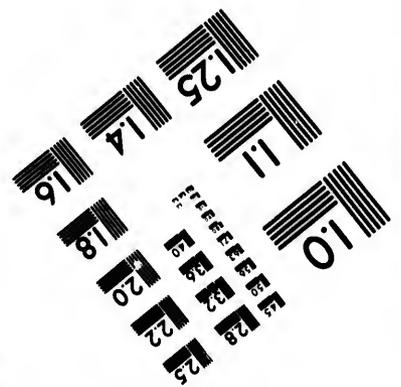
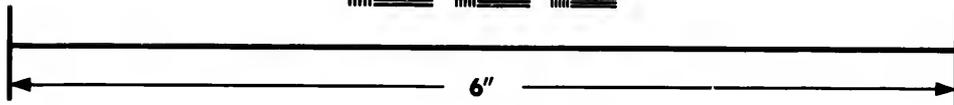
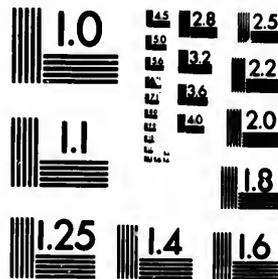


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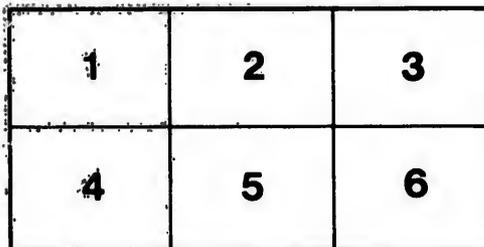
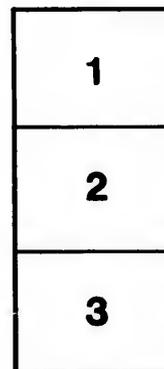
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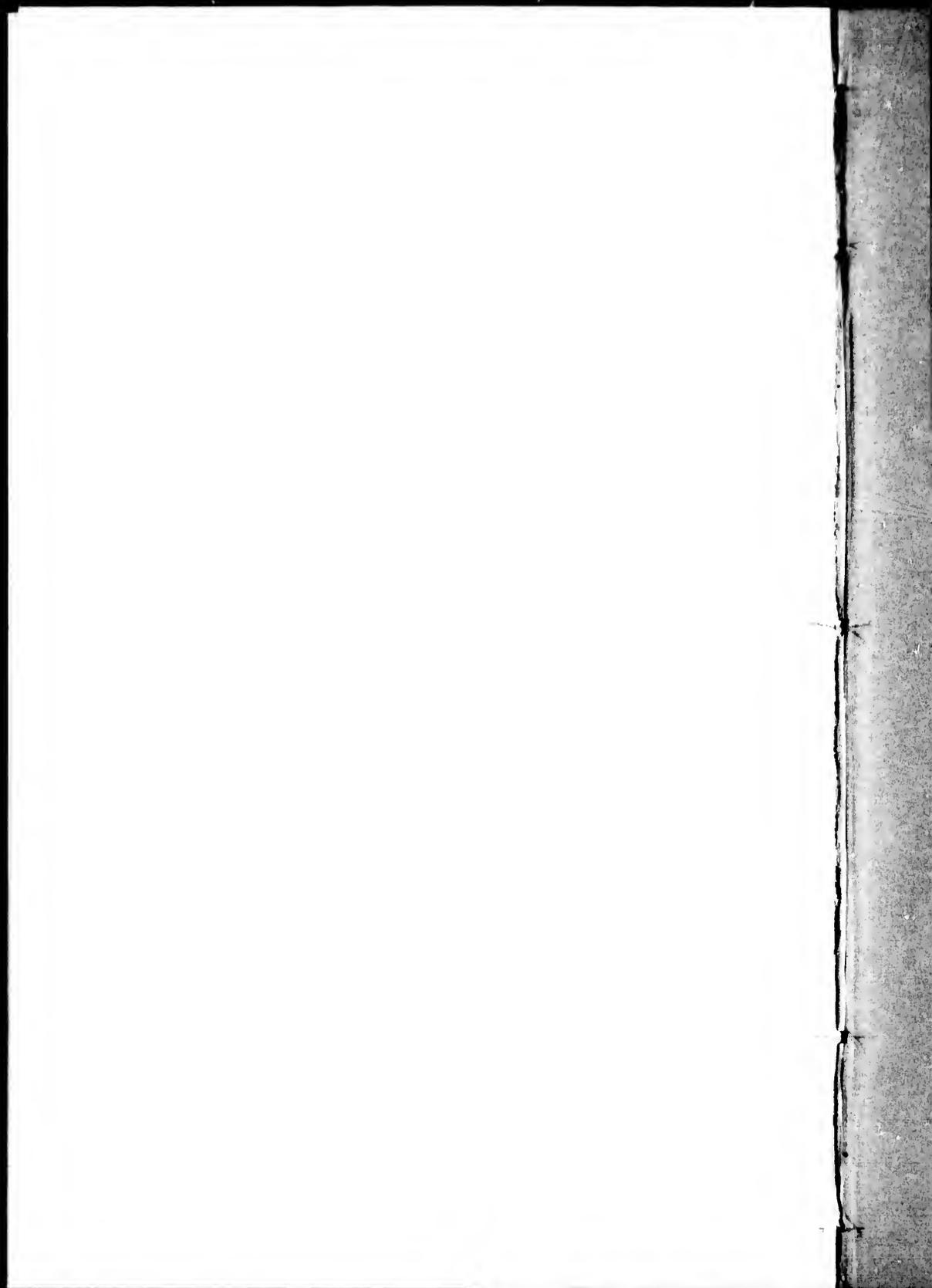
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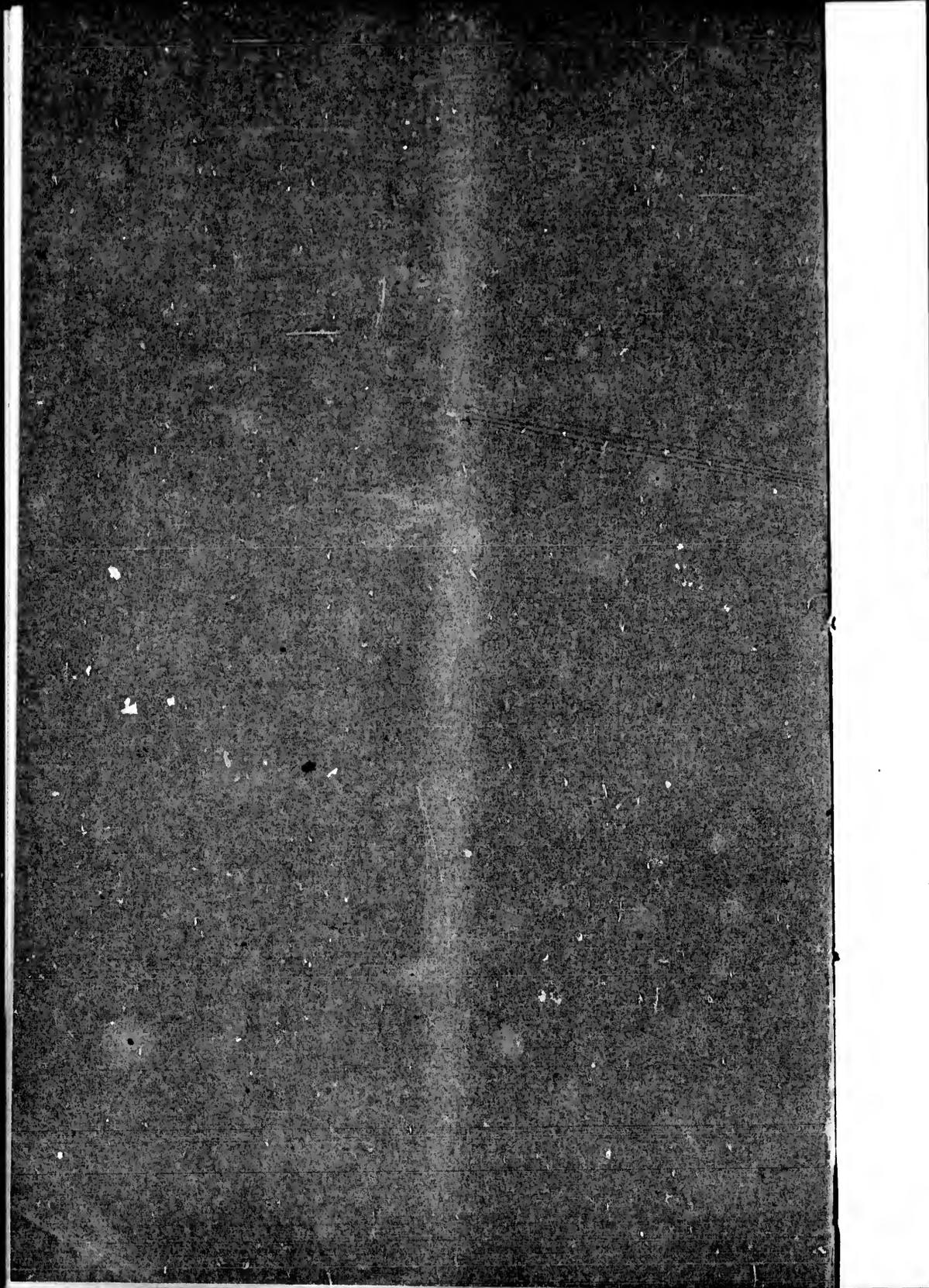
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ON THE
CHANGED OPINIONS,
SINCE 1848,
OF THE
Montreal Board of Trade,
RESPECTING
A CANAL
TO CONNECT
LAKE CHAMPLAIN WITH THE ST. LAWRENCE.

