

Technical and Bibliographic Notes / Notes techniques et bibliographiques

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

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

- Additional comments / Commentaires supplémentaires: Page 19 is a photoreproduction.

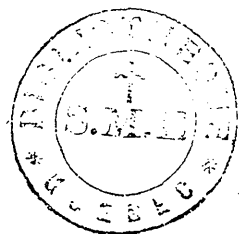
L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués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

- Coloured pages / Pages de couleur
- Pages damaged / Pages endommagées
- Pages restored and/or laminated / Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed / Pages décolorées, tachetées ou piquées
- Pages detached / Pages détachées
- Showthrough / Transparence
- Quality of print varies / Qualité inégale de l'impression
- Includes supplementary material / Comprend du matériel supplémentaire
- Pages wholly or partially obscured by errata slips, tissues, etc., have been refilmed to ensure the best possible image / Les pages totalement ou partiellement obscurcies par un feuillet d'errata, une pelure, etc., ont été filmées à nouveau de façon à obtenir la meilleure image possible.
- Opposing pages with varying colouration or discolourations are filmed twice to ensure the best possible image / Les pages s'opposant ayant des colorations variables ou des décolorations sont filmées deux fois afin d'obtenir la meilleure image possible.

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

10x		14x		18x		22x		26x		30x	
						✓					
12x		16x		20x		24x		28x		32x	

REPORT.



52006915

LEGISLATIVE COUNCIL,

QUEBEC, 29th MARCH, 1833.

ORDERED, That two hundred copies of the following Report and Evidence with the Documents therein referred to, be printed in both languages, for the use of the Members of this House.

Attest,

(Signed,) Wm. SMITH,
C. L. C.

REPORT, &c.

LEGISLATIVE COUNCIL, COMMITTEE CHAMBER,

THURSDAY, 28th March, 1833.

The Committee to whom was referred the communications between the Governor and the Commissioners for the improvement of the Harbour of Montreal, on the subject of the purchase of a Dredging Machine, with instructions to report whether the powers confided to the Commissioners have been exercised with sound discretion and a due regard to the public interest, beg leave to report—

Your Committee have carefully perused the correspondence between the late Administrator of the Government, the Governor in, Chief and the Commissioners, and have called on the Honorable Mr. Moffatt, Chairman of the Commission, for information on some points which appeared to require elucidation.

The Committee beg leave to present a succinct sketch of the proceedings of the Commissioners, being of opinion that it will enable the Council to judge of the correctness of the conclusion which the Committee will have the honor to submit.

The Legislature in the Session of 1829 1830, having granted the sum of £3000 for the purchase of a Dredging Machine, His Excellency Sir James Kempt, then Administering the Government who appears to have considered that this service was intimately connected with the duties assigned to the Commissioners for the improvement of the Harbour of Montreal, applied to those gentlemen to institute enquiries into the practicability of obtaining the Machine at Montreal.

The Commissioners having obtained the required information, made a report strongly recommending having the Machine and Vessel constructed in Montreal, and at the same time expressing their confidence in the character and abilities of the parties connected with the manufacturing establishments, who offered to undertake the execution of the work. The necessary authority to procure the Machinery was conveyed to the Commissioners by Colonel Yorke, on the 14th June, 1830; and advertisements were accordingly published early in July, but the manufacturing establishments in Montreal which had offered to make the Machinery in the first instance, declined making any tenders at this period, and the Commissioners having obtained some information from New York, turned their attention to that quarter, whence it appears that they received offers for furnishing the Machinery; but as neither the price nor the assurance of quality appeared to be quite satisfactory, the Commissioners having obtained information from Mr. Fleming, the Engineer employed in surveying the Harbour, which led them to believe that greater advantage would be derived from import-

ing the Machinery in a perfect state from England, recommended that course to be adopted, stating at the same time, that the expence would exceed by £1500 the sum already appropriated.

Upon receiving this report the Governor in Chief directed the suspension of all further proceedings and submitted by message to the Assembly the report and estimate in the following Session.

An additional sum of £1500 being granted in 1831-2, instructions were conveyed to the Commissioners to procure the Machinery from England, and orders were transmitted to London to that effect.— In the correspondence which was opened with a Commercial House in London upon the subject, it was ascertained that the cost of the Machinery alone would equal the amount of the whole appropriation, and a further reference was made to the Assembly on the 23d December, 1831, in a message from the Governor in Chief, with the papers and estimates shewing the necessity of an additional grant for the construction of a Vessel and other expences connected with the employment of the Machinery.

No notice was taken of this application in the Session of 1831-1832, although had the disinclination of the Assembly to make an additional grant been made known shortly after receiving the communication, there would have been time to have countermanded the shipment of the Machinery from Great Britain, but there does not appear to have been any disapprobation of the proceedings of the Commissioners expressed at that time—on the contrary the Assembly voted an additional grant of £15,000 for the Harbour of Montreal, to be expended under the superintendence of the Commissioners, whom it is now intended to displace.

Your Committee therefore submit as their opinion, that the powers confided to the Commissioners have been exercised with proper discretion and due regard to the public interest.

And your Committee in viewing all the proceedings connected with this transaction, feel themselves compelled to state that the zeal and unwearied application of the Commissioners as exhibited in the Documents submitted to them have excited their warmest admiration, and the implied and public censure on the conduct of the Commissioners conveyed in the Bill, now before your Honorable House, is not warranted by the contents of the Documents nor the evidence brought before the Committee.

