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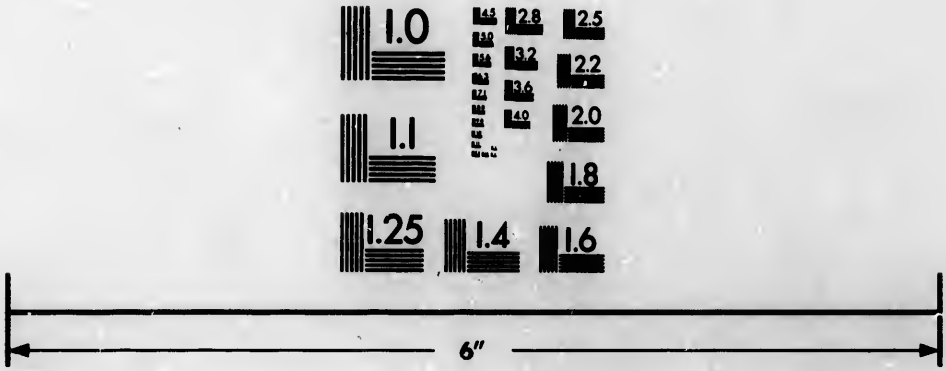

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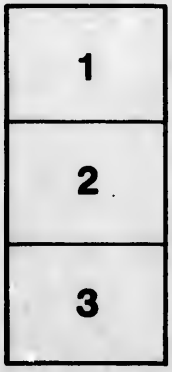

REPLY

TO

REMARKS

ON

THE LACHINE CANAL

BY THEODORE DAVIS.

MONTREAL:

PRINTED BY NAHUM MOWER.

.....

FEB. 1822.

REPLY

TO

REMARKS ON THE

LACHINE CANAL.

THE pamphlet that has just been printed and circulated, under the title of *Remarks on the La-Chine Canal*, is so replete with erroneous statements and unwarranted conclusions, and betrays so much the latent principles and motives which actuate the parties whose opinions it is expressly written to support, that I deem it necessary to refute the many misrepresentations with which it abounds, and undeceive that part of the public that may be misled by the specious reasonings which are attempted to be drawn from false positions, unfounded assertions, and calculations that perplex much more than they enlighten.

THE mode in which I will proceed will be to dissect these remarks as they occur in that pamphlet, for although probably another arrangement might make my observations more lucid, as my purpose is refutation and exposure, this will be better done by beating my opponents in detail, in the same succession in which they made their attack, than were I to start afresh, and form a new order of battle.

In the first place, the gentlemen under whose auspices the *Remarks* have been prepared and published, assume that there is in Montreal a party which is opposed to the extension of the La-Chine Canal as far as the Cross. This I deny, and verily believe that no person will be found to oppose its extension to that point, provided it be conducted on such a plan as will be most for the public benefit, and one that, taking into view the advantage of the community alone, shall throw self-interest wholly out of the question. That selfish principle, or *self-interestedness*, as the authors of the Remarks call it, and which they set out with gravely announcing to the world their intention of combating, may be retorted back upon them with infinitely more justice than it can be applied to the promoters of the plan for cutting the Canal so as to join the St. Lawrence at the Windmills. In the following pages it will appear that the latter have no individual interest in such a direction being given to the Canal, whilst the supporters of the contrary plan, are advocates for its crossing and re-crossing the turnpike-road, to the great detriment and inconvenience of the public, merely for the sake of benefiting themselves, by causing the cut to pass through, or near, their properties, at the same time that they look forward with complacency to the handling of the large additional sum of the public money which will be expended, if their ideas are followed, and which they contemplate to partake of in various shapes.

The direction in which it is now petitioned for the Canal to be made, namely, to join the River at the Windmills, is the original one that was first of all projected, and is not therefore a novel plan, as is insinuated. The promoters of this plan have no property whatever in that direction, and can

not therefore be actuated by motives of self-interest; whereas it is well known that those few individuals who are for having it cross and re-cross the turnpike road, have property on that line, and in the St. Lawrence Suburbs, which they think will be greatly benefited by the canal passing that way. Nay is it not notorious that many purchases were made along, or in the vicinity of, that line, about the time when the act was in progress in the Assembly, upon the speculation of these turning out to great advantage? Hence it is pretty evident that this is the main reason why these gentlemen are so anxious to have the canal laid out in that direction at the present time, for they have good reason to apprehend that if the Canal be carried so as to fall into the St. Lawrence at the Wind-mills, a much more elegible line for the interest of the public at large may hereafter be pursued to carry the canal to the Cross, than their favourite one; by which, though every purpose of commerce would be better answered, their individual interests would not be promoted, and therefore they will stick at nothing to secure their purpose now before it is too late.

The Petition to the Legislature now in agitation points out a direct line from the Locks at Côte St. Paul to the Wind-mills, which is fine level land, and good clay soil, for the most part, without any building or other impediment whatever in the way; and moreover the whole of the land on this line is of a sufficiently elevated level to carry the Canal from it to the Cross at any one given point, which has been ascertained by an actual survey. Within 600 yards of the dwelling-house on St. Gabriel farm the land is eighteen inches higher than it is immediately below the Locks. From this place to the Locks there is

nothing to hinder the line from the Cross being joined to this line; the expense of which can not at the utmost be more than £500—whilst only one bridge on each line would be required; whereas on the line which those *soi-disant* disinterested gentlemen wish to pursue nine bridges will be required and an outlay of £20,000—or upwards, for purchasing property, exclusive of the cost of excavating the Canal; and on the other hand the land from Mr. Gregory's to the wind-mills will cost nothing, and the distance will be much shorter with only one bridge to impede the navigation.

It is most erroneously held out by those gentlemen that, should the Canal pass in a direct line from the Locks to the wind-mills, it will be entirely incompatible with the original object which was had in view when the LaChine Canal was first contemplated. This can not be the case, since it has just been shewn that, according to actual survey, the line to the Cross can be united to the line to the wind-mills, at any one given point between the Locks and the wind-mills, especially when it is considered that by adopting this plan there will be a saving in expense to the public of from 19 to £20,000—which if laid out in a proper way upon the line to the Cross, would answer a much better purpose than in making a branch to the Port so extremely crooked, and encumbering the Canal with so many unnecessary bridges, to the great detriment of commerce and inconvenience to traffic, besides the large annual expense of keeping them in repair. The multiplication of bridges, however, seem to be a favorite object with the gentlemen of the other side of the question; for the more bridges are required, the more contracts and jobs they expect to get, and the more money to put into their own pockets.

It particularly deserves to be remarked too that, according to their statement, the Wind mills are situated a little below the middle of the LaChine Rapids. This is a circumstance of local topography I never knew before, although I have lived in Montreal many years before those gentlemen ever saw Canada, and feel myself therefore much indebted to these learned and intelligent Surveyors and Geographers for the information.

The plan for bringing the Canal to disembogue at the wind-mills embraces the formation of a harbour to extend to the deep water at Mr. Munn's wharf, the expense of which would be about £5,000—but these gentlemen have adopted a Miltonic idea and wish to make deep water deeper, to make

—in the *lowest* deep a *lower* deep;

for they assert that the Canal will be inaccessible unless a large sum of money is expended to deepen the river below it; but as no deepening of the river is required there to enable a ship of 800 tons to come up to the proposed basin, which they very well know; their argument must be run aground; but probably they do not much care for its fate as they can not expect to get a contract here.

These disinterested gentlemen assert that those who have promoted the petition to the Legislature for the Canal to be made in a straight line to the windmills, have been acting upon the maxim, *take care of yourself, never mind the public good;* but surely no allusion could be more appropriate than this, if on the contrary it be applied to those who wish the canal to be made so as to pass and re-pass the turnpike road, by which they would have a chance of procuring a number of contracts for the erection of bridges and the construction of locks,

together with, what is their main object, the prospect of having the line of the canal, when it is extended to the Cross, pass through, or close to, their properties, much of which they have purchased at extravagant prices upon that very speculation. But, notwithstanding their insidious assertions, they well know that no benefit will accrue to private persons, by the canal being cut in a straight line to the Windmills, any more than by its being cut in a crooked direction, according to their plan. The locks at the river will be in either case at Mr. Munn's, but by going in a strait line they, as contractors, would lose the handling of from 19 to £20,000—of the public money to be laid out on bridges, locks, etc. on their line, which will not be wanted on the other.