Montreal:
PRINTED BY JOHN LOVELL, ST. NICHOLAS STREET.
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CHANGED OPINIONS, SINCE 1848,
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MONTREAL BOARD OF TRADE,
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THE following extracts from the records of the Montreal Board of Trade, since 1848, will show how uniformly consistent the merchants of Montreal have been since that time, in every Report and Resolution adopted by them, through the Board of Trade, up to the date of its last meeting, in February, 1866, in reference to the necessity for the construction of a Canal to connect the waters of Lake Champlain with the St. Lawrence; and how inconsistent was their action at that meeting in disapproving of that work, (by a vote of 36 to 11,) with all of their action during the previous eighteen years.

The collecting together of the opinions, thus expressed by the Board of Trade on this subject, will not only be useful, as shewing what has been done, but may also tend to dissipate any erroneous views or prejudices which many hold in reference to the effect which the construction of this Canal will have on the commerce of this city.

The first action taken by the Montreal Board of Trade was at a meeting of the Council, held on the 18th April, 1848, of which the following is an extract:—

“ The Secretary reported having addressed the Provincial Secretary, requesting he would favour the Board with the inspection and perusal of any Plans and Reports which might be in the possession of the Government respecting the construction of a Canal from the neighbourhood of Caughnawaga to Lake Champlain, and read the reply granting the same; but the Council, thinking it would be more satisfactory to have copies of the same, he was requested to apply to the Board of Works for them. The Map and Report being obtained, Mr. Geo. Elder, at a meeting on the 11th June,

1848, read a letter from Mr. John Young, on this subject, to himself and after reading the report of Mr. Mills, Civil Engineer, on the work, it was moved by Mr. Law, seconded by T. B. Anderson, Esq., that Messrs. Elder, Law and McPherson be a Committee to take into consideration the documents presented, and to draft a memorial to Government, praying for a further survey of the country lying between the St. Lawrence and Lake Champlain and the vicinity of Montreal and Caughnawaga.

The following is the Memorial referred to :—

The Memorial of the Montreal Board of Trade humbly sheweth :—

“ That your memorialists have for some time been deeply impressed with the desirableness of connecting the waters of the St. Lawrence with Lake Champlain, by means of a Canal. The commercial advantages which would result from such an undertaking are numerous and highly important.

1stly. By means of such a Canal, provisions and breadstuffs, which are at present imported into the non-producing States of Massachusetts, New Hampshire, Vermont and Connecticut from the West by the route of the Erie Canal, would undoubtedly be brought by the St. Lawrence—the superior cheapness of such a route being such as to defy competition; so that thus not only a transit trade of considerable magnitude would be secured, but a new and valuable market would be opened for the productions of this Province.

2ndly. That such a Canal would prove of immense advantage to the lumber districts on the Ottawa and its tributaries, inasmuch as it would open up a new and permanent market for timber, besides bringing into play the water power, so largely available on all the streams, for the manufacture of wood stuffs adapted for a Southern market.