Your Committee cannot forbear to express their sentiments on the very liberal conduct of the gentlemen in London, in correspondence with the Commissioners on the subject of the acquisition of the Machinery in question—a liberality which entitles them to the respect and approbation of the community at large.

(Signed,) WILLIAM B. FELTON,

Chairman

No. 1.

CASTLE ST. LEWIS,

Quebec, 11th May, 1830.

GENTLEMEN,

THE procuring a suitable Dredging Machine for the purpose of clearing out Rivers, for which an appropriation of £3000 cy. has been made by the Legislature in the late Session, being a subject in some degree connected with the service, the superintendence of which is confided to you, and His Excellency Sir James Kempt, conceiving that you may therefore have been bound to turn your attention thereto, I have received his commands to transmit to you the description of a Machine of this kind, such as it appears to him is required for this Province, and to request that you will be good enough to ascertain whether the same could be obtained in Montreal—His Excellency considering that the Machine in question could not be at any rate procured this summer, and under the impression also that others may be hereafter required, is rather disposed to order in this instance one to be sent from England, conceiving that a more perfect one may be procured by doing so, which might serve afterwards as a model for those that may be constructed in this Province, but previous to finally determining upon this step, he has requested that you will be good enough to inform yourselves as to the practicability of getting a suitable one constructed at Montreal, and the price of the same.

I have, &c. &c.
 (Signed,) C. YORKE,
Secretary.

Commissioners for the Improvement }
 of the Harbour of Montreal. }

(A true Copy.)

H. CRAIG,
Secretary.

Description of a Dredging Machine required by the Provincial Government of Lower Canada, for the purpose of cleansing out Rivers, &c. &c. &c.

THE Hull of the Boat to measure 84 feet in length, 22 feet in breadth, and to draw not more than 4 feet water.

The Steam Engine to be eighteen horse power.—The Buckets to work to eighteen feet depth of water, and to be sharp pointed and Bell mouthed alternately upon the chain—The sharp pointed for gravel and hard bottom, and the Bell mouthed for mud and clay—also a half set of fork buckets for loosening a very tenacious bottom, or bound gravel, such as may occur in the Bars in the River Richelieu and in the Harbour of Montreal.

(Signed,)

JAMES KEMPT.

(A true Copy.)

H. CRAIG,

Secretary.

No. 2.

His Excellency Sir James Kempt, Administrator in Chief in and over the Provinces of Lower Canada, Upper Canada, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY,

THE Undersigned Commissioners for the improvement of the Harbour of Montreal, to whom a reference was directed to be made on the 11th ult. for the purpose of ascertaining whether a suitable Dredging Machine could be obtained in Montreal, beg leave humbly to report—

That there are no Dredging Machines to be found in Montreal, and none of the description required having been yet constructed in this quarter, there are no models and few plans to be met with.—The Commissioners have examined a plan in the possession of the Clerk of the Works employed in the Department of the Royal Engineers, and which is stated by him to be a correct representation of a Vessel in use on the River Thames, about six years ago; it is similar to a plan given in the 3rd Vol. of the Supplement to the Encyclopædia Britannica, published in the year 1824. There is also another plan differing in some respects from the two before mentioned, to be found in another Encyclopædia also published at Edinburgh in the year 1818, none of these plans have contemplated the propelling of the Vessel by Steam; but the additional machinery required for that purpose would be so simple that no difficulty could attend the application of it.—Two establishments exist in this City, and one extensively engaged in the manufacture of Steam Engines and other Machinery; they are respectively conducted by men of acknow-

ledged skill and intelligence, who would, in the opinion of the undersigned, ably and faithfully execute any work they might undertake; and from all the information which the Commissioners have been able to obtain, they are inclined to believe that a suitable Vessel with a Steam Engine and all the apparatus for Dredging complete, may be obtained in Montreal, probably equal in point of workmanship and capability of working up to the estimated power, to any that could be imported from Great Britain.—The description which accompanied the reference has been shewn to the parties alluded to, and also to the experienced Builder, and the undersigned beg leave to submit copies of three letters addressed to them on the subject;—the first is from Messrs. J. D. Ward & Co. offering to furnish the Engine and Dredging Machinery to work on one side only, for £1400 cy. and a further sum of £100 for a second Bucket, frame and sett of Buckets if required—the second is from Messrs. Bennet and Henderson, estimating the whole cost of the Boat, Engine and Dredging Machine complete, at £3000 cy.—These parties have since sending in their letter, verbally explained that their estimate includes the cost of anchors and chain cables for the purpose of mooring the Vessel when at work, and the third is from Messrs. R. Hunter & Co. Ship Builders, estimating the cost of a Boat fit for the purpose at £1050 cy. the last letter was accompanied by a model, shewing a new mode of placing the water wheel for propelling the Vessel in the stern, in such manner as to render it perfectly secure from injury.

