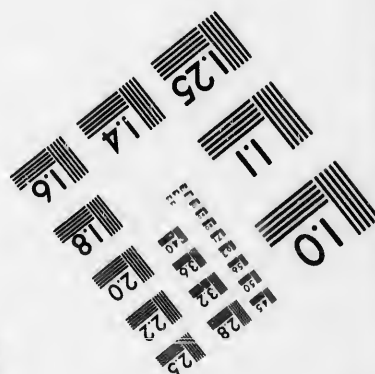
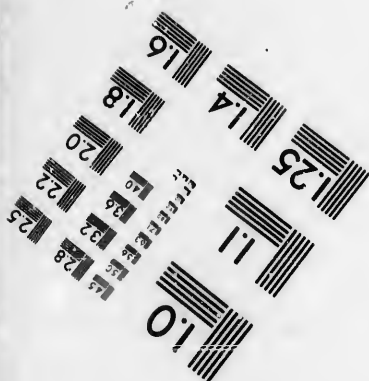
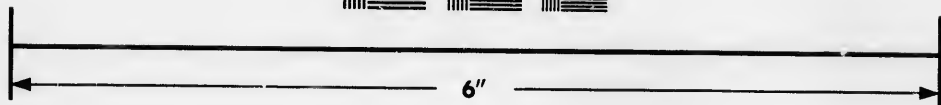
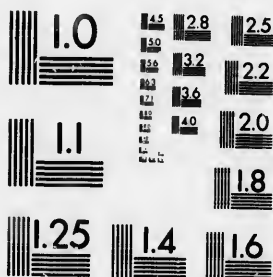


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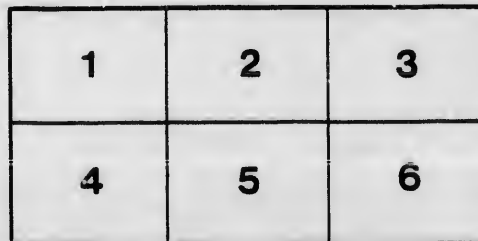
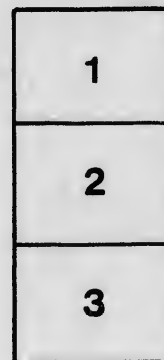
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*St. Catharines, 28th June, 1824.*

**Sir,**

EVERY exertion has been made by a few Individuals in this District, to connect Lakes Erie and Ontario, with a Navigable Canal. They have obtained an Act of Incorporation, and Stock to the amount of *Fifty Thousand Dollars*, principally from Lower Canada. The company are now regularly organized according to Law. They have had the Routes explored by skillful and experienced Engineers, and find, by the Report of Messrs. CLOWES, it will require the sum of Twenty-Six Thousand Pounds to complete the Canal from the River Welland to Lake Ontario; and the Directors think it advisable, not to commence operations until Stock is subscribed to this amount.

ALTHOUGH this sum is trifling to a degree compared with the object of the undertaking, still the greatest difficulty is experienced in getting it subscribed.—There is a great want of enterprise throughout the country, and a very great scarcity of money; besides which an unfavourable opinion of the ultimate profit of this undertaking to the Stockholders emanated from Gentlemen possessing the greatest Capital, and most influence in the District, and has been circulated both in this and the Lower Province, greatly to the prejudice of the present Stockholders, and has deterred others from coming forward that were otherwise favourably disposed.

THE President and Directors have determined on appealing to the public spirit of the Land-Holders throughout the Province:—A similar measure was adopted in the State of New York prior to the commencement of the Grand Erie Canal, and donations, in Land, received to the amount of *ONE MILLION OF DOLLARS*. The Holland Land Company gave One Hundred Thousand Acres; Gideon Grainger, of Canandaigua, Ten Thousand Acres.—The Inhabitants evinced the warmest attachment to their country by the zealous manner in which they defended it last war, and we have no doubt they feel an equal interest for its improvement.

BESIDES, if the opinion advanced by some should prove correct, and the Stock turn out unproductive, it would be ungenerous for one part of the community to have their property enhanced at the expence of the other. For it is a well established fact that Canals add 30 per cent. to the value of all property connected by them. Suppose two countries, similarly situated, in soil, climate, and every other local advantage, the one possessing good roads, the other water communication,—commodities of all descriptions will be furnished by the latter, 30 per cent. cheaper than the former, or in other words, the latter would be one-third richer than the former.

CANALS diminish the distance between places, and encourage the settlement of the most remote parts of the country. They create new sources of internal trade, and encourage manufactures of all descriptions.—Surely, no country can feel the want of this branch more than ourselves.

THEY unite cheapness, celerity, certainty, and safety, in the transportation of commodities: a Loaded Boat can be taken from the Mouth of the Grand River to Lake Ontario, in two days, carrying 30 tons, with one man and boy, and two horses; allow each man and horse one dollar per day, and the tolls to be double the expence of transportation, it will not exceed five shillings per ton: add to this, 50 per cent. it will only bring Flour to nine pence per barrel.—However, the fairest way to make calculations on an undertaking of this nature, is to establish precedents:—The Americans take one harrel of Salt, weighing 300 lbs. from Salina to Rochester, One Hundred & Two miles, from 18 to 20 cents per harrel. If we charge the same rate for sixty odd miles, it will bring Flour from thirteen and a half to sixteen cents. Staves from two to four dollars per thousand; and all other articles proportionably less.

WE would likewise call your attention to the present danger of navigating Lake Erie from the Mouth of Grand River to Fort Erie, and the immense advantage of navigating that Lake one month earlier every season.\*

LAND Owners on Lake Ontario, although they may not feel their immediate interests connected in this undertaking will derive great advantage from its accomplishment, by the increased employment of vessels, hands, &c. &c. on this Lake, and trade of every description. In case it is not effected, the produce of all the Upper Country, the most fertile part of Canada, must find its way to the United States.

WE have endeavoured to state these facts in a clear and fair point of view.—Our object, by this Circular, is to notify you that we intend calling on you with a subscription, the purport of which will be, that in case the Welland Canal Company completes a Canal between the mouth of the Grand River and Lake Ontario, within five years from January next. (1825,) that you will give them so many acres of Land, situated so and so. On this additional Security, we will endeavour, either to borrow money or induce Subscribers to come forward and take up the remainder of the Stock, that we may proceed immediately and complete the undertaking.

TRUSTING it will meet with your favourable consideration.

I have the Honour to be,

Sir,

Your Most Obedient, Servant.

(Signed,)

GEO. KEEFER,

PRESIDENT,

*Welland Canal Company.*

\* THE Ice remains every Spring some time on the North End of Lake Erie, longer than to the South-West—So that the Navigation is open from the Straights of Detroit, to the Mouth of the Grand River, some weeks before it is open to Fort Erie, and Buffalo.