3rdly. That it would be the means of completing the chain of water communication from the Upper Lakes by the St. Lawrence to New York, and thus materially assist, under the system of free navigation contemplated, in rendering that river the great thoroughfare to the ocean of the produce of Western Canada and the Western States of America.

4thly. The financial results which would accrue from such a

canal would be of the greatest advantage to the Government, if its effects would be, as it is justly anticipated, to increase incalculably the traffic in the St. Lawrence, by the power it would place in our hands of competing successfully with the Erie Canal: the tolls arising from the Provincial Canals could not fail to be largely increased and the public revenue proportionately augmented.

5thly. The Canal in question will prove of great advantage to the city of Montreal, not only by the direct trade it would be the means of opening up, but by the growth in wealth by a population resident in her rear, which, by natural necessity, would resort to her market for supplies. By the contemporaneous completion of the Portland Railroad, Montreal would also become the centre of three great routes to the ocean, a situation most favourable for the growth and concentration of commerce.

Lastly. A Canal connecting the waters of the St. Lawrence and Lake Champlain would have the effect of neutralizing, in a great measure, the present contemplated railroad from Ogdensburgh, which otherwise would draw the traffic of the St. Lawrence at a point above all our Public Works, thereby inflicting a serious loss on our revenue, but an incalculable injury on the interest, of the Lower Province.

Your memorialists are also aware that representations on the subject of such a Canal were made last year by a number of the citizens of Montreal, and that according to the prayer of their petition Your Excellency was pleased to direct a survey of a line for the proposed Canal, commencing at the St. Lawrence side, at or near the village of Caughnawaga.

It appears to your memorialists expedient, under any circumstances, before deciding the line of the proposed Canal, that the country lying between Longueuil and Laprairie should also be surveyed, so that the final preference be given to that line which, after minute investigation and consideration of all the interests involved, shall be deemed to possess a preponderance of advantages in its favour.

Your memorialists cannot help regarding the selection of the terminus of such a Canal, in the construction of which a vast expenditure must be incurred, and any mistake regarding which may be looked upon as irremediable, as a matter of the very highest

importance, and not to be decided on without the utmost deliberation and the examination of competent and unbiassed authorities.

Wherefore your memorialists would humbly pray your Excellency, as a preliminary step, to direct the survey of the country lying between Longueuil and Laprairie, so that a choice of a route for the proposed Canal may subsequently be made, after a due balancing of the various circumstances, *pro* and *con*, affecting each line respectively.

And your, &c., &c.

(Signed,)

PETER MCGILL,

Prest. M. B. of T.

F. A. WILSON, Secretary.

Montreal, 26th July, 1848.

On the 9th October, 1848, Mr. Seymour, of St. Johns, asked the opinion of the Board when the Canal was likely to be built, and the Secretary was ordered to reply to the effect, "that the Board was of opinion such a work would prove of the very highest importance to Canada, and they entertain a confident hope it would be constructed at no distant day."

In the Annual Report of 2nd April, 1849, (Mr. Hugh Allan being a member of the Council,) which was unanimously adopted, it is stated that:—"Your Council have noticed the importance of improving and extending the inland communication of the country, so as to enable Canada to compete advantageously with the neighbouring States in the carrying trade of the West, and to facilitate the transportation of lumber to Southern markets, from the Ottawa and other timber districts. Hence the construction of a Canal to connect the St. Lawrence with Lake Champlain, became a matter of the deepest interest; and the Council have been engaged in procuring all the information in their power on the subject, not only through the Board of Works, but from other sources, the result of which has satisfied your Council, that the construction of a Canal would be found of the greatest practical utility and advantage to the public, besides yielding a large revenue to the Province, and they therefore would recommend to their successors that this contemplated improvement should not be lost sight of."

The Annual Report of April, 1850, says :—" The question of a Canal to unite the waters of the St. Lawrence and Lake Champlain, being frequently before the public during last summer, the Council deemed it their duty to address the Government, praying that any rights reserved by the Act, authorising the formation of a company for this purpose, might be exercised by the Government, so as to prevent any injury to the interests of Montreal, in the selection of a location for the St. Lawrence terminus of any Canal which might be formed."

On the 17th December, 1850, it was moved in Council, by Mr. D. L. McDougal, and carried, " That, a Committee of three be appointed to draft a memorial to His Excellency the Governor-General, in Council, praying for the immediate adoption of measures for the construction of a Canal, on the same scale as the St. Lawrence Canal, to connect the River St. Lawrence with Lake Champlain, the Committee being instructed to report without reference to the terminus."

In the Annual Report of April, 1851, it is stated, " That the subject of a Ship Canal, to connect the waters of the St. Lawrence with Lake Champlain, has also had the attention of the Council, and the advantages expected to arrive from connecting the Eastern and Western Trades, were thoroughly discussed ; but on account of a diversity of opinion existing as to where the terminus should be located, they took no further steps on the prosecution of the object."

No reference to the Canal is made in the Reports of either 1852 or 1853.

In a memorial from the Council of the Board, 14th April, 1853, signed by Mr. Hugh Allan, it is stated, " That, while your memorialists are not convinced of the great benefit under present circumstances to be derived by this Province from the proposed new Canal they would view with alarm its construction, as injurious to the trade of this City, unless its terminus is fixed at some point on the opposite shore, not higher up than St. Lambert."

On the 1st June, 1853, a Special General Meeting of the Board was called, to consider the following Resolutions, which were proposed and moved by Mr. Young :—

1. That, in the opinion of this Board, the interests of Canada, and the prosperity of all classes of her inhabitants are, in a high

degree, dependent on the complete success of those great Public Works, which have been constructed at so vast an expense, with a view to making the St. Lawrence the great highway for the conveyance of the produce of the Western States, and of Western Canada to the Eastern States, to Eastern Canada and the Atlantic Ocean.

2. That this Board considers it as established beyond all doubt, that the Public Works on the St. Lawrence do not offer, in their present incomplete state, the best route for the trade between the Western States, and Western Canada with the Eastern States; but that Buffalo and Oswego successfully compete, and that the construction of the Dunkirk Railroad from Lake Erie, the Cape Vincent Railway, and of the railway connecting Ogdensburgh with Rouse's Point, on Lake Champlain, are calculated most seriously to detract from the efficiency of the St. Lawrence Canals, and that if counteracting Public Works be not constructed the revenue from these Canals will be impaired, and the commerce of the country injuriously affected.