Messrs. Bennet and Henderson, and Messrs. J. D. Ward & Co. possess the establishments, already alluded to; and are known as the makers of some of the best engines in the country—the former are natives of Great Britain and the latter of the, United States of America.—In 1828 the principal partner in the last mentioned firm visited the best Foundries in Great Britain, for the purpose of acquiring a knowledge of the most recent improvements in Machinery—Messrs. Hunter and Co. are also known as Excellent Builders.—In the event of its being deemed advisable by Your Excellency to cause the Boat and Engine to be made in the Province, the undersigned respectfully suggest the propriety of their being made in the same place, in order that the Builder of the Boat may have the advantage of frequently consulting the Engineers as to the best means of adapting the Boat to the Engine.

The whole respectfully submitted,

(Signed,)

G. MOFFATT,
JULES QUESNEL,
E. S. PIPER, Capt. Royal Engr.

Montreal, 11th June, 1850.

(A true Copy.)

(Signed,)

H. CRAIG,
Secretary.

Montreal, 1st June, 1850.

SIR,

IN reference to a conversation had with you on Saturday last, we beg leave to say that we are willing to furnish the Engine and Dredging Machinery described by you; that is, an Engine of 18 horse power, with a water wheel for propelling the Boat and one set of Buckets and bucket frame for removing substances from the bed of the river for the sum of £1400 cy.—This Estimate includes the cost of the Machinery placed in the vessel ready to commence business; provided the vessel is delivered to us in the Port of Montreal; should the Machinery be put up at any other place the cost of the transportation, &c. would be in addition.—Hoping to hear from you again.

We remain, &c.

(Signed,) JOHN D. WARD & Co.

Geo. Moffatt, Esqr.

(A true Copy.)

H. CRAIG,
Secretary.

June 1st, 1850.

SIR,

IN answer to your Note of this morning, we have to say that a second bucket frame and set of buckets for your contemplated Dredging Apparatus would cost £100 cy. and that the article, descriptive of the Machine, is to be found in the 7th Vol. of the Edinburgh Encyclopædia, published in New York, in 1818; the drawings are to be found in plate 239.—Our copy of the work is at your service, should you desire it.

(Signed,) JOHN D. WARD & Co.

Geo. Moffatt, Esqr.

(A true Copy.)

H. CRAIG,
Secretary.

Montreal, 5th June, 1850.

SIR,

WE have been looking over the probable expense of building a good, stout substantial Vessel, according to the plan handed you by our foreman, Mr. Shea, and are of opinion to make such a vessel as she ought to be, to answer the purpose well, that the amount for the ship-carpenters' work of the hull, including the painting, making a little cabin for the master and births for the workmen, will be about £1050 cy. and we

I think proper to mention to you that it will be very much in favor of the durability of the vessel to give the Builder notice as soon as possible, to have the deck-planks, topside-planks, and all the principal materials sawn, so as to have the advantage of the summer's seasoning.

We are, &c. &c.

(Signed,)

ROBT. HUNTER & Co.

Geo. Moffatt, Esqr.

(A true Copy.)

H. CRAIG,

Secretary.

Montreal, 5th June, 1830.

GENTLEMEN,

We have the honor to inform you, in answer to your queries on the subject of the Dredging Machine, that we are of opinion that a Boat with Engine of eighteen horse power and Dredging Machine complete, can be furnished to the Commissioners for the sum of three thousand Pounds.

We have, &c. &c.

(Signed,)

BENNET & HENDERSON.

To the Commissioners for the improve- }
ment of the Harbour of Montreal. }

(A true Copy.)

H. CRAIG,

Secretary.

No. 3.

CASTLE ST. LEWIS,

Quebec, 14th June, 1830.

GENTLEMEN,

His Excellency Sir James Kempt has had under his consideration the report which you personally presented to him on the 12th instant, and I have received His Excellency's commands to convey to you his best thanks for the trouble which you have taken to execute the commission confided to you in my letter of the 11th ult. His Excellency learns with great satisfaction, that a Dredging Machine may be obtained at Montreal, including the Vessel, Steam Engine, and every necessary apparatus both for dredging and propelling the same, the whole com-

plete—and “probably equal in your opinion in point of workmanship
“and capability of working to any that could be imported from Great
“Britain.” His Excellency concurs with you in thinking that many
advantages will result from having the whole executed in the same
place, and as you reside upon the spot and are commissioners for
effecting important improvements in the Harbour of Montreal, in the
promotion of which a Dredging Machine will be found to be a
powerful agent.

His Excellency is pleased to leave to you the ordering of the Machine
with all its necessary apparatus from the person or persons that you
may consider the most capable of furnishing one of good workmanship,
and of the most approved construction.—You will consider yourselves
authorized by this letter to enter into any engagement that you may
deem proper for that purpose, so as to ensure the delivery of the
Machine by the middle of the month of April, 1831, and, that the
total expense to be incurred shall not exceed the Legislative grant of
three thousand pounds, currency.

(Signed,)

I have, &c. &c.

C. YORKE,

Secretary.

The Commissioners for the }
Harbour of Montreal. }

(A true Copy.)

H. CRAIG.

Secretary.

No. 4.

*Extract of that part of a letter addressed to Lieutenant Colonel Yorke
on the 24th August, 1830, by G. Moffatt, Esquire, one of the
Commissioners for the improvement of the Harbour of Montreal,
which relates to a Dredging Vessel.*

“Mr. Fleming’s arrival from Albany to make the survey enabling the
Commissioners to obtain further information respecting the Dredging
Vessel,” they engaged that gentleman to furnish a plan and description,
according to the most recent improvements, and, in the mean time,
they have deemed it advisable to postpone entering into the contract,
for which tenders had been previously required. I hope in a few days
to communicate to you more fully on the subject.