With regard to the party which these gentlemen allege have been constantly opposed to the canal's being carried to the Cross, and to the quirks and quibbles which they say have been resorted to for that purpose, they must be in possession of much better information than I can pretend to, or than can be discovered from their pamphlet, to substantiate such an allegation. It is indeed a certain fact that there were a great number of persons, who, when the plan was in agitation, refused to subscribe to the Canal, if to be carried to the Cross upon the plan then proposed, and thereby lay out perhaps the gains of a whole life in that stock, without the prospect of receiving any interest whatever for their money, and that for the purpose of making the fortunes of a few projectors and speculators, who were, and are, anxious for the canal to be carried to the Cross upon a plan, and in a line, of their dictation, to the prejudice of the public interest; but we never heard of any party that ever opposed the carrying of the Canal

to the Cross, provided it were set about upon such a plan and in such a line as would produce the benefit to the community which the public had a right to expect from such an undertaking. Let it likewise be remembered that the petition now before the Legislature, refers alone to that part of the Canal which is to extend from Mr. Gregory's estate to Montreal; and should it be granted, it will in no way interfere with the continuing of the canal as far as the Cross, whenever that measure shall be resolved on.

What is said as to the apprehensions alleged to have been entertained of a new town being created at the Cross, so as to throw Montreal into the back-ground; and of the merchants from Upper Canada passing by Montreal and going to Quebec to make their purchases; is upon the whole so futile, and fit for none other than the weakest capacities, that it requires no comment.

It now appears from what is admitted in the "Remarks," that if these disappointed gentlemen, who pretend to so great a degree of disinterestedness, could have had it all their own way, we should never have had any branch of the canal to join the river at or near the Port of Montreal; for, say they, when the canal was first intended to be made to the Cross, it was saddled, through the influence of a party, with the expense of a lateral branch. So that it appears that in fact these wiseheads would have a merchant load a boat in the harbour and then fall down the river to the foot of the current, or perhaps they thought the merchant ought to be compelled to cart his goods to the canal at the back of the town, either of which methods would be more expensive and more troublesome than carting to LaChine, as is now practiced.

They exclaim most bitterly against the adoption of a saving plan, and say that the cry is now, save, save all; but we say save from 20 to £30,000—by bringing a branch of the canal to the Windmills in a straight line; lay out that sum in a proper way upon the branch that is in future to lead to the Cross; and do not expend the public money upon a crooked line to Mr. Munn's, by which so large a sum will be put into the pockets of greedy contractors in building unnecessary bridges and locks; in fact it would be better to throw that money entirely away than to expend it in such erections, for then nothing would be lost beyond the capital, whilst in the other case, the public will be burthened with an annual charge to keep the whole in repair.

For want of better arguments, these wiseheads, who are endued with so much foresight, next bring a vote of censure against the Commissioners who were appointed to superintend the building of the Court-house and the Gaol, for which irrevalent deviation from the topic before them we are doubtless indebted to the circumstance that they had no part of the contracts for the stone, timber, or plaistering wanted. Then in the course of their desultory warfare they make an attack upon the locks at the Cascades, which if they succeed in, they hope to get a contract for making them wider. Now they turn round and make a general dashing charge against all the Commissioners for Internal Improvement, who, they say, have taken so much pains to save the expenditure of the public money, that hardly a vestige of any part of it having been expended is to be seen in the country. Most certainly these gentlemen must have been extremely laborious and active to have travelled through the whole province to examine whether the Commissioners for Internal Improvement had done their

duty, and the public must undoubtedly be considered as much obliged to them for their zeal; but I strongly suspect that their complaints and animadversions may be traced to another source; and that the real motives that actuate them are that they neither had the handling of any part of the £50,000—as it is well known that they were none of the Commissioners, nor had they any contract under them. Arguing, God help the mark! from analogy, where no analogy exists, these wonderfully disinterested gentlemen seem to entertain very strong apprehensions that the Commissioners for the LaChine Canal will be too economical of the public money, and very seriously admonish them to take warning from those who have been appointed by government to superintend public works on former occasions, and avoid the rock which they allege that others have split upon.—What friendly advice! how much the LaChine Commissioners are bound to them for cautioning them against imaginary dangers, and pointing out a safe course between rocks and quicksands that have no existence! But this is not all, now comes the quintessence of their advice, inestimable in their opinion, inasmuch as it will tend to put money in their own pockets. Be careful, say they, be very careful to make *judicious contracts*, and be above all things solicitous to avoid the bugbear of *a saving plan*; the plain meaning of which is: Make the canal from Mr. Gregory's to the River as crooked as possible; let it pass and re-pass the turnpike road, and cause as many bridges and locks to be constructed on its line as possible;—never mind the expence to the public, nor the great annoyance they will be to the navigation of the canal, nor the annual charge to keep them in repair; nor the constant expense of keepers of the

locks; only let the canal cross and re-cross the turnpike-road (which is the burthen of our song) that our property may improve in value, and give us, not only the contracts for excavating the Canal, but likewise those for erecting the bridges and constructing the locks, and you may rest assured, Gentlemen, that you will never more hear any complaints or "REMARKS" from your most obedient and most devoted humble servants, the Squad of contractors, Old Engineers, and Pamphlet Writers.

IN their next paragraph these gentlemen speak most contemptuously of a petition signed by from three to four hundred of the merchants, tradesmen, and most respectable gentlemen of the city and suburbs of Montreal. They are pleased to allege that that petition prays that the canal may diverge from its present line near the Toll-gate, and so proceed to the Windmills; now the only thing petitioned for, is to have the canal made in a straight, and not in a diverging line, from the locks or at least from Mr. Gregory's farm, (at which spot it is that the present line diverges from a straight one, in order to cross and re-cross the turnpike-road) and thence proceed in a continued straight line to the Windmills. They further say that this plan for making the Canal straight from the Locks to the Windmills, originates with a party who have uniformly opposed its being carried to the Cross, in both instances proceeding, they say, from the same rotten reasons. It may be admitted that to contractors, or expectant contractors, such reasons as will tend to save from 20 to £30,000—and to avoid all the bridges and other nuisances and impediments they contemplate placing on the line of the Canal, may certainly appear rotten, inasmuch as they will not have the fingering of that money, or the erection of those nuisances.

They go on to say that the grand bait held out by the promoters of the petition is the great saving of the public money, or the diminished price it would cost to have the Canal made in the way they propose; but they well know that saving the public money is not the only motive why that petition has been framed and signed, although the saving of money certainly is a secondary reason, but the main and paincipal cause was to prevent if possible the Canal from crossing and re-crossing the turnpike road, and avoiding the construction of so many bridges and locks upon its line as are wholly unnecessary. They allege that in estimating the difference of expense, the promoters of the petition have taken care not to say any thing of the great and unnecessary expense which would be incurred by opening a water communication for vessels from the proposed bason to the Port; now it most certainly would have been an extraordinary circumstance if we had made or given any estimate of the expense of making a water communication, where an adequate water communication exists, and no expense whatever could or can be required, for in the very driest season of the year and when the water is at the lowest, vessels of the largest size that navigate the St. Lawrence can come up to the wharf at Mr. Munn's where the petition proposes that the Locks shall be made. The most zealous advocates for this saving plan, say these consistent and disinterested gentlemen, have never dared to advance the absurdity that the objects or the design of this Canal would be completed without its removing the obstacles of the navigation as far as the foot of the current St. Mary; but I will ask them who ever dreamt of the obstacles in the navigation up to the Port of Montreal from the foot of the current being whol-

ly removed except by the continuation of a Canal to the Cross; and no one but a projector or a would be contractor would think of making such an attempt. Although I am no advocate for a towing-path from the Cross to the Port of Montreal, yet as these gentlemen say they will revert to that subject afterwards, I will endeavour to remove their scruples as to its practicability when I come to that part of their Remarks.