3. That, in the opinion of this Board, Canada can successfully compete with all or any of the routes referred to by the construction of a Canal to connect Lake Champlain with the St. Lawrence, or the River Richelieu, of dimensions commensurate with the probable trade; and that if so constructed, it is the opinion of this Board, that the great bulk of the trade of the Western States and of Western Canada would be attracted through our waters, inasmuch as such Canal would be the cheapest and speediest means of transport, besides possessing the great advantage of connecting any port on Lake Champlain with the most western port, without any transshipment.

4. That the trade of the Ottawa region, as well as the district of Montreal, and the lower districts of Lower Canada, with the United States, is rapidly increasing, and demands greater facilities of transport than now exists; that for this trade our present means of transport will yearly become more inadequate for the wants of a commerce which promises to be almost indefinitely extended by the increasing demand on the part of the Eastern States for the products of our soil and our forests.

5. That although this Board has only referred to the effect

which the proposed Canal would have on the Western States and Canada with the Eastern States, it is nevertheless of opinion, that, whether the State of New York enlarged the Canal connecting the Hudson River with Lake Champlain to a similar size with the proposed Canal, or not, the construction of the latter would nevertheless render the St. Lawrence a successful competitor with all other routes for the trade between the West and the City of New York.

6. That this Board offers no opinion as to the best point of departure from the St. Lawrence, and deprecate any discussion thereon until full and complete surveys are made, having in view not only the Western but the Eastern trade of the St. Lawrence; and that it is firmly convinced that a moderate toll would not only yield a very great return on the cost, but would also add to the revenue of the St. Lawrence Canals, and greatly augment the trade of the country.

7. That the proposed Canal, being the last link of our chain of internal water communication, is one which ought to be undertaken at the public expense; that the reasons which induced the Legislature in its wisdom to construct the other Public Works on the St. Lawrence, which are the pride of Canada, apply with increased force to the proposed Canal, inasmuch as it is a work which will be generally useful, and not calculated to serve the interests of any one section of the country at the expense of any other.

8. That a memorial be prepared to His Excellency the Governor General, founded on the foregoing resolutions, and praying that, guided by that spirit which His Excellency has ever evinced to promote public improvements and develop the resources of the country, he will exert his constitutional influence to cause a Canal of suitable dimensions, to connect the waters of the St. Lawrence with those of Lake Champlain, to be undertaken as a Government measure, without further loss of time.

Resolutions moved in amendment to the above, and carried :—

1. "That in the opinion of this Board, a Canal of large capacity to connect the waters of the St. Lawrence and those of Lake Champlain, or the River Richelieu, made from a point of the St. Lawrence where vessels from sea and from the interior could meet and exchange cargoes, without incurring the heavy charges which would be unavoidable, were it to diverge from a point inaccessible to sea-going vessels

would (while it preserved the shipping trade of the St. Lawrence, and thereby promoted the interests of the entire Province,) afford every facility required by the growing traffic between the Western States, Western Canada, and the Eastern States, and Europe, while a Canal constructed from a point inaccessible to sea-going vessels, would prove highly injurious to the Eastern section of the Province.

2. That in the opinion of this Board the early construction of a Canal, such as that referred to in the preceding Resolution, would tend to prevent the further absorption of the trade of the St. Lawrence by completing foreign channels to bring back much of the trade which has been lately lost, to secure the progressive growth of the traffic on the St. Lawrence, and thereby render productive and profitable those works which have been constructed at so great an outlay of public money.

3. That the Council of this Board be requested to prepare and forward to His Excellency the Governor General, a memorial embodying the foregoing Resolutions, expressing the confidence felt in the well-known anxiety of His Excellency to promote the interests of the Province, and praying that he will cause the necessary surveys to be made by competent engineers, with a view to the immediate construction of a Canal, so much desired and so essential to the expansion of Canadian commerce."

A memorial, embodying the above Resolutions, was forwarded to the Government: the Provincial Secretary, in reply, stating that it would not fail to receive attention.

In consequence of these representations of the Board of Trade and other parties in Canada West, the Government, in Executive Council, passed the following Order on the 18th October, 1854:

"On the report of the Chief Commissioner of Public Works, stating that several petitions to Your Excellency from various localities in Upper and Lower Canada, for the construction of a Canal to connect the St. Lawrence with Lake Champlain, have been referred to his Department; that the Legislative Assembly also, by its resolution of the 6th of April, 1853, called Your Excellency's attention to the subject; that the petition from the Montreal Board of Trade, also referred to that Department, requests that a survey be made by Government of a convenient site for the Canal in ques-

tion, at such a place that vessels going to or coming from sea may navigate through the St. Lawrence and such Canal to Lake Champlain; that he has carefully perused these petitions and resolutions, and all the papers relating to the matter of record in his office; that a survey was made in 1847, at the request of certain individuals, also contemplated to construct the Canal as a private enterprise; and that such survey was confined to a particular line, with its terminus at Caughnawaga above Montreal, so as to be within the locality these persons had in view; that he is of opinion, considering the great importance of the subject, that a new survey should be made immediately by competent engineers, who should report as to the most convenient site for the said Canal and the probable cost thereof; and requesting that authority may be given to the Commissioner of Public Works to have the survey effected. The Committee recommend that authority be given to the Commissioner of Public Works to cause a survey to be made, for the purpose of ascertaining the most eligible and convenient route for a Canal, from some point on the St. Lawrence to Lake Champlain."

In consequence of this Order in Council, Mr. John B. Jarvis, one of the most eminent Engineers in the United States, was engaged to make the survey alluded to, and the following is his letter of instructions from the Chief Commissioner of Public Works:—

PUBLIC WORKS, Quebec, 12th August, 1854.

SIR,—As you have been pleased to signify your willingness to undertake the duties connected with the location of the contemplated line of Canal between the River St. Lawrence and Lake Champlain, in the performance of which the Commissioners of this Department were most desirous to have the benefit of the counsel and experience of a gentleman of such admitted high standing, it now becomes necessary that you should be informed as to the points upon which your opinion and advice is more immediately sought for. The advantages to this Province which are calculated upon from the construction of this Canal, are fully set forth in the Annual Report of this Department to the Legislature, for the year 1852, in pages 32 to 38. A copy of this Report is herewith

transmitted. By reference to it you will perceive that the objects aimed at are:—

To complete the chain of Canals already in use, and to render them profitable as well as a convenience to the Province.