(A true Extract.)

H. CRAIG.

Secretary.

No. 5.

CASTLE ST. LEWIS,

Quebec, 26th August, 1830.

Sir,

I have submitted to His Excellency Sir James Kempt, your letter of the 24th instant, reporting the proceedings of the Commissioners for improving the Harbour of Montreal up to the present time, and I am directed to inform you that the arrangements which you state have been entered into are entirely satisfactory to His Excellency.—His Excellency conceives that the Commissioners have acted with perfect discretion in postponing entering into any contract for the Dredging Machine, till they have had an opportunity of examining the plan and description furnished them by Mr. Fleming, according to the recent improvements; but His Excellency would express his hope that nothing may prevent the Machine being completed so as to be ready to go into immediate operation on the opening of the navigation next year.

I have, &c. &c.
(Signed,) C. YORKE,
Secretary.

G. Moffatt, Esq. Chairman of Commissioners }
for improving the Montreal Harbour. }

(A true Copy.)

H. CRAIG,
Secretary.

No. 6.

Montreal, 28th August, 1830.

Sir,

In the temporary absence from town of the Chairman, the Commissioners for improving the Harbour, have directed me to acknowledge the receipt of your letter of the 26th instant, and to state that they will use every means in their power to insure the completion of the Dredging Vessel by the opening of the navigation next spring.

I have, &c. &c.
(Signed,) F. GRIFFIN,
Secretary, &c.

To Lieut. Col. Yorke, }
Civil Secy, &c. &c. &c. }

(A true Copy.)

H. CRAIG,
Secretary.

No. 7.

Montreal, 6th October, 1830.

SIR,

I regret much to have to have inform you, that contrary to the anticipation of the Commissioners for improving the Harbour, it is found impracticable to have the Steam Engine and Dredging apparatus required by the Provincial Government made in Montreal, the engine makers having yesterday declined to make any tender whatever, in consequence of heavy contracts already entered into by them.

The Commissioners, however, have ascertained from Mr. Fleming, the Civil Engineer, the probability of procuring the engine and machinery in New York, from a house strongly recommended by him. I have accordingly taken the necessary steps to ascertain whether they can be made there, and at what cost.—The result will be known by the middle of next week, when it shall be immediately communicated to His Excellency.

The Commissioners have great pleasure in informing His Excellency that the works in the Harbour are going on satisfactorily.

I have, &c. &c.

(Signed,)

G. MOFFATT,

*Chairman of the Commissioners**for the Port of Montreal.*

Lieut. Col. Yorke, }
 &c. &c. &c. }

(A true Copy.)

H. CRAIG,

Secretary.

No. 8.

CASTLE ST. LEWIS,

Quebec, 9th October, 1830.

SIR,

I have had the honor to submit to His Excellency Sir James Kempt, your letter of the 6th inst. stating that the Commissioners for improving the Harbour of Montreal, have found it impracticable to have the Steam Engine and Dredging apparatus made in Montreal, and that they had taken steps to ascertain whether one can be procured at New York, and at what expense. His Excellency desires me to express his regret at this disappointment, being apprehensive that the Public will not derive the benefit of the Dredging Machine so soon as was expected, but he will be glad to learn the result of the inquiry the Commissioners are making at New York. His Excellency directs

me to add that he has learned with great pleasure that the improvements to the Harbour are going on satisfactorily.

I have, &c. &c. &c.
(Signed,) C. YORKE,
Secretary.

G. Moffatt, Esq. Chairman of Commissioners }
for improving the Harbour of Montreal. }

(A true Copy.)

H. CRAIG,
Secretary.

No. 9.

Montreal, 6th Nov. 1830.

SIR,

With reference to the correspondence between your predecessor in office, Lieut. Col. Yorke, and the Commissioners for improving the Harbour of Montreal, on the subject of the Dredging Vessel authorized to be purchased for the Province by an Act of the Legislature, passed at its last Session, and to the report of the Commissioners on the subject presented to His Excellency Sir James Kempt on the 11th June last, and especially to my letter to Lieut. Col. Yorke of the 6th of October last, informing him of the impracticability of procuring the engine and apparatus in Montreal, and of an application having been made on behalf of the Commissioners to ascertain the probability of procuring them in New York; I have now the honor to state to you for the information of His Excellency the Governor in Chief, that the Commissioners have received an offer from New York to furnish, ready for the opening of the Navigation of Lake Champlain in the spring, a Dredging Machine complete, with a sixteen horse power *high pressure* Steam Engine, for 11,500 Dollars, or with a *low pressure* Engine, for 12,300 Dollars, calculated to raise sixty cubic yards of mud per hour, twenty feet high, this does not include the cost of the Vessel and fitting up, and perhaps not the cost of transport, since the receipt of this offer, the Commissioners have ascertained that the Dredging Machines, even those most recently made in the United States, are not to be compared with those made in Great Britain; they are constructed on different and less approved principles, and no great dependance can be placed on the Engine working up to the power intended or required, or to the apparatus working with the precision which is absolutely necessary.—These circumstances have induced the Commissioners to give up the idea of procuring the Engine and apparatus in America, and to turn their

attention to the means of obtaining them from Great Britain, which they are now decidedly of opinion will eventually be most serviceable to the Province.—In doing this, however, they regret to find that the sum appropriated for the purpose falls far short of that required; but when the importance of the subject to the improvement of the navigation, and the benefit to be derived from the intentions of the Legislature being carried into as immediate effect as possible, are considered, the Commissioners conceive that little doubt will exist that the incurring of the additional expense without further delay will receive the sanction of the Provincial Parliament at its next session.