It is very disingenuously stated by these Remarks, that we ourselves do not consider that the saving to the public in making the canal in a straight line will be more than to £15,000—and that in the purchase of property. It is very true that our estimate is that it will take £15,000, at the lowest for the purchase of property on their line; but a great part of the saving contemplated is that of the expense of making eight or nine needless bridges, and constructing locks, and keeping the whole in repair, besides and above all the consideration of the incessant interruption to the navigation of the canal to be incurred thereby; on which footing, the lowest calculation that can possibly be made to include the purchase of property, the building of bridges and the construction of locks upon their darling line will amount to £35,000, within the short distance of one mile and a half; and this enormous expenditure will be incurred for no other purpose than to put the money into the purses of a set of projectors and contractors, and ameliorating the properties of a few persons through or near to whose premises the intended line would pass.

Proceeding in refuting their unfounded allegations, in reply to their assertion, that if it be indispensably necessary to avoid these valuable grounds this could be effected in an easier way

without injuring the utility of the canal, after leaving the turnpike gate, we have to state that we do not wish to come to the turnpike gate at all, but to keep a straight line through St. Gabriel's farm to the Windmills, in which direction the land is almost a perfect level, and will not moreover cost the public any thing. They say, instead of bending to the south, let it bend for a shorter distance the other way, but we want no bend whatsoever. They further wish to carry the canal to Montreal down the low lands to the Port, in a line parallel with the road leading to LaChine, and say that in this way the ostensible wishes of the promoters of the petition might be equally answered. Without saying any thing about the ostensible or other wishes of the promoters of the petition, the great difficulty of making a canal in that line, so as to prevent it from being greatly injured by the water in the spring of the year, forms an abundantly sufficient reason for rejecting such a proposal; and as to their natural bason or harbour, extending from the bridge at Pointe à Callière to the bridge leading to St. Ann's suburbs, exclusive of the consideration that such a bason would overflow all the cellars in the vicinity, it could never be made to contain a sufficient depth of water to admit vessels of any burthen, without completely inundating the whole of the Recollet suburbs.—But as this line would require a number of bridges, locks, etc. it would suit our disinterested remarking contractors very much, in preference to the line to the Windmills, on which one, or at most two, bridges would be wanted. They further allege, that the land on the line which they here propose, is of trifling value, whereas it is in fact very valuable, and I contend that it would require a sum of £20,000—for the purchase of property and com-

pleting the canal, before they can arrive at the bridge at the bottom of the St. Antoine suburbs; and at least £20,000 more between that point and the Port; moreover, the space of land lying between the bridge at Pointe à Callière and the bridge leading to St. Ann's suburbs, which they point out as fit for a bason, would, if that part of the creek were arched over and converted into a market place for provisions, wood, hay, corn, a stand for carters, etc. be worth no less than £50,000—to the public of Montreal; whilst the creek passing through it renders it very unfit to form an harbour.

The second inducement held forth in the petition, these gentlemen say is the facility with which a bason could be formed; but that in this respect the Windmill Bay has no advantage over any other situation, were the Canal carried to the Cross as it ought to be. It is very true that a bason might be made at many places, or perhaps at any place, on the route to the Cross or at the Cross itself, and I have no doubt in my own mind that these public spirited gentlemen have some piece of land or other in view on that line which they wish to dispose of for that purpose, or which perhaps they contemplate purchasing on speculation for the good of the public and their own individual advantage, calculating at the same time upon getting a contract for the excavation of the said bason, and the other pretty pickings to arise from bridges and contingent erections that may be wanted, the whole of course without any interested motives whatever, and solely from patriotic views. Be that, however, as it may, these gentlemen again recommend the making of a bason between the bridge at Pointe à Callière and that leading to St. Ann's Suburb, for such is their de-

sire of getting good jobs to do that they never once consider whether they are going to injure or to benefit their fellow citizens.

In the superabundance of anxiety which these gentlemen evince lest the branch of the canal to Montreal should be cut in any other line than one of their own recommending, they condescend to intimate that it would be the height of folly and madness for any person to propose any other, but do not tell us why the proposer of any other line ought to be considered as a madman. I can not, however, too often repeat that their real motives for talking in this way are that if the straight line from St. Gabriel's farm to the Windmill be adopted, and the branch to the Cross when made be made to join at St. Gabriel's farm, the cost to the public will be from 30 to £40,000 less than on their plan, and only two bridges at most instead of eight or nine will be necessary, all which will be just so much out of their way, which they calculate on, exclusive of getting the contract for excavating the canal.

They demand to know what the branch which is proposed to join the river at the Windmill has to do with the canal from LaChine to the Cross: with that part of it from Montreal to the Cross it will have little to do, but with LaChine it will have far more to do than the branch to the Cross, will ever have, and were I to say an hundred fold more, I should not be far wrong, and these worthy gentlemen must be well aware of this. They say that the proposed route to the Windmills has not one tenable argument in its favour; but setting assertion against assertion, I will say that had it been so untenable as the arguments in support of their proposed line from the foot of St. Antoine Suburbs, it would never have been proposed by

us or by any other person unless by a projector, a contractor, or a madman. And let it be kept in view that in proportion as they in attempting to illustrate the advantages of this work, endeavour to impress on the minds of their readers how necessary it is not to be sparing of the public money, so they anticipate the pleasure and the profit of handling the greatest part of what is laid out on the canal, in whatever direction, or according to whatever plan it be made.

These gentlemen assert that all parties were agreed that the canal should be made in the direction marked out from LaChine to the Turnpike gate; but this assertion is not correct. Most people, I believe, were agreed that the canal was marked out in a very proper direction as far as the locks at Côte St. Paul; but I contend that thence to Montreal it ought to be continued in a straight course to the Windmills, and that the branch to lead to the Cross should be led off from it at St. Gabriel's farm. By its being made in this way, a saving to the public of at least £33,000 will be made, which extra sum would be expended, if the line were made according to their proposals, in purchasing property, building bridges, locks, etc. but, as before repeatedly stated, the whole reason for their contending for this line, is, that the other would not so well suit some of them, as it would pass at a distance from their property, whilst others, who expect to have the fingering of the cash, would have so much less of it to handle.

The next assertion which these worthy gentlemen make is a very bold one. They say, that by the act passed by the Legislature for making the canal, the commissioners appointed to see the work done were to continue the canal in a specified direction, until it reached a certain point.—

This is not the case, and it may very strongly be suspected that this, as well as a great many other of the erroneous statements made by these correct and disinterested gentlemen, have been wilfully and wrongfully made in order to deceive the public.—The words in the act are—"It shall be the duty "of the said Commissioners to cause the said "canal to be made as far as circumstances will "permit, at the place and according to the plan "drawn by the engineer employed by the said "Company, and by him deposited in the office of "the Secretary of the Province." Now where is these gentlemen's certain point? but this is of a piece with most of their reasonings and calculations, and false deductions from misstated premises.

Now we come to the statements these gentlemen make relative to the expense respectively of continuing the canal to the Windmills, and of carrying the other branch to the Cross when that comes to be done.

And first, they reckon the distance the Canal will have to be cut from, as they call it, near the Turnpike gate to the Windmills, at more than a mile and a half, and the excavation of which they calculate will be £3000.—But I beg to inform these worthy gentlemen, that the distance from the Windmills to the spot in St. Gabriel's Farm where it is proposed that the junction of the two branches shall take place, is no more than one mile, and all the land a stiff loam or clay, which can be excavated for one thousand pounds, and for that sum more than one person is ready to undertake it. This is only £1000 instead of £3000—consequently, two thirds less than their estimate.

The next thing is the bason, the great eye-sore

to these worthies. The reason of their enmity to this, is, that the plan is not theirs, neither is the estimate of the expense. Had they had to make an estimate for such an undertaking, taking the last mentioned one as a sample of their mode of making estimates, the expense of such a bason would be £15,000—for we estimate the cost of making the pier, which is all that is necessary, at £5000.

Now come the locks to join the bason to the River at Mr. Munn's Wharf. These being to be made at the same place where Mr. Burnet, the Company's Engineer, intended to make them, if the Canal passed through Mr. Munn's ship yard, it follows of course to be sure that they must be made larger and stronger than he intended to make them, and so these gentlemen estimate the cost of these locks at £12,000.