To enable our Canals to compete successfully with the Erie Canals and the Railways on the South bank of the St. Lawrence, in the transport of property to and from the Atlantic seaboard in the United States, and with the Western States and Canada.

To furnish a cheaper, quicker, and from reduced transshipments, a more desirable route to the great trade which passes between tide water in the Hudson River, the Railways in New England, and the City of New York on the one hand, and the Western States and Canada on the other; and thus to bring traffic and tolls to the St. Lawrence Canals, which, by the competition of the Oswego and Erie Canals and the Ogdensburg and other Railways, and the want of an efficient outlet between them and Lake Champlain, obtain scarcely any of the transit trade between the Atlantic and the Western States or Canada. To enhance the value of one of our great staple products (lumber), by furnishing a direct, cheap and capacious connection between the great lumbering districts of the Ottawa, the Upper and Lower St. Lawrence, and the greatest lumber mart in the world, that of Albany and Troy.

By connecting Lake Champlain with the St. Lawrence upon an efficient scale, to open the districts upon that Lake to the sea *via* Quebec, and afford them a shorter and cheaper route for imports of coal, iron, salt, fish, oil, &c., &c., which articles can be had down at Quebec at a cheaper rate than at any other American port, in consequence of the large amount of tonnage entering inwards in ballast. Such were some of the principal objects considered attainable by the construction of this work in 1852, when the Report alluded to was written; but the Commissioners are of opinion that the altered circumstances under which the Province will be placed by the passing of the Reciprocity Act and the opening of the River St. Lawrence to our American neighbours, afford increased and strong ground for belief in the great importance of this work for the development of the resources of the country. Your views upon the points embraced in the foregoing are particularly requested, especially with respect to the trade

of the Great West, its channels, whether in use or in course of construction, the changes that are likely to take place in a great portion of it as regards the transportation eastward by the Lakes and Rivers and down the Mississippi, upon the completion of the several lines of navigation and railways leading from the interior to those Lakes, and the probable proportion of it which may be induced down the proposed Canal, for the supply of the Eastern States, the West Indies, &c.

Your opinion, also, as to how far such trade may be interfered with or competition formed by the several lines of Railways, North and South of the Lakes and River, now made or in course of construction, will also be considered valuable, not only from your intimate knowledge of that trade and section of country, but as President of an important Railway there.

The next point on which your well-considered opinion is requested, is the general location of the line, and particularly its terminus on the St. Lawrence. Upon this much difference of opinion exists, traceable in a great measure to the separate or local interests of the several sections of the Province. As the Commissioners desire that this question shall be settled unbiasedly and solely upon grounds connected with the accommodation and facilities for the contemplated trade, together with the engineering difficulties, or otherwise, which may be found to exist, it is well merely to state that some advocate the line to start from some point, on the Beauharnois Canal, thereby as they suppose to carry such a level as would overcome the summit between the waters at the least expense; others urge the selection of Caughnawaga, opposite the head of the Lachine Canal, as being the place most convenient for the Ottawa trade. The interests of Montreal naturally desire its commencement at some point opposite, or a little below that City: the population, trade, and importance of which must necessarily command due attention; and finally, there is a party who consider that the route of the Richelieu River should be that decided on.

The advantages and disadvantages of each of these propositions will, no doubt, be duly perceived and weighed well by you, prior to your coming to a conclusion.

The third point to which your attention is requested is, as to the depth of water and dimensions of the Lock and Canal which it may

be, in your opinion, the most advisable to adopt, and an approximate estimate of the cost of the work, the nature of the trade to be calculated on, the class of vessels suited for it ; the capacity of the present Canals, and the capabilities of the harbours on the Lakes, will, no doubt, materially govern your decision on this point, which is more important, as by the scale of this Canal will be determined, also, that of the enlargement of the Welland Canal, a work which it is believed, must be undertaken at no distant day.

Besides the foregoing, the Commissioners will be obliged by receiving your views and advice upon any other branch of the question that you may think necessary to touch on. It is most desirable that your report should be received at as early a day as the efficient discharge of the duty will permit, with a view to which you will make such arrangements as you may deem expedient.

I am, sir,

Your most obedient servant,

(Signed,)

J. CHABOT,

Chief Com. Public Works.

J. B. JARVIS, Esq.,
Engineer.

The following is an extract from the Annual Report of the Board, in April, 1855 :—

“ The next important measure which we think should be urged upon the attention of the Government, for the purpose of promoting the interests of Eastern as well as Western Canada, is the immediate construction of the projected Canal to connect the St. Lawrence with Lake Champlain. With such a Canal, it appears to us, that the immense trade which is now diverted away from this city by Oswego and Ogdensburg, would be brought to our very doors, and deposited with us, as a central point, for re-distribution either to the United States, to the Lower Ports, or to Great Britain, as circumstances might require. On the other hand, the certainty of a large amount of inland tonnage being always at command, would attract the large sea-going vessels of the United States to our harbour in preference to going to New York or Boston with their cargoes made up for Western markets, and with emigrants ; and the deepening of the ship channel from Montreal to Quebec to

twenty feet at low water will prove a great auxiliary to the same end.

The advantages of this Canal has been so frequently adverted to by the Board of Trade, that it seems almost superfluous to say another word about them, but yet as our Government does not seem fully alive to them; it may not be amiss again to refer to them. This Canal will be a rival to the Erie Canal, and would have many advantages over it. It would enable vessels (supposing the Welland Canal enlarged) capable of carrying 7,000 brls. to leave any port in Canada or the United States, situated on Lake Ontario, Erie, Huron, Michigan and Superior, to deposit their cargoes in Burlington, in the State of Vermont, or Whitehall, in the State of New York, *without once breaking bulk*; while on the other hand, such a quantity of flour would have to be divided among five boats on the Erie Canal, even with that work enlarged, before it reached Albany. The mere mention of these facts must be sufficient to shew the great superiority of the proposed Canadian route over the Erie Canal, even when enlarged—a superiority which would be still greater if the Canal between the Hudson and Lake Champlain were also made a Ship Canal, thus connecting the Hudson with the Western Lakes by Ship Navigation, and avoiding any transshipment. In the next place, the movement of property on the Erie Canal amounts already to four millions of tons per annum; the revenue is \$4,000,000 per annum; while the movement on the St. Lawrence and Welland Canals is insignificant. As a question of revenue, therefore, it would seem worthy of the immediate attention of Government; while on the other hand, to the country at large as well as to Montreal in particular, its more important consequences would be found in its tendency to increase commerce and add to the value of Canadian productions.” This report was unanimously adopted at a meeting where sixty were present, (Mr. Allan was President of the Board,) among whom, were Mr. Hugh Fraser, (who seconded Mr. Allan’s resolutions), Mr. Jas. Hutton, Mr. Louis Marchand, and others who at the late meeting, voted *against* the necessity of the Canal, and the very reverse of what they asserted at the General Meeting of the Board in 1855.