From information obtained from Mr. Fleming, the Civil Engineer, who furnished the Commissioners with the Plans (submitted to and approved by His Excellency Sir James Kempt) of a Dredging Vessel similar to those used on the River Clyde in Scotland, they are induced to believe that a complete Dredging apparatus and sixteen horses power Steam Engine, on the most approved principles and with all the recent improvements may be procured from a House in Glasgow that has for several years past been extensively and successfully engaged in manufacturing Dredging Machines for different Rivers and Harbours in Great Britain and Ireland, for the sum of £2,500 sterling.—The premium on bills of exchange, freight, insurance, &c. might raise the cost, when landed in this country to about £3,100 currency.—The Hull of the Vessel will cost about £1,000 currency.—As it will be necessary to have a competent person to take charge of the Steam Engine; to superintend the working of the Dredging machinery (a part of duty with which the Engineers in this country are little, if at all acquainted) and keep the whole in constant repair, the Commissioners think it would be advisable to engage an Engineer in Great Britain, to come out with the Engine and apparatus and set them up. This and other contingencies may possibly amount to £400 currency making the whole cost about £4,500 currency.—The propriety of having the first Dredging Machine used in the Province, made by the most skilful Engineers on principles that have been fully tested and approved, can scarcely be doubted; and although its cost may be higher than was originally expected, the difference will be eventually saved by its serving as a model from which others (and others will undoubtedly be required) may be made by our own Engineers at less expense.—The Commissioners are of opinion that by sending home an order this fall for the Steam Engine and Dredging apparatus and immediately contracting for the Hull of the Vessel deliverable next spring, the whole might go into operation in the month of July next year, which is perhaps as early as the state of the waters would admit of its being used—whereas, if it be deferred until the Meeting of the Legislature, and its decision on the subject, it will be almost impossible to have it completed and in effective operation before the month of June, 1832.

The Commissioners would not recommend that the Vessel should be immediately laid down, but, by contracting for it now, the contractor

would provide the materials, some of which cannot be easily procured in winter, and be ready to commence work as soon as a plan shewing the internal arrangements of the timbers for the reception of the machinery should be received from Great Britain.

It is not conceived that it would be necessary to make any remittance to England until the Commissioners should be advised of a contract having been entered into, but the Builder of the Vessel might require an advance of a few hundred pounds upon signing his contract and giving security for its fulfilment.

Upon the whole the Commissioners respectfully submit to the consideration of His Excellency the Governor in Chief, the expediency of authorizing them to import from Great Britain without delay, the Engine, Dredging apparatus and Engineer; and to contract immediately for the building of the Hull of the Vessel in Montreal.

I have, &c. &c.

(Signed,) G. MOFFATT,

*Chairman of the Commissioners for
improving the Harbour of Montreal.*

Lieut. Col. Glegg, &c. &c. &c.

(A true Copy)

H. CRAIG,

Secretary.

No. 10.

CASTLE ST. LEWIS,

Quebec, 9th November, 1830.

SIR,

HAVING submitted your Communication of the 6th instant to His Excellency the Administrator of the Government, on the subject of providing a Dredging Machine for the improvement of the Harbour of Montreal, I am commanded by His Lordship to assure you, that he entertains no doubt whatever as to the propriety of your suggestions in furtherance of that measure; but taking into consideration the circumstance that an expense would be thereby incurred far exceeding the appropriation of the Legislature, he regrets that it is not in his power to give his sanction to the proposal; I am further commanded to add, that His Lordship considers it expedient to postpone all further consideration of the subject, until

the approaching Meeting of the Legislature, when he will not fail to submit your suggestions for further consideration.

I have, &c. &c.

(Signed,) J. B. GLEGG,
Secretary.

G. Moffatt, Esqr. &c. &c. &c.

(A true Copy.)

H. CRAIG,
Secretary.

No. 11,

Montreal, 27th November, 1820.

Sir,

IN obedience to the concluding paragraph of your letter of the 9th inst. the Commissioners for improving the Harbour of Montreal, have postponed all further consideration of the subject of the Dredging Machine, except in regard to some expenses which have been incurred in procuring plans, information, &c. for the payment whereof they are not provided with any public monies.—They amount to thirty one pounds, eighteen shillings currency, according to the annexed statement—I am directed by the Commissioners respectfully to request the issue of His Excellency's Warrant on the Receiver General for the amount.

I have, &c. &c.

(Signed,) G. MOFFATT,
Chairman of the Commissioners for
improving the Harbour of Montreal,

Lieut. Col. Glegg, &c. &c.

(A true Copy.)

H. CRAIG,
Secretary.

Statement referred to in the foregoing Letter.

Advertising for Tenders for the Hull of a Vessel and
Dredging Machine.

P. Fleming, Esquire, for Plans, &c. &c.

F. Griffin for his services as Secretary.

£ 6 18 0

15 0 0

10 0 0

Currency 31 18 0

Montreal, 27th November, 1820.