Well, after all this is done, still it is necessary, say they, to get to the Port. Now it is very extraordinary that it should be necessary to get to the Port when we are actually in the Port. Have these well informed gentlemen yet to learn that Messrs. Thayer and Kay's Brig took in nearly all her cargo at Mr. Munn's Wharf, during the prevalence of the very lowest water of last summer, and sailed from there for the West Indies, but there are none so blind as those who are determined not to see; and shutting their eyes to the annual display of shipping to be seen at the place where they say the river will require excavating, they state that it will cost a sum of not less than £2000—to deepen the bed of the river, at the very spot where there is from thirteen to eighteen feet water and upwards, at the time when the water is at the very lowest. Nay they even add to this, and say it will cost £150 per annum to keep

the channel clear in this place. But perhaps they are looking for a contract here as a *pis aller* if they can't get a better.

In a note in this place they take occasion to state that they have not in their calculations taken any notice of the fractional parts of pounds.—This is surely superorogatory delicacy; and their want of precise accuracy in this respect will be very readily excused after it has been seen that they can make a mistake of £2000 out of £3000, in the calculated expence of cutting the Canal for one mile only.

With admirable dexterity they now sound an alarm to those who have property near the Port; for, say they, by constructing a pier and forming a bason, the current will be increased and more mud deposited than would be the case if no bason were made. Were this even so the Pier would, on the contrary, tend to turn the current down the River which now passes the point at the Windmills towards the Port; but if the construction of a bason and locks there has any effect on the depth of water in the Port, it will have that of increasing it, by the accumulation of the water from the higher lands towards LaChine in the bason acting as a back-water to scour the Port; for it is well known that in such harbours as are apt to fill up, the only remedy is to get a sufficient back-water to be collected in a proper place, to be from time to time let off to carry away the sand or other matter deposited in the harbour into which its sluices pour their torrents. Again, they say that the ice usually sets down the River from LaPrairie to Windmill Point, and that the shallow water and hard bottom here act as a barrier against it and prevent its coming with all its force against the Port or the buildings which sur-

round it. Now if this were truly the case, how much more would a pier constructed on our plan act as a barrier that no ice could remove or injure; but they cannot but know that all they say on this score is incorrect, inasmuch as the ice never shoves until it is lifted much above those shallows by the back-water, and then does not move forward till the water begins to fall and the current again sets down the River; then it is that the ice shoves in the Port and not before.

Afterwards these worthies make an attack upon the act of the Legislature which makes provision for clearing the Shores of the River from the Cross to the place where the Canal is to join it, and rendering it easy for the navigation of boats and small vessels intended to pass into and through the Canal. This they call preposterous. The reason, however, is obvious. They have no property on the river side, and the plan was not one of their recommending; whilst the sum to be expended on the occasion is so trifling that, if they had a contract for it, their gains would be in proportion and not worth attending to. From all this it is evident that these gentlemen are so very disinterested that they are determined to oppose every measure but their own darling plan; as they are fully aware that they will have but a very poor chance of handling large sums of the public money should the Canal join the River at the Windmills, and they are therefore straining every nerve, by misrepresentations, erroneous statements, and exaggerated calculations, to bias the public mind, and procure the adoption of their plan. The maxim they go by is, if you will not improve the navigation of the River St. Lawrence in the manner we dictate to you, we will oppose, by every means in our power, every other method that may be suggested.

Their erroneous calculations and exaggerated statements display, they say, but a few of the many inconveniences and losses which the public must expect to suffer should a towing path be made to the Cross; for, they add, every thing destined for the town, and coming by the Canal to the Windmills, would have to be carted from the bason, which can only be the case in the event of these worthies being themselves dockmasters invested with arbitrary power, or having influence enough to keep the locks fast shut, so as to prevent either boat, raft, or any other thing from passing into the River from the Canal; a notable scheme, if entertained, and one every way worthy of the character to whom it is attributed. They seem also to entertain great apprehensions that a towing-path will prevent any raft, boat, or other craft from approaching the beach. How very considerate!—But we very well know that such a towing-path would be of great service for the more ready and convenient unloading of boats, rafts, &c., and would be of the greatest benefit to Montreal, inasmuch as it would greatly increase in length the space wanted for such purposes; and, under proper regulations, neither the rafts, nor the boats, or their loading, would ever be in the way of any craft or vessel ascending the river. Amongst other absurdities they say that the towing-path would be in the way of boats *descending* the river which is of a piece with others of their erroneous statements; such as that, if the canal be once made to the Windmills it can never be carried to the Cross; in that case, if we are to give credit to them, the river St. Lawrence runs towards LaChine, and not towards Quebec. This is one of their favourite arguments, and we may hence in some measure conclude what the rest consist of.

They have taken no notice, they say, of the expense of transporting goods from the port to the bason, nor from the bason to the port, or the expense of forming a towing-path round Point Blondeau, or building bridges, &c. It is really extraordinary how they happen to have been so modest in these particulars. But it may be ascribed to their being well assured that if the bason is made according to our plan, it will join the port by the locks at Mr Munn's, and therefore that there can be no need of any such towing-path, nor of any bridge; nor will there be any expense on goods from the port to the bason. When I come to examine their other calculations, we shall see how they will stand the test.

The worthy gentlemen are extremely apprehensive that we mean to oppose the canal being continued to the Cross. But the reverse is the case; we have consantly wished, and ever shall wish, that the canal should proceed to the Cross; yet probably we shall not wish it to proceed by the line which they propose to be followed. They pretend, as before said, that if the canal should be made to the Windmills, it never would be continued to the Cross; but it is well ascertained, and any person who is desirous of knowing the truth may easily convince himself, that the canal can be continued to the Cross from any given part of the line extending from the locks at Côte St. Paul to the Windmills at Montreal; and therefore, at whatever period it may in future be found convenient to carry that continuation into effect, there will be no impediment whatever to prevent it.

And now these gentlemen depart rather from the thread of their argument, to present us with a statement of the expense of making the canal to the Cross on their favourite line. In this famous

estimate they state that £5000 will be sufficient for all the bridges and other expenses that will be required. This outstrips all the miscalculations I ever met with, and may be classed among the numerous misrepresentations with which they are endeavouring to deceive the public. I can not believe that they have inadvertently omitted an additional cypher in this calculation, and rather think it must be a wilful error. But in truth, and in fact, £50,000 would be a much nearer approximation of the expenditure than £5,000—for as much as by the eighth Section of the Act for making the canal it is enacted "That when and as "often as it shall be necessary to cut in any high-"way or street in order to conduct the said canal "through the same, the Commissioners shall with-"in the shortest possible delay cause to be con-"structed a secure and sufficient bridge for the "passing of carriages, in order to re-establish the "communication between the several parts of such "highway or street." Now from the turnpike gate to the Cross there can not be fewer than three and twenty bridges required, which at five hundred pounds each, make £11,500—and it is not overburthening the estimate by reckoning that their other extra-expences will make up the £50,000—instead of 5000.

In estimating the purchase of property on this line, they appear to consider it as more difficult to come to a correct account. I thought nothing of that nature would have been difficult to projectors, contractors, and soi-disant Old Engineers, yet here they confess they are at a loss. But, reader, let me whisper the reason in your ear; they do not like the public to know the full estimate of the value of property in that line; and some of them no doubt anticipate to make extravagant sales to

the Commissioners, whenever the canal comes to be carried on in that direction, of the property they now have, or keep a greedy and speculative eye upon.

By comparing however their pretended rough guess of £60,000—as the purchase of property in that direction, with the expense of excavating the canal, erecting bridges and making locks, which they take at the very lowest estimate that ever was made, £26,250, and with the aggregate estimated cost of completing the canal in a line from the Turnpike gate, through the St. Lawrence suburbs, according to the same lowest estimate, which is £150,000—we shall find that the difference between the last named sum and £26,250 must be the estimated value of purchases of property to be made in that line, viz: £123,750—instead of £60,000.—

In conclusion on this subject, these gentlemen have the arrogance or the fatuity—what shall I call it, to infer that the very just statements and most accurate calculations, ought to induce the Commissioners to decide on extending the Canal to the Cross at once, if they have power so to do, and if not, they ought, forsooth, to influence the Legislature to grant them an additional authority for that purpose. So that, not content with attempting to mislead their fellow citizens, they even desire to direct the Commissioners in their duty, and to influence the Legislature so far as to amend the act in such a way as to suit their own purposes and benefit themselves.

