Country be made by the Ottawa, no improvement on their side could answer for by no means could they wrest from us that commercial supremacy, over a vast portion of the Central territory, which that important river, and it alone, can give, and secure to us.

January 1835.

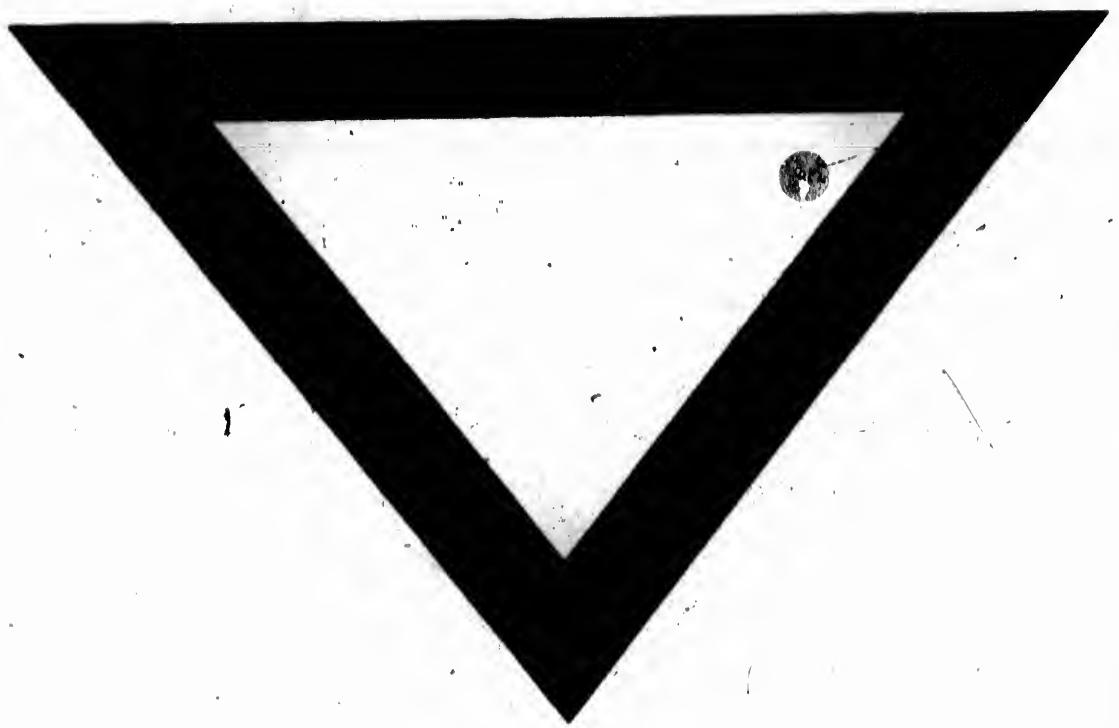
6
34. 644
534

C. Shirreff



Compensation Demand
or
communication to Dr. Hume

Ms.



6

—

1

50

6

P

P

500

2

3

20

4

50

•

ρ