The Report of the Survey by Mr. Jarvis was made known in 1856. Mr. Jarvis confirmed, in almost every respect, the survey

of Mr. Mills, recommending the outlet of the Canal to be at or near Caughnawaga. It will be seen how particularly the Chief Commissioner of Public Works directed his attention to an outlet from Longueuil, and on this subject, he Reports as follows :

SECOND OR LONGUEUIL ROUTE.

“The termination on the St. Lawrence is very unfavourable for the lumber trade. Whatever of it goes down the Ottawa to its junction with the St. Lawrence would not, (and could not on rafts) be brought up to the Canal at Longueuil. It must be brought down the Lachine rapids, and owing to the strong currents in the river opposite and above Longueuil, it would be difficult to stop the rafts at the terminus of the Canal, and if they should pass it, they would probably go down the St. Lawrence, rather than attempt to bring them back against so strong a current as prevails in this part of the river. It is not therefore believed that the lumber trade of the Ottawa and St. Lawrence could derive much benefit from the Canal on this route. The strong current in the river between the terminus of this route and Montreal, would be unfavourable for vessels entering and leaving the Canal. For the Western trade, destined for the Hudson, the Beauharnois route would be thirty per cent., including tolls, and forty per cent. without tolls, more favourable; and the Caughnawaga direct line, including tolls, twenty eight per cent. more favourable than the Longueuil route, and give the most favourable accommodation by the latter route to the lumber trade of the Ottawa and St. Lawrence above the junction of the Ottawa in Lake St. Louis. The only circumstance in favour of this route is that the trade would pass Montreal, and might find a market in that city, and would so far improve its commercial interests. This it is desirable to secure, if it can be done consistent with the main objects of the enterprise. How far the Canadian Government may consider it proper to hazard this for such incidental benefits as would result to Montreal, it is not my province to decide. The navigation is now open, and free to Montreal, and whatever route may be adopted, for the projected Canal, it is supposed it will direct any trade from her, but rather, in any event, being a large trade so near her door, that she can secure from it all that her commercial position will enable her to command.

Montreal will have no privilege taken from her, and will have increased inducements to improve every national advantage she possesses ; this new channel of a great trade will be near, and tend to promote every branch of industry, increasing the inducements to improve the vast hydraulic power in her vicinity, and thereby multiply the sources of her wealth. Viewing the enterprise as in the main designed to improve the value of the St. Lawrence Canals, as well as the Welland—to enhance the value of the great lumber interest of the St. Lawrence and its tributaries—and to improve the facilities of commercial intercourse with the United States, I am constrained (much as I would be gratified to second the wishes of Montreal,) to pass by the Longueuil route, as not the proper one to secure the great object of the projected Canal. In the conclusions to which I have arrived, in regard to the first and second routes, it has not appeared important to regard as material the estimate of the cost in construction. Other considerations are too decided to permit the entering of this as a material element in the comparison.”

In the Annual Report of the Board, in April, 1857, the following passage occurs:—

“The developement of our trade with the Western States is a subject of the greatest importance, and your Council strongly urge the necessity of providing regular means of transit for freight to Chicago and other Western points, without which no successful effort can be made to direct from its present channel the vast trade which our position entitles us to control on the St. Lawrence. From various causes our route has this year attracted more attention abroad, and your Council earnestly hope that the opportunity which now presents itself for the extension of our commerce, will not be lost by our neglecting to afford those facilities which are quite within our control, and the disregard of which has so long strengthened our competitors.

The most urgent demand ought to be made on the Government in reference to connecting the waters of Lake Champlain with the St. Lawrence, and for enlarging the Welland Canal, as imperatively called for, whatever other outlets from the Lakes may hereafter be formed ; and, inasmuch as works of such magnitude involve long delay in construction, it is of the first importance that no more time should be lost.”

In the Annual Report of 1862, it is stated:—"That the Council regret that, although the tolls have been removed by the Government from the St. Lawrence Canals, no adequate measures have yet been adopted by the Government to enable the St. Lawrence route from the Upper Lakes to compete in cheapness with the route through the Erie Canal to New York and the New England States. The means by which this desirable result might be accomplished have, since 1848, been constantly urged by this Board on the attention of the Government, but hitherto without effect; and when it is considered that, with our Canals and Railways completed, we fail to attract more than nine per cent. of the trade of Western Canada and the Western States down the St. Lawrence, and that ninety-one per cent. of that interior trade flows through the Canals over the railroads of New York, such a statement ought to command the attention of the country."

No further action was taken by the Board of Trade until the 9th January, 1866, when Mr. Young submitted the following Resolutions:—

1st. That no adequate means of transport now exists in Canada, to compete in cheapness with the route through the State of New York for the trade between the Western and Eastern States and Europe.

2nd. That without an enlargement of the Welland Canal, the lengthening of the Locks on the St. Lawrence Canal, and the construction of a Canal to connect Lake Champlain with the St. Lawrence, trade must continue to flow as now through American channels, leaving our Canadian Canals comparatively deserted, and consequently non-remunerative, and an annual tax on the people of Canada.

3rd. That the amount of interest which is now paid annually on the money borrowed by the Province to build the present Canals, and to aid the construction of Railways, and which has to be collected by duties on imports, exceeds the sum of two million four hundred thousand dollars over and above all receipts from these works.

4th. That the completion of the Welland and St. Lawrence Canals, and the construction of the Lake Champlain Canal of a size commensurate with the magnitude of the capabilities of the St. Lawrence navigation, would give a decided superiority to the route of

the St. Lawrence over any other route which it is possible to have through the State of New York for the trade between the Western States, Western Canada, and the Eastern States, and render highly remunerative those Canals and Railways which are comparatively unproductive, and an annual loss to the Province.