Reverting to their calculations of the two modes of cutting the branch of the canal that is to proceed to the port, they appear to be very incongruous and inconsistent with each other and with themselves. They estimate the excavation of the

canal in a straight line from St. Gabriel's farm to the Windmills, a distance of not a mile, at £3000,—but when they come to estimate the branch they propose from St. Antoine Suburbs, they say £500 is all that is required to cut this very curved line of half a mile in length. Again, their estimate for forming a Bason near Pointe à Callière is £500—and here it would seem as if they had again wilfully omitted an additional cypher. For constructing locks at this place their estimate is at the rate of £2000 each; whilst their estimate for locks to be constructed where we propose the bason to be, is at the rate of £4000 each. Surely these instances are sufficient to convict them, either of having very bad memories, being dreadfully ignorant and inconsistent calculators, or that they are determined to deceive and confound the public by all the quibbles, quirks, and deceptions they are masters of. When they have made this curious and contradictory estimate they then boldly say, here we have the branch and bason made according to their wishes, meaning the wishes of those who signed the petition for the canal to be made straight from the locks at Côte St. Paul to the Windmills. How this plan of theirs, of all others the most foolish and injurious to the public can be according to our wishes, it is not easy to find out. It is so far from being agreeable to the wishes of those who promoted the petition, in question that I am very certain not one of them would ever consent to it. It must be evident to any person of the smallest discernment that all the cellars from Pointe à Calliere upwards would be filled with water, and a great part of the Recollet suburbs overflowed by a bason in that situation into which all the water from the whole back country must flow. They have likewise purposely omit-

ted to take any notice of the bridges which will be required on this cut from the St. Antoine suburbs, the number of which can not be less than five, and which will of course cost the public £2500; and the property to be purchased will amount at least to £10,000; but this plan of theirs is altogether so preposterous that no one but a madman or a designing projector would ever have proposed it.

These gentlemen have the confidence to state, that all the purposes of commerce will be answered if the canal is completed according to their plan; had they disclosed the real truth they would have stated, that all their own purposes would be completely answered by that mode; but how it is to answer all the purposes of commerce, it is impossible to imagine. In my opinion all the purposes of commerce cannot be answered unless all impediments and encumbrances to navigation are carefully avoided as much as possibility will admit. Now their plan, it is evident, will burthen the canal with all sorts of impediments that it is possible to place upon its line, and cause all those encumbrances and inconveniences which the multiplication of bridges and locks can not fail to occasion. If they wish to have a communication from the branch that is to run to the Cross direct to the Port, the most proper place for that purpose is through the Hay-market and McGill street, to join the bason which we propose in our petition shall be made from the Windmills to Mr. Munn's wharf. There is no property on this line to be purchased, excepting for a small distance, and no buildings whatever in the way, whilst only three bridges will be necessary. This line is perfectly straight, and the street sufficiently wide to admit of a canal being made through the middle of it,

and to leave a street on each side of thirty-two feet in width. No locks will be wanted, and the earth dug out in excavating the Canal through the Hay-market and McGill street, will afford more than sufficient materials for banking in the low land behind the Hay-market, to the line of the Canal intended to be continued to the Cross; but this cut will never answer the purposes of projectors, contractors, and the soi-disant old engineer, for it is not expensive enough.

These gentlemen repeatedly assert that we wish the Canal to diverge from their line near the Turnpike gate, which I as repeatedly declare is not the case; for it is intended according to our plan that it shall proceed in a straight line from the locks at Côte St. Paul, through Mr. Gregory's Estate, the St. Gabriel Farm, and the Common at Montreal, on which line there is no building whatever, and the soil is of a stiff clayey consistence, being that which is the best adapted in the world for cutting a canal in. This is however, like all their other assertions, calculated solely to mislead the public; and is in that respect similar to one which is to be found in page 30 of their pamphlet, namely that the facility of intercourse between the Port and the Cross would be very much augmented, both upwards and downwards, by the Canal passing through the St. Lawrence Suburbs, behind the town, and by means of their proposed lateral branch from the St. Antoine Suburbs.—

In contradiction of this we know, and most confidently assert, that a loaded boat would ascend the River from the Cross, by means of a towing path, when laid out, to the Port in a much shorter time than by way of the Canal, and their proposed lateral branch, and indeed in much less time than would unavoidably be taken up in passing through

their numerous locks; and on the other hand it can not bear a moment's consideration whether a loaded boat would not fall down the River from the Port to the Cross in a much shorter space of time than it would require even to reach the point of the canal in the St. Antoine Suburbs where their proposed lateral branch is to join it; so that it is plain that this is also an assertion which is one of those that are destitute of the least shadow of truth or reason.

In the same page these worthies seem very much aggrieved at the expense incurred of carting goods from the Port of Montreal to the warehouses of the merchants, and thence to those who purchase them from those merchants. This expense they estimate at an annual sum of £3,750—and add that the Windmills are situated at too great a distance for the purpose of building warehouses there. Be it so, but are there no warehouses already built in Montreal near the river, and in other convenient situations? and would not the expense of carting goods from the canal to those warehouses be equal to, or more than, that of carting them from the port? If these gentlemen are ever able to get the whole of their plan carried into effect, we may look forward to a project being laid before the public for cutting branches of the canal, in innumerable ramifications, so as to pass every person's door in Montreal and its extensive Suburbs, and thus do away with carting altogether, and throw out of employment that numerous and useful body of men who now get their living by that means. Chimerical as such a project may be, the idea of wholly doing away with the cartage of goods in Montreal appears to be hinted at in pages 31 and 32, where they calculate, in *round numbers*, the value of merchandize annually imported

into Montreal (of which they assert a great proportion is liable to breakage) and which they fix at one million of pounds, and that by avoiding the damage, breakage, and other casualties incident to carting, a sum would be saved of £625—which they reckon as equal to £10,416 of that capital, by conveying all that merchandize up the canal rather than carting it from the port to its destinations; but they do not take into the account at all the expense of carting goods from the canal to warehouses and other places, so that the dilemma in which they will be found to be in, in this respect, can only be solved by supposing that they must have some sagacious project on the anvil for conveying these goods by some other, better and cheaper means than carts. It might perhaps be supposed that they meant to employ carrying-balloons for this purpose to be kept at all times ready charged, and indeed as these gentlemen are so full of vapours it would be a ready way of getting clear of them, whoever might rue the consequences; but then in case of the escape of the gas, there would be more than one-sixteenth per cent. damage to the goods conveyed by these ærial boats; besides, on another account it seems most probable that they mean to propose cutting gutters, to be called canals, in every direction through the town and the suburbs, as then they would have the contracts for so doing.

In page 32 of the Remarks, these gentlemen allege that were the canal extended to the Cross it would ensure a facility and quick dispatch in delivering the cargoes of vessels coming from sea, which they could not enjoy at the same expense were it to go by any other route. Now, as, for our parts, we do not wish to do away with carting altogether, and firmly believe it will never be done

away with, the expense of carting of goods whether from the Port, or from the Canal, will be much the same; and therefore what saving of expense there may be upon cargoes delivered at the Cross will be on that route from the Cross which may be found the least expensive. The route by the river has long been tried, and is well ascertained, whilst that by the canal is unknown; but if an estimate may be made after the same ratio as the toll which the Company were to exact upon that line, had they so completed the Canal, I will venture to say that a ton of merchandize brought up the River St. Lawrence, in the state in which it now is, to the port, will not cost one third of the money it would cost if conveyed by the canal to any spot opposite to the Port in the St. Lawrence suburbs. Nevertheless, both I and all the promoters of the present petition are advocates for a Canal being continued to the Cross at a period, and on a line, which may be found the best for the public at large. We do not desire to throw any obstacles whatever in the way of its being carried to the Cross, but only to point out the best line for it to be carried as far as Montreal at present, which is the object now to be considered, taking into our purview at the same time its future extension to the Cross, which we contend can be carried from the canal as proposed to be cut to the Windmills, at any given period, or from any given spot on that line, which may be considered as most beneficial to the public, and that without encountering any buildings whatever that will require to be taken down.