(A true Copy.)

H. CRAIG,
Secretary.

No. 12.

CASTLE ST. LEWIS,

Quebec, 30th Nov. 1830.

SIR,

Having submitted to His Excellency the Administrator of the Government, your letter of the 27th instant, praying that a Warrant might issue to cover the charge of thirty-one pounds eighteen shillings, incurred by the Commissioners for improving the Harbour of Montreal in forming plans, &c. in furtherance of that object, I hasten to inform you that the necessary order has been given in compliance with your wishes.

I have, &c. &c.

(Signed,)

J. B. GLEGG,

Secretary.

G. Moffatt, Esquire, }
&c. &c. }

(A true Copy.)

H. CRAIG,

Secretary.

No. 13.

Quebec, 24th March, 1831.

SIR,

The Bill to authorize a further loan to improve and enlarge the Harbour of Montreal, and the Bill to make a further appropriation for obtaining a Steam Dredging Vessel, having passed the two Houses of the Provincial Parliament, I am desirous of submitting to the consideration of His Excellency, the Governor in Chief, the expediency, with a view to save time, of authorizing these measures to be proceeded with without delay, and I will thank you to have the goodness to communicate to the Harbour Commissioners at Montreal, His Excellency's pleasure thereon.

I have, &c. &c. &c.

(Signed,)

G. MOFFATT,

Lieut. Col. Glegg, }
&c. &c. &c. }

(A true Copy.)

H. CRAIG,

Secretary.

No. 14.

CASTLE ST. LEWIS,

Quebec, 12th April, 1831.

GENTLEMEN,

Referring to my letter dated the 25th March last, addressed to you on the subject of your proceedings, relative to the improvement of the Montreal Harbour, and not perceiving therein any allusion to directions respecting the Dredging Machine, I have deemed it expedient to again submit that subject to the consideration of His Excellency, the Governor in Chief, and I am commanded to signify his request that you will immediately adopt and proceed in all such measures as may appear to you expedient for procuring a Dredging Machine.

I have, &c. &c.

(Signed,)

J. B. GLEGG,

Secretary.

Hon. Geo. Moffatt, Esqr. }
 &c. &c. }

(A true Copy.)

H. CRAIG,

Secretary.

No. 15

Montreal, 16th April, 1831.

SIR,

I have the honour to acknowledge the receipt of two letters which you addressed to the Harbour Commissioners on the 12th instant. The Commissioners will pay Mr. Fleming's demand out of the Harbour Funds; but they may hereafter submit for the consideration of His Excellency, the Governor in Chief, the propriety of authorizing them to transfer part of the charge to the account of the Dredging Vessel, and it is conceived that there would be no impropriety in their applying to the Trinity Board to contribute towards the expense.—The Commissioners will lose no time in taking steps to procure the Machinery for the Dredging Vessel from Great Britain; but before transmitting the order, I am directed to enquire upon what terms it is to be bought—whether His Lordship will place the means at the disposal of the Commissioners for the purpose of making the purchase with money in hand, or authorize the Commissioners to import it on the credit of the Province.—It will readily occur to His Excellency that the latter arrangement would be the least advantageous with reference to price—and if former is to be adopted, you will

have the goodness to move His Lordship to issue his Warrant in favor of the Commissioners for the sum of £2,750 currency, to enable them to accompany the order with a remittance of about £2,250 sterling.—The Commissioners formerly stated that the cost of a Steam Engine of sixteen horse power and the Dredging Machinery, might be about £2,500 sterling, but the price of Iron has lately fallen in Great Britain, and a remittance of the sum proposed, leaving the balance to be liquidated when ascertained, would enable the order to be executed on the most favorable terms.—The Governor in Chief is of course aware that the Act passed last year contemplates a Dredging Vessel of much greater power than it is now proposed to provide, and I only advert to the circumstance in order that it may be clearly understood that the commissioners will confine themselves to a machine of sixteen horse power, and which from the information hitherto obtained, is considered quite sufficient.—I avail myself of this occasion to state that a small portion of the wharf on the southern face of Market Island, where it was much exposed and left in an unfinished state, has been injured by the ice, the water still overflows the island, but as soon as the extent of the injury can be ascertained correctly, it will be reported for His Lordship's information.—It is not in the recollection of any person here, that for a period of more than forty years, the ice has shoved with the force that it has done this season, and the Commissioners have reason to believe that the wharves will fully answer the general expectation.

I have, &c. &c.

(Signed,)

G. MOFFATT, *Chairman,*
Harbour Commrs.

Lieut Col. GLEGG, }
&c. &c. &c. }

(A true Copy.)

H. CRAIG,
Secretary.

No. 16.

To His Excellency the Right Honorable MATTHEW LORD AYMER, Knight Commander of the Most Honorable Military Order of the Bath, Captain General and Governor in Chief, in and over the Provinces of Lower Canada; and Upper Canada, Nova Scotia, New Brunswick, and their several dependencies, &c. &c. &c.

THE Report of the undersigned instructed to carry into effect the Acts of the Provincial Parliament, providing for the purchase of a Steam Dredging Vessel.

Respectfully sheweth :

That by the Act passed in the last Session of the Legislature, the sum previously appropriated for the purchase of a Steam Dredging Vessel was increased to four thousand five hundred pounds currency.