5th. That with the navigation so improved and perfected, the St. Lawrence route would not only be the cheapest, quickest, and best for the great and ever-increasing trade of the Eastern States through Lake Champlain, but the port of Montreal from the vast water power at command for milling and other purposes of manufacture, and from its being accessible to vessels from sea drawing 20 feet at the lowest water, and from its also being 120 miles nearer the Upper Lakes than any other port on the continent, property of all kinds, whether from sea or from the West, could be held here for distribution in the Eastern and Western States, or for shipment to Europe, and would thus become the most convenient, and from the facilities which may be created, the cheapest interior depot on the continent.

6th. That while all interests in the Province would be greatly promoted by the adoption at once of such a policy, a revenue would be obtained from those great public works, which do not at present attract more than nine per cent. of the Western trade; which trade was the avowed object of their construction. The cost of transport would, by the employment of vessels of eight hundred tons, sailing direct from Chicago, Milwaukee or other Western ports without breaking bulk, be so reduced as to enhance the value for all time, of every agricultural product in the Western States requiring transport to the East, lessen the cost of all imports into the West from the East, and would make the St. Lawrence the great thoroughfare to and from the ocean.

7th. That in the opinion of this Board, the action of the Government of Canada in immediately deciding on the prosecution of these works would create as much interest with, and be deemed as great a boon by the people of the Eastern and Western States, as by ourselves, and the knowledge by them that such was the resolve of our Canadian Government, and that these works would be rapidly carried forward, would create, and give to the people of these States such an interest in the St. Lawrence route, as would, more than anything else, induce them to join us in urging on the Government

of the United States, the largest and most extended measure for a reciprocal trade between the two countries.

8. That it be an instruction to the Council of this Board, that a copy of these resolutions be transmitted to the Provincial Secretary, and that a memorial embodying them be sent to the three branches of the Legislature at the next meeting of Parliament.

The resolutions were received with great applause, and,

These resolutions came up for discussion at a special general meeting, on 26th January last. Mr. Young spoke to the resolutions, and, by facts and figures compiled from public documents, no part of which were then, or have since been disputed, proved how unproductive were the Public Canals of the Province. He also stated that, in the present circumstances of the country, and in consequence of the interest felt by the people of the Western and Eastern States, in the matter of increased facilities for transport, there was no better way of inducing the people of these States to join us in urging on the General Government of the United States a much enlarged and extended measure of reciprocity.

An amendment to Mr. Young's resolutions was moved by Mr. Hugh Allan, seconded by Mr. Hugh Fraser, :—

1. That this Board, whilst recognizing the great benefit to the Province of the improvements made in its inland navigation by the construction of the Welland Canal and the St. Lawrence Canals, considers that the usefulness of these works is much impaired by the want of uniformity in the size of the Locks, and the depth of water throughout the route ; and that improvements to attain this uniformity are urgently needed.

2. That in the opinion of this Board the trade of the Province requires for its full development that all the Canal Locks should be enlarged to the full size of those on the St. Lawrence Canals ; and that such portions of the river as requires it, and the Canals should be deepened if practicable, to admit the free passage of vessels drawing ten feet of water.

3. That the large and increasing trade on the Ottawa river is much retarded by the imperfect state of the Carillon and Grenville Canal, as well as the insufficiency of the passage at St. Anns, at which places increased facilities are much required.

4. That the Council of this Board be instructed to urge upon the

Executive government, the importance of giving as early attention to the prosecution of these improvements, as may be warranted by the State of the finances or the prospect of making improvements remunerative.

Which amendment was carried on a division. It was then moved by Mr. Henry Lyman, and seconded by Mr. Ira Gould :—

“That the subject of the construction of a Canal to connect the St. Lawrence with Lake Champlain, which has heretofore been repeatedly urged by this Board, has lost none of its importance, as a means of attracting an increased amount of traffic through the St. Lawrence, and should be undertaken and effected so soon as the Provincial finances will permit the expenditure, and the State of New York shall agree to enlarge the Champlain Canal to a corresponding extent.”

This resolution was rejected by a vote of 36 to 11, while at every meeting of the Board since 1848, the vast importance and necessity of the Canal for the interests of Canada, has been urged as will be seen from the foregoing extracts of the proceedings of the Board. The great objection to the Canal with many, is the fact that every Engineer who has surveyed the ground, was compelled to come to the conclusion that to secure the least lockage between the St. Lawrence and Lake Champlain, as well as to secure the general interests of the Province, the outlet from the St. Lawrence should be at or near Caughnawaga. It is not denied by any that in the competition for the exports and imports by sea, with the Welland and St. Lawrence Canals enlarged and adapted for vessels of 800 tons, Montreal would have the entire superiority. It has been estimated (and the estimate has never been impugned), that property could be brought from Chicago to Montreal, there to meet the ocean ship at \$2 $\frac{7}{8}$ per ton, while the same property could not be taken from Chicago *via* Buffalo to New York, or *via* the Caughnawaga Canal to New York, at less than \$4 $\frac{7}{8}$ per ton. Is it not then very absurd to suppose that Montreal would be injured so far as the export trade was concerned, by the Caughnawaga Canal? Would any merchant, having a cargo of wheat from the West, at Montreal, pay \$2 extra per ton for the privilege of taking it through Lake Champlain and Hudson River, and shipping it at New York, when he could bring the Western vessel with his

wheat alongside of the ocean ship in the harbour of Montreal? It is true there might be exceptions to this. Every dealer in produce knows that the sailing ship and steamship owner keeps himself thoroughly posted, as to the quantity of grain and flour on hand here and on the way from Kingston, and having the game in his own hands, he puts on the screws, and demands any rate of freight he chooses. The merchant is helpless, and he is compelled to give whatever rate may be demanded. Hundreds of thousands of pounds have in this way been paid by the Montreal produce dealer, in extra freight, which could have been saved, if there was the check on excessive rates of freight, which the proposed Canal would give. The rate at Montreal could never be higher than the New York rate, with the charges of inland transport from Montreal to New York added, and if this option was in the hands of the shipper, the rate of freight could never be excessive at Montreal. The one party, however, gets rich; while the other, as a class, becomes poor. It is no wonder, therefore, that these ship owners should be on hand, when the subject of this Canal is discussed. The foregoing extracts from the minutes of the Board shew, that up to 1854, Mr. Allan was warmly in favour of a Canal into Lake Champlain, but since that time, when he became an owner of steamers, he curiously enough condemns it.