To go back to page 30 of the Remarks, here these gentlemen state that it will be obvious to the most superficial observer that if the canal was continued down from LaChine to the Cross, and a later-

al branch taken off at the most convenient point to pass in at the port, the facility of intercourse between these three great points, namely LaChine, the Port, and the Cross would be very much increased, and all the advantages attending this route enjoyed in a very eminent degree; because, forsooth, boats wishing to ascend from the Cross to the Port could come up the Canal until they reached the point where the lateral branch would join it, and so proceed to the port at once, and *vice versa* in wishing to descend from the Port to the Cross. Let me ask the sage propounder of this allegation whether he means these boats to be laden or empty? I will venture to assert that were the bason completed at the Windmills, and the Canal completed to the Cross, not one boat, either loaded or empty, would pass down the Canal to the Cross, unless its loading were consigned to some store in the rear of the City; and that, on the contrary, they would, one and all, undoubtedly prefer passing through our locks into the St. Lawrence and proceed down the River, which can not but be a most decidedly preferable channel from that place beyond any other route whatsoever, both considering the aid of the current, and its direct and uninterrupted course. I will also venture to assert *vice versa* that any boats laden or not, would prefer ascending the St. Lawrence from the Cross to the Port in preference to passing through the canal, from which they would be deterred not only by the heavy expence, (as appears by the following estimate) but by the great delay they would necessarily experience in passing the many bridges to be thrown over the canal on its passage from the Cross to the Port.

Estimated Revenne of the projected LaChine Canal, according to the rates of Toll fixed by the

Legislature, the number of Boats and their loading having been ascertained by accurate returns of the Trade of 1818, obtained from the Merchants of Montreal, viz.

650 Merchants Boats per St. Lawrence, up and down, at 25s.....	£812	10	0
248 King's.....do per.....do 25s.	310	0	0
336 Durham..... .do per.....do 50s.	840	0	0
Loading upwards of the above Boats, 10,000 Tons, at 5s.....	2500	0	0
55,000 Barrels downwards, at 6d.....	1375	0	0
17,500 Barrels Ashes do. at 1s. 3d.....	1093	15	0
1700 Barrels Pork... .do. at 9d.....	63	15	0
2500 Tons, Wheat, Peas, Leather, Lard, Butter, &c. at 5s.....	625	0	0
450 Boats per Ottawa River, Vaudreuil Rigaud and other Parishes contiguous to the head of the Island of Montreal, up and down, at 25s.....	562	10	0
2250 Tons of Goods in do. at 5s.....	562	10	0
60 Canoes per St. Lawrence and Ottawa, up and down, at 25s.....	75	0	0
3000 Packs Furs from north and south trades, Missisippi, Detroit, &c. at 4d.	50	0	0
300 Tons Goods upwards in canoes, at 5s.....	75	0	0
12,500 Tons from the Cross to Town, from vessels discharging there, Market Boats, &c. at 1s. 3d.....	781	5	0
11,338 Cords Fire Wood, at 2s.....	1133	16	0
910 Rafts, Timber, Staves, &c. which from the difficulty of at present reducing to tons, suppose the same as estimated to the Legislature, viz. at 80s.....	3640	0	0
	£14,500	1	0

Suppose the Canal may cost £100,000, which sum exceeds any estimate we have yet heard of, the capital embarked in this undertakiug would consequently produce an interest of 14½ per cent. to the Stockholders.

As to their calculation of 25,000 tons of merchandize being brought to Montreal every year, and admitting that 10,000 tons of these are discharged at the Cross, neither are any data given, nor can I find any where in their pamphlet how they make it appear that £500 per annum would be saved, if these goods were brought up through the canal instead of being dragged up by a towing-path. I will on the other hand venture to assert, that if vessels to the amount of tonnage supposed to be discharged at the Cross were lying there, say forty vessels of 250 tons each, they could be towed up the current by men only, and that in the situation in which the banks of the River at present is, without a towing path. With the aid of one hundred men, at five shilings per day, the whole of these vessels could reach the port in ten days at the small expense of £250. This statement goes to the utmost extent of the expense that can possibly be incurred in transporting merchandize from the Cross to the Port by the River, and amounts to no more than six pence per ton; how then can it be possible that a loss of one shilling per ton can be sustained, unless the canal company propose to pay a premium on merchandize for the honour and pleasure of having it conveyed by their communication. But I will now calculate the expense of carrying these 10,000 tons from the Cross through the canal to that point of it where these gentlemen propose the lateral branch shall lead off from the main trunk. This, accor-

ding to the tariff inserted above, will be five shillings per ton or £2,500—and if we adopt the singular and absurd mode of calculation which these learned gentlemen have adopted, makes a capital of nearly £40,000.

Similarly exaggerated and erroneous are the calculations which these abstruse and scientific Arithmeticians make with regard to firewood and and all sorts of lumber, and their statement of the impediments they reckon will accrue to the towing path, are equally confused and unintelligible. Admitting even that a towing-path be absolutely necessary, which I am not prepared to do, it would not cost more than two thousand pounds, if made in the most substantial and durable manner, and for that sum could be made with a warranty to last for five and twenty years without requiring any material repairs, the interest on which only amounts to £120 per annum: whereas the least possible outlay in making the canal through the St. Lawrence Suburbs to the Cross is estimated at £150,000, the interest of which is £9,000 per annum; besides which the keeping of twenty-three bridges in repair and the daily attendance necessary to them can not be reckoned at less than £750 per annum, which is equal to a capital of £12,500. Here it appears that at one dash the country will be saddled with an annual expenditure of £9,750 per annum in forming two miles of canal; whereas the whole expense for carrying the canal from the locks at Côte St. Paul to the Windmills will not amount to £2,000—and for completing the bason and locks £11,000 more. Or if these liberal gentlemen should be startled at the expenditure of £11,000 for the bason and locks, I will gladly engage to complete those works at my own expense in consideration of a lease for ninety-nine

years of the pier or wharf. Moreover witn regard to firewood, I will engage to cart all the firewood the inhabitants of Montreal may purchase, to any part of the town, at the rate of one shilling and six.pence per cord.

As to the calculation of raft and firewood lost in the rapids coming from La-Chine it requires no other comment than, admitting it to be correct, the benefit to be derived in that respect is equally applicable, whether the canal be made on the one route or the other. Yet, notwithstanding the very great saving supposed likely to be made annually therein, I am of opinicn that the great bulk of the raftsmen will continue to follow the channel of the St. Lawrence as heretofore, without entering the canal at all; whilst such as try the route of passing through the canal will find the charges they incur fully equivalent to any average loss they may have sustained in passing the rapids.

Before I finish I cannot help saying a few words respecting the self-conceit with which these gentlemen, or those among them who have been considered as having a sufficient degree of talent to write their pamphlet, use the words, "scientific men," for in the manner in which they are used in page 15 of the Remarks they cannot be supposed to apply to any others. They there, speaking highly of the "spirited Incorporated Canal Company," state that it was in conformity of the opinion of all scientific men that the necessity of the canal's being extended to the Cross was recommended to the Legislature of that Company. This is really laughable for it was not the "incorporated company," who made such representations to the government, but a set of men who wanted to become, and by their manœuvres did afterwards become, an incorporated company for that pur-

pose; and it is well known that every engineer employed on that occasin acted under limited instructions, and were required not to give their opinions as to one or the other method; but to frame a report and estimate of a plan previously laid down to them. The engineers who have given any opinions on the subject either then, or since, until our plan came into discussion, all acted under the controul and instructions either of their private employers or of the same men when formed into a company, and no one of them gave his opinion as to the utility to the public of any other plan. Hence when these gentlemen speak of "scientific men" they must mean themselves, and I think that an erratum ought to be added to their pamphlet—say, page 15, line 10, for *scientific*, read *interested*. No one either can deny that this "spirited incorporated company," that for two years did nothing at all but write home to England to engage an Engineer, and after all were forced to confess their incompetency for the undertaking, and give up the canal as a bad job into the hands of government, obtained their charter by means of newspaper paragraphs, puffing and quackery; by the publication and circulation of mistatements, and absurd and incorrect estimaes; as well as by most forcibly recommending the enterprising energy of merchants and speculators, in preference to that of government. I can not but admire how they have changed their tone since the old Engineer has been attached to their party. They now speak very highly and flatteringly of the wisdom and providence of our legislature, and of the present Canal-commissioners; a very great change indeed from the time when they so vehemently deprecated the interference of government in any such undertakings, and reprobated the mode

in which all such as were not managed by private companies were executed. I will add that the Legislature would have had something to thank those worthy gentlemen for, had they advised the present acting Engineer of the Canal to be called before the House, to be strictly questioned as to the most eligible route in which the canal ought to run for the benefit of the community; for there is not the least doubt in my mind but they would have gained much more satisfactory and disinterested information from him, than they ever will glean from the "Remarks" of these heroes, or from all the newspaper puffs, tables, or estimates, that have been, or will be, printed for twenty years to come.