That the results of the endeavours made last year to obtain the machinery in the country induced the undersigned, upon their being authorized to proceed in the further execution of the duty assigned to them, to instruct Messrs. Gillespie & Co. of London, to procure and ship with all convenient speed, a Steam Engine of sixteen horse power, with all the machinery requisite for dredging to a depth of sixteen feet below the surface of the water, the whole to be of the most approved description and to work in the centre of the Boat.

It was supposed that the order might be completed for less than two thousand five hundred pounds sterling, but the parties were not limited to that sum, and a remittance of two thousand two hundred and fifty pounds sterling in a bill drawn by the Bank of Montreal, on Messrs. Thomas Wilson & Co. at ninety days sight accompanied the order.

The receipt of the order with the remittance, was acknowledged by Messrs. Gillespies & Co. on the 17th June, when they had already made application to several manufacturers on the subject. On the 6th July, they wrote again expressing doubts of the practicability of having the machinery in readiness for shipment this season;—And on the 30th *Idem* they advised having come to the determination of waiting further instructions relative to the power of the Engine, and other suggestions offered by some of the persons consulted, and accompanied their letters with Extracts from the communications made to them by the Manufacturers.

The undersigned were thus apprized in the month of September of the further delay that would arise in carrying into effect this important measure for the Improvement of the Inland Navigation, and they participate in the disappointment which will be felt on the occasion. The delays that have arisen, however, are chiefly to be ascribed to the difficulty of obtaining correct information on the subject; and from this circumstance much was necessarily left to the discretion of the Parties to whom the order was sent, but no latitude was allowed in respect to the power of the Engine. Finding therefore that it was strongly recommended to increase the power to a twenty horse, that doubts existed of completing the order before spring, and that the cost of its completion would so far exceed the estimate made here, it is perhaps rather a matter of regret than of surprise that Messrs. Gillespies & Co. should desire to be further instructed.

The undersigned were perhaps too sanguine in the expectation which they entertained of having the Vessel afloat before the close of the navigation, and it is not improbable that she may yet be ready for service nearly as early next summer as she could have been advantageously employed, if the machinery had come out this season.

Further instructions were sent to Messrs. Gillespies & Co. last month authorizing the proposed increase of power in the Engine, and directing them to make the shipment by one of the earliest spring vessels. They were also instructed to send out as soon as possible, in duplicate, the Plan and Sections of the Boat; in order that it may be put under contract during the winter, and the undersigned have no reason to doubt that the instructions will be complied with.

It is deemed proper to annex to this Report a copy of the correspondence with Messrs. Gillespies & Co. the Letters are five in number, marked A. B. C. D. and E. and to which your Excellency is respectfully referred.

The undersigned beg leave further to observe that two thousand and seven hundred pounds sterling is the lowest rate, as will be seen on reference to Messrs. Gillespies & Co's. letter of the 30th July, at which the machinery is likely to be obtained, and the probability is that it will be procured from Messrs. Girdwood & Co. of Glasgow, at the higher cost of three thousand one hundred and fifty pounds sterling, when to this sum is added the further disbursements to be incurred in the completion and outfit of the vessel; and the provision necessary to meet her current expenses, it will be quite apparent that the appropriations hitherto made by the Legislature are insufficient.

The Expenditure for the first season may be stated as under.

Probable cost of the Engine and Dredging Machinery.	£3,150	0	0
Do. of Anchors and Chain Cables	300	0	0

Sterling £3,450 0 0

Add for par of Exchange, prims. on Bills, Freight, Insurance 50 per cent.	1,725	0	0
--	-------	---	---

Currency £5,175 0 0

One years Salary for an Engineer including his passage out, and the expense of fitting and setting up the Machinery.	500	0	0
--	-----	---	---

Probable cost of the Hull of the Vessel and small Boats.	1,250	0	0
---	-------	---	---

Outfit of same.	100	0	0
-----------------	-----	---	---

Probable costs of three Barges or Scows for recei- ving soil.	300	0	0
--	-----	---	---

£7,325 0 0

Probable expense of working the Vessel for four months, including fuel.	600	0	0
--	-----	---	---

Allow for contingencies.	75	0	0
--------------------------	----	---	---

Currency £8,000 0 0

which would leave a deficiency of three thousand five hundred pounds currency; and the undersigned respectfully submit to Your Excellency the expediency of moving the Legislature to make a further appropriation of that extent.

Until the undersigned are enabled to account for the warrant issued in their favor on the 20th April last, they beg leave to submit the appropriation thereof namely:

Amount of the Warrant	£2,475 sterling.	£2,750 0 0
Paid for the Bill remitted Messrs. Gillespies & Co.	£2,250 sterling.	
At 7½ per cent. premium.	2,681 5 0	
Deposited at the Bank of Montreal, in the names of the undersigned, as Harbour Commissioners, available for future disbursements on account of the Dredging Machine.	£68 15 0	

Currency £2,750 0 0

All which is respectfully submitted.

(Signed,)

G. MOFFATT,
JULES QUESNEL,
R. S. PIPER, Capt. Royal Engr.

Montreal, 22nd November, 1831.

(A true Copy.)

H. CRAIG,
Secretary.

A.

Montreal, 3d May, 1831.