The Canal might, and no doubt, would interfere with the rates of freight inwards, and would tend to reduce rates on all dry goods hardware, &c., from Liverpool to Montreal. The fact is well known that the present rates from Liverpool to Montreal, by steamships are so high, that many Toronto and Hamilton importers regularly bring their dry goods, &c., in the "Inman" and "Cunard" lines to New York, and after paying inland charges from New York to these cities, the cost from Liverpool is less than by the "Allan" line of steamers *via* Montreal. With the proposed Canal constructed, it must also be evident that the dry goods, hardware, and grocery merchants of Montreal would have it in their power of limiting the rates of freight from Liverpool to Montreal, to what might be the cost from Liverpool to New York, with the charges added to Montreal from New York. It is not, therefore, surprising that parties interested in the "Allan" line of steamships, should be so much interested in the proposed Canal, and should have changed

their opinions on the subject ; but it is surprising that Mr. Hugh Fraser, James Hutton, and others, largely engaged in the Import Trade, should have changed their views.

But, again, it is said, there are no objections to the Canal, provided that its outlet be at Longueuil, or, as Mr. Allan says, "not above St. Lambert." So far as the export trade is concerned the western vessel must meet the ocean ship within the harbour of Montreal. The supplying of the New England States with western products is now almost exclusively done through the Erie Canal and by New York Railways. We get almost none of it *now* by Canal, but we do a little by railway, in consequence of the Victoria Bridge. This trade of New England from the West, for New England's consumption, is far greater than all the exports to foreign countries. Now, the position of Montreal is such, that it may be made the seaport of the West, for western exports and imports. This cannot be disputed ; but, besides being the best seaport for the exports of the West, the St. Lawrence can be made the best and cheapest route from the West to New England. What harm then will it do Montreal if the route from the West to New England can be made the best and cheapest through the St. Lawrence, instead of through the Erie Canal? Upwards of \$5,000,000 are now collected annually from the Erie Canal by the State of New York. Would it injure Montreal if Canada could collect \$3,000,000 per annum from her Canals, instead of, as at present, receiving *nothing whatever*? Would not the people of Montreal, even under this view of the subject, be benefitted alike with the people in all parts of the Province, by the reduced duties on imports which would then be possible? There was a time when the people of the Western section of the Province did not hesitate to denounce the merchants of Montreal as selfish ; alleging that they cared not how general laws or principles were ignored, so long as Montreal obtained the advantage. It is to be feared that in the rejecting of Mr. Young's resolutions, and opposing a Canal from the St. Lawrence into Lake Champlain, ignoring all considerations of level, and for no better reason than because its outlet is not at Montreal, that this charge of selfishness will be renewed. Montreal is not the whole province of Canada, and the true policy of her people ought to be to find out *what is best*

for the general good, and with a feeling of self-reliance to extract from all measures or works for the general good, every possible advantage, and to develop to the largest extent every local facility for trade which she possesses. It has been shewn, that the Western vessel loaded with produce for export, by sea, must meet the ocean vessel in the harbour of Montreal to exchange cargo, if immediate shipment is necessary; but suppose immediate shipment is not the object, but that the Western or other owner desires to store the cargo, it is not thereby placed in a worse position by the Canal being at Caughnawaga, than if the Canal was at Longueuil or St. Lambert. The lockage into Lake Champlain, through the Lachine and Caughnawaga Canals, would be exactly the same from the Port of Montreal, as from St. Lambert direct into Lake Champlain. If the water power of the St. Lawrence were made available by the construction of the Point St. Charles Docks—property of all kinds could there be stored twenty-six feet above the present harbour, and consequently with fifty-two feet less lockage into Lake Champlain via the Lachine Canal, than from St. Lambert or Longueuil.

The time will soon come when these facts will be generally recognised as true, and the wonderfully advantageous position of Montreal for transacting the business of the interior generally acknowledged and acted on. This result can be accelerated or retarded by the narrow or enlarged views which the merchants of Montreal, and of the Province, may take of their position. There is no other ocean port on the continent similar to Montreal. There is no other where there is almost an illimitable water power. The St. Lawrence falls, in seven miles above the harbour of Montreal, no less than 46 feet. It is calculated that in Great Britain one million of tons of coal are consumed every year to create the same motive force in steam, which is afforded by Mr. Legge's scheme of docks at Montreal, and which is only a small part of the available power. Again, the port of Montreal is 120 miles nearer the Upper Lakes than any other seaport on the continent. Would it not be well, then, to have a little faith in these great natural advantages, and by their developement command the trade, rather than seek to force everything to Montreal, whether right or wrong? If the Canal from the St. Lawrence into Lake Champlain were

at Longueuil, or at St. Lambert, it is evident that all the exports from the Ottawa Valley, in timber, &c., and Western Canadian and Western States products must, by such an arrangement, be compelled to go down a stair of Locks, of 46 feet, and from St. Lambert or Longueuil ascend another stair of Locks into Lake Champlain, of 71 feet, (or 117 feet lockage in all,) when *via* Caughnawaga they could get into Lake Champlain with 25 feet lockage. The lumber from the Ottawa, and Western products shipped direct to Troy and Albany, or other markets, would not stop at Montreal, even if the Canal was at St. Lambert or Longueuil. The people of Montreal might see it pass through, but that would be all, for such trade passing through, would not and does not now pay any harbour dues. Engineers, however, say that with the Canal at Longueuil or St. Lambert, it *would never pass*, because the extra lockage on such trade would be so serious an item of increased cost of transport that it would probably give the entire advantage to the Canals of the State of New York, and Canada would thus be unsuccessful in her rivalry with that State for the trade between the West and New England. How much better, then, to respect the unanimous opinion of scientific men on such a point, and say, let the Canal be placed wherever the general good will be most promoted. This is the true policy, for on all property shipped from the West, whether by rail or ship, to be held for a market, there is no point where storage, insurance, &c., can be had so low as at Montreal. With ample water-power to drive elevators, mills, &c., and for manufactures of all kinds, there is no sea port with such advantages; for property so stored and held would be at a point ready for a market either in the New England States, the Lower Provinces,—the West Indies or in England.

JOHN YOUNG.

Montreal, 1st March, 1866.