In concluding this desultory reply to the "Remarks," it remains only for me, in order to shew the fallacy of the statements and calculations these gentlemen have made, in as correct a point of view as I can, to annex my tables of calculations, in which I have opposed one to each of theirs; and I challenge them to refute or disprove the items as I make them, which I can both assert and prove are as correct as any estimate of similar works can possibly be made.

My inducement for thus stepping forwards has been the desire of promoting the public good, to which if I have contributed in the least, I shall feel amply rewarded; and I beg to add that it is not my intention to reply to, or notice, any observations that may in future appear on this subject *in the newspapers*, which I have a presentiment may not be few, since, when a sportsman hits his game, every bird that the shot has touched generally flutters its wings before it falls to the ground.

FIRST ESTIMATE.

The expence of making a Canal from Mr. Gregory's Farm in a straight direction to the Windmills, say for one mile and a half, or 2640 yards: the average depth of the excavation required is two yards, and the mean breadth 13 yards, making 68,640 cubic yards, at 6d. per yard, is.....£1,716

One Lock in St. Gabriel' farm, 8 feet left,	2500
One Culvert in St. Gabriel' farm.....	100
One Bridge in Wellington Street.....	500
Constructing a Pier to form a bason at the Windmills, containing ten superficial acres.....	5000
20 Feet of Lockage at Munn's Wharf.....	6000
	£15816

This route, passing through the Commons of Montreal for 20 arpents will not incur any public expense, and it has been ascertained that the proprietors of St. Gabriel's farm will not make any demand on the public for their land, provided the canal passes in as straight a direction as the land will permit.

SECOND ESTIMATE.

The expense of making a Canal from Mr. Gregory's farm by the Turnpike road, as laid down on the plan by the engineer, the distance on the route being one fourth more, the excavation at the same rate as computed in the first estimate, will amount to - - - - - - - - - £2145

Two bridges across the Turnpike road, and one Bridge across a street lead-

ing to the Mountain, at 500*l.* each,	£1500
One Lock, 8 feet lift, - - -	2500
Two Culverts, - - - - -	200
Six Bridges between the lock and Munn's Ship Yard, at 500*l.* each, - -	3000
20 Feet of Lockage at Munn's Wharf, -	6000
Purchase of Property on this route, -	20000
	£35345

So that a canal by this route will cost 19529*l.* more than that by the Windmills, without any bason, or place where a bason can be made, or place of safety for either boats or rafts.

THIRD ESTIMATE.

The expense of making a Canal from Gregory's farm to the harbour of Montreal on the route pointed out by the old engineer and his co-adjutors, which I will state at the lowest possible rate for fear of too much astonishing the reader, will be as follows:

The distance to be excavated must be at least $2\frac{1}{2}$ miles, say 115,000 cubic yards, which will be far more expensive to excavate than on the other line, but in order to go as low as can be, I will take the same price, say 6d. per yard, is £2875

One lock, 8 feet lift, - - -	2500
One bridge across the Turnpike road -	500
One culvert in the meadow, - -	100
Embankment to St. Antoine suburbs 600 yards,	1500
Two Bridges, one in a cross street, and one in St. Antoine street,	1000

300 yards of embankment to cross the creek towards the Hay-market,	750
One culvert of large dimensions,	250
Four bridges from the creek to the proposed bason, - - - - - -	2000
Cost of making the bason, - - -	5000
20 feet of Lockage on the River Side,	6000
Purchase of land and buildings on this route,	20000
	£42475

Now it is to be observed that even this very moderate estimate can be of no avail since there is no possibility of making a bason in the place proposed; as the creek is the great and sole outlet for the water from all the surrounding country, and cannot be turned any other course without incurring an additional expense; and even if this project be put into effect, still the Canal to the Cross will remain untouched, save for the short distance from the contemplated bason to the old line near the Hay-market.

CONTRACTED STATEMENT

Explanatory of the comparative advantages and expences attending the Two Routes.

The estimate of the Old Engineer and Co.
(Remarks, page 22 and 36)

To excavating the Canal from the Turnpike-gate to the Windmills, say $1\frac{1}{2}$ mile, - - - - - - -	£3000	
To Making a bason, (extending from the point of the lower Windmill to Munn's Wharf, including nearly 10 superficial acres,) - - -	5000	
To making three very large locks to join the bason to the harbour, so as to admit vessels from sea, -	12000	
		20000

So far, so good, but now come the misrepresentations, viz:

To excavating the river at this place (where there is scarcely ever less than 20 feet water) to the extent

Estimate per contra, including such items as are admissible, reducing some, and discarding others in toto.

To excavating $1\frac{1}{2}$ mile per first estimate, - - - - - - -	£1716	
To one lock, one culvert, and one bridge per ditto, - -		3100
To making the bason, - - -		5000
To 20 feet of lockage, - - -		6000
		15816

To deepening the river, where at all times a vessel of 300 tons can be loaded, can cer-

Brought over, - - -	£20000
that would be required, could not probably be done for less than	£2000
To annual expence of keeping the channel clear, which can not be considered less than 150*l.* per annum, thereby swallowing up a capital of - - - - - - - - - -	2500
To deepening the shallow part of the River below the port, which could not be done for less than - - -	5000
To first cost of a towing-path from	

Brought over - - - -	£15816
tainly be set down at no less a sum than - - - - - -	£0000
To keeping that channel clear, which the current of the St. Lawrence does without any aid; ditto, - - - - - -	0000
To deepening the river below the port, which although I consider it by no means essential, is absolutely necesssary, yet I will allow, *if it can be carried into effect*, will be a considerable advantage, and I therefore admit this item,	5000
To first cost of a towing-path, for which I am no advocate, yet it may be made, and if done, ought to be well done,	

To first cost of a towing-path from

done, ought to be well done,

the port to the foot of the cross,	1500	for which therefore I will state, - - - - - - - - -	2000
To keeping it in repair, which as, they say, from its being liable to be broken up every year by the ice as well as the deepened parts of the river apt to be filled up, probably would require not less than £500 per annum, which engrosses a capital of - - - - -	8330	To keeping it in repair; nothing for the first 20 years, -	0000
	19330		7000
Thus making the cost of bringing the canal this way, and deepening the river to the cross, according to their calculation, -	39330	And according to mine, - - - -	22816
But they proceed, and observing, en passant that the "construction of "a towing path in this place, and "the keeping of it in repair, would "accelerate the working away of		The saving of cartage on firewood, if a saving will be made by the canal, is equally applicable to the one route as to the other; this, therefore, is	

Brought over, - -	£39430
"the bank to the serious injury of "the property on the top of it" state that by means of this towing-path the inhabitants of Montreal would be saddled with an additional expence of about 1s. 6d. for the cartage of every cord of fire-wood, which on 30000 cords, the quantity brought every year to market, amounts to 2250*l.*, being the interest of a capital of - - - -	37500
To the same extra expense on all the different kinds of lumber used in Montreal and its vicinity, calculated at as much more, - - -	37500
To another additional expense!!! to arise from the increased price of bringing up every sort of merchandize, by the towing path from the	

Brought over, - -	£22866
an error in judgment, and requires to be set down at -	0000
Ditto, as to the cartage on lumber, - - - - - - - - -	0000
To additional expense of bringing goods up from the Cross by the towing-path, beyond what they would cost by the	

dize, by the towing path from the

what they would cost by the

Cross, above what it would cost if brought by the canal on account of the encreased power required in the former case to stem the current, which could not be less than 1s. pr. ton, as it would require three horses to drag up by the towing path against the current what could be done by one on the smooth water in the canal; this supposed to accrue upon 10000 tons every year, is an annual expenditure of £500—or a further capital locked up of 8330 —— 83330

canal: thus I have demonstrated is exactly the reverse, and that they would cost more by the canal than by the river, but I will not deduct any thing on this score, and only state it at - - - - - - - - - 0000 —— 0000

They add that in the above calculations many items have been omitted, and maintain that by the famous saving plan, they are endeavouring to combat the navigation to the foot of the Current St. Mary, could not be opened for less than - - - £122660 Which I estimate at only! - - £22816

SECOND.

Expense of continuing the main trunk of the Canal to the foot of the Current St. Mary, and of a lateral branch to diverge from the trunk near to St. Antoine Bridge, to join the river at the Port, with a bason to the said branch according to the estimate of the old Engineer and Co. (Remarks, pages 27 and 36.)

To excavating the main trunk, $4\frac{1}{2}$ miles, at 2500*l.* per mile, £11250

To building five locks at 2000*l.* each, - - - - - - - - - - 10000

To erecting bridges (of which 23 at least will be required) and other extra-expences, - - - 5000

PER CONTRA.

My estimate of the same is as follows.

To excavating the main trunk, which in order to confute them upon their own data I admit as they estimate it, though by no means correct, - £11250

To building locks, ditto, ditto, 10000

To bridges, which, as 23 must be erected will, at 500*l.* each, amount to *l.*11500

To as many culverts, at 125*l.* each, 2875

So that these two indispensible articles alone and independent of any other extra charges amounts to - - - - - - - - - £14375

ent of any other extra charges

amounts to - - - - - - - - - £14375

35625

To purchase of property, instead of £60000 as it is very well known that this item and completing a canal through the St. Lawrence Suburbs to the foot of the Current St. Mary was never estimated at less than £150000—(nor do I deem it of sufficient interest to enquire further at present on the subject) must, in order to complete that lowest estimatte, at least at - - - - - - - - - - - 114375

To purchase of property, in estimating which, they say, it is perhaps more difficult to come to a correct amount, but even here an estimate very near the truth may be formed, say - - - - 60000

These items altogether amounting to - - - - - £86250 form the expense of carrying the canal by this route to the foot of the Current St. Mary, where it ought to disembogue, according to the plan and agreeably to the opinions of every scientific man who has been consulted on the subject; hence they conclude that from this it will be seen that even on the principle of saving expence, the sum of - - - - - - - 36410 could be saved to the public by adopting this preferable route over what is now proposed. 122660

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Brought over, - - - - -		£86250
BUT, say they, as all this dissention has been made about a lateral branch to extend to the Port, it may not be improper to consider what would be the expense of such a branch, bason, etc. Then provided it should diverge from the trunk at the bridge at the foot of the St. Antoine suburbs, and proceed directly to the port.		
To excavating a branch this distance, say half a mile, would be - - - - - - -	£500	
To excavating and forming a bason between the bridge leading to Pointe à Calliere and that leading to St. Ann's suburbs,	500	
To erecting three locks to bring the bason from the summit-level of the Canal to that of the Port at £2000 each, - -	6000	
making in all - - - - - - - - - -		7000

Brought over, - - - -	£150000
To excavating the half mile at £2500 per mile is - - - - - - - - - - - -	£1250
To making the bason and culverts to convey the water into the St. Lawrence, -	5000
To three locks, - - - - - - - - -	6000
	12250
TO WHICH I ADD,	
To purchase of property. - - - - -	10000
To five bridges at £500 each, and culverts,	2750
So that the least sum at which I can estimate the expense of completing a branch and bason in this direction, although I deny that a bason can at all	25000

So that the least sum at which I can estimate the expense of completing a branch and bason in this direction, although I deny that a bason can at all be made between the bridge leading to St. Ann's Suburbs, and that leading to pointe à Callière, is, instead of £7000 — 25000

£93250 — £175000

HERE, they say, we have the branch and bason made agreeably to the wishes of the promoters of the present petition. The latter in a situation far better adapted for public convenience than if made at the Windmills, and if from the sum of - 36410

the expence of making this branch and bason, be deducted - - - - - - - - 7000

there will be a balance in favour of bringing the canal to the foot of the current at once, and carrying a lateral branch to the Port in the direction above-mentioned of 29410

To go on in their own words;—It will be observed that in calculating the expense of this lateral branch, no notice has been taken of whatever might be required to purchase the property through which it would pass; but it ought to be remarked that in calculating the expense of that branch

This saving is equally applicable to the one route as to the other, and requires to be set down at the sum of - - - 000000

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Brought over, - - - -	£29410	*Brought over,* - - - -	£00000
which would pass in at the Windmills, nothing was charged for the property, and as the distance the former has to pass is shorter, and besides as it extends through little private property, the actual expense of purchasing would probably be *equal in both cases*, or *perhaps less* in this case, than if it passed by the Windmills route.			
To saving of 1s. per ton on transporting merchandize by the canal from the Cross under what the same would cost, if carted by land or brought up the St. Lawrence by the towing-path from the Cross to the Port, which on 10,000 tons at 1s. would cost annually £500—equal to a principal sum of - - - - - - - - -	8330	This saving is equallw applicable to the one route as to the other, and requires to be set down at the sum of - - -	0000
To cartage and second cartage on 25000 tons at 3s. per ton is £3750 annually, or a principal of - - - - - - - - - -	62500	Ditto ditto ditto ditto ditto.	00000
To breakage and other casualties incident to Land carriage to be considered perhaps 1-16th per cent, may not be reckoned too much; this on the whole sum of £1,000,000—the supposed amount of annual importation, will give an annual			

£1,000,000—the supposed amount of annual importation, will give an annual

loss of £625—or a principal of - - -	10416	Ditto	ditto	ditto	ditto	ditto	05000	
To reduction on freight from Europe, as the extension of the canal to the Cross would ensure a facility and quick dispatch in delivering the cargoes of vessels coming from sea, which consequently would be chartered for Montreal at a much cheaper rate than heretofore, because they would be exempted from the delay of waiting for a wind to bring them up the Current St. Mary; such reduction in freight at the rate of 2s. 6d. per ton, on 25000 tons is £3125, annually, or a principal sum of - - - -	52080	Ditto	ditto	ditto	ditto	ditto	00000	
	133326						000000	

On the article of fire-wood alone, no inconsiderable sum could be saved every year. Even if the beach were left open as at present, the route by the canal, if following a proper direction, would be so much cheaper, more expeditious, and so much less liable to loss, that there is little doubt it would be preferred. But let it be supposed that only one half of the quantity or 15000 cords should come that way every year, from the shorter distance it would

Brought over - - - - £133826

have to be carted, one shilling per cord might be saved, which is equal to £750—per annum, or a capital of - - - - £12500

Then as it is well known that about one twelfth of the cord-wood is lost every year in coming down the LaChine rapids, and by breaking loose from the beach, the portion of the 15000 cords which came by the Canal, would be saved; estimating this at 12s 6d per cord, gives a further yearly saving of £781—or a capital of - - - - - 13000

hence upon the article of cord-wood alone is saved - - - - - - - - - - - - £25500

It is obvious that a similar amount would also be saved by this means upon lumber of all kinds which is used in Montreal and its vicinity - - - - - - - - - - 25500

But this is not all—upon flour, pot-ash, wheat, and every other article which decends from the country above by the river a saving could be made if this canal were ever properly completed. The amount of these things has been ascertained to be about 14000 tons every year, and let it be

Brought over - - - - £000000

This saving is equally applicable to the one route as to the other, and requires to be set down at the sum of - - - - 00000

Do. do. do. do. do. do. 00000

Do. do. do. do. do. do. 00000

Do. do. do. do. do. do. 00000

supposed that only one half, say 7000 tons should descend by the canal, there would be a net saving of 2s. per ton for cartage from the Port to the Stores, equal to a capital of - - - - - - - - - - - -	11660	Do. do. do. do. do. do.	00000
	62660		00000
	£225396		£000000

From all this, say the junto, it may be clearly seen that by carrying this canal on in the proper and originally extended line, instead of the deviation now petitioned for, or any other route, a decided saving of £225,396 could be made to the public.

Now, Gentlemen, only cast your eye on the opposite column, and there you will see the true estimate of all these visionary savings.