To Messrs. Gillespie, Moffatt, Finlay & Co.:—LONDON.—

GENTLEMEN,

The Provincial Government having placed at our disposal a sum of money appropriated by the Legislature for the purpose of obtaining a Steam Dredging Vessel, to be employed in deepening the Rivers and Harbours of this Province, and finding that we cannot procure suitable machinery in this Country, we are induced with the permission of your friends in this City to apply to you, and we persuade ourselves that you will have the goodness promptly to attend to our application, as it is of great importance that the machinery should be sent out with all convenient speed; It is to consist of a Steam Engine

of sixteen horse power, with the requisite machinery for Dredging to a depth of sixteen feet below the surface of the water, and to work in the centre of the Boat,—It is intended that the Boat when moving from one part of the River to another, shall propel herself, and the necessary additions will therefore require to be made to the Engine to communicate its power to paddles to be placed on the sides of the boat in the usual way, while the boat is being so propelled the Dredging machinery will of course be at rest.—While ascertaining whether the machinery could be made in this Country, we obtained from Mr. P. Fleming, a civil Engineer at present in Town, the plan of a Dredging machine which he saw in operation on the River Clyde, about six years ago, and on which he has laid down the additions required to propel the boat and also to apply its power to lift heavy stones or roots from the bed of the River.—We think it advisable to transmit the Plan to you together with Mr. Fleming's remarks upon it, although it may not be required by the persons to whom you may confide the execution of the order, more particularly as we have upon further consideration concluded to dispense with the proposed additions to apply the power of the Engine to lift heavy bodies.—What we require therefore, is a Steam Engine of the power already mentioned, with the additional machinery to apply its power to propel the boat and the machinery for Dredging—both to be of the best and most approved description, and it is particularly required that every attention be paid by the Manufacturer to the solidity and temper of the Dredging Gear, and that the Engine be capable of working up to its power.—You will observe that Mr. Fleming recommends that the gear should be fully stronger than that which might be suitable for the Rivers of Great Britain, and as those used with Vessels of the same power. From the information derived from him, we are led to believe that the cost of an Engine and Dredging machine of the description required, will not exceed £2,500 sterling, and as the price of Iron is much lower now than it was when he was last in Britain, it may come lower. We do not however, impose any restriction on the price, feeling satisfied that you will procure it on the most favorable terms. We wish to introduce into the Country such a machine as may serve as a model for others, if any more should be required; it should therefore be of the best and most approved description, embracing all improvements of acknowledged utility, but without incurring expense for mere polish, not essential to the excellence of the machine itself.—Mr. Fleming recommends the house of Messrs. Girdwood & Co. of Glasgow, as Manufacturers of established reputation in this line, and if you think they can do the order justice, we have no objection to its being given to them, but in this also we do not mean to restrict you, but to leave it to you to select the house upon which you can best rely.—We enclose a Bill on Thos. Wilson & Co. at 90 days sight,

endorsed to your order for £2250, to be applied towards the purchase of the machine, and for the amount which it may exceed this sum together with your own charges, a remittance will be made on the receipt of your account, we request that the shipment may be made in a Vessel coming to this Port, and that the Invoice may be fully covered, so that in the event of loss, the remittance now made may be forthcoming to replace the shipment.—As there have yet been no Dredging machines in operation in this part of the Country, we cannot rely on finding a person on the spot qualified to direct and manage its operations.—We therefore request that you will send out with the Engine, a person competent to set up the works, to manage them when in operation, and to make any repairs that may be occasionally required. Let him be engaged for two years, and to the close of the Navigation, say the first of December of the year in which the engagement will expire ; it would be desirable to stipulate that he should instruct an assistant to be appointed to the boat by the Commissioners, and if he were competent to take charge of the vessel it would be a further recommendation. To such a person you will assure such wages, and make to him such advance on account thereof as you may deem expedient, but the smaller the amount of the advance the better. As soon as you have arranged for the machinery, you will please to procure from the Manufacturer, skeleton working plans to a scale of good size of the Vessel recommended by him, and on which must be shewn the manner in which the timbers for the reception of the machinery are to be placed, together with any other remarks for our information in getting the vessel built at this place, and which we intend doing, to be in readiness on the arrival of the machinery.—It is desirable that the Vessel should be of such beam as not to draw when in working position more than four feet water.

We have, &c. &c,

(Signed,)

GEORGE MOFFATT,
JULES QUESNEL,
R. S. PIPER.

The following was added to the Duplicate of the foregoing ;—3d May, 1831.

GENTLEMEN,

With reference to the foregoing, I have only to state that we have no Duplicates of the Plans therein referred to, but a copy of Mr. Fleming's remarks is inclosed. The Plans with the original of my letter of this date are sent to Quebec, to be forwarded by the Royal William, which vessel I trust will reach her destination as soon as the New York packet, but if she should not, the interval of a few days may be advantageously employed in ascertaining where the

machinery can be best obtained, and if you should be ready to contract for it before receipt of the Plans, we do not conceive that it will be material to wait their arrival, as with the particulars contained in the foregoing letter and the remarks of Mr. Fleming, the Manufacturer can have no difficulty in determining the precise description of Engine and machine required.

I am, &c.

(Signed,) G. MOFFATT, *Chairman.*

(*A true Copy.*)

H. CRAIG,
Secretary.

B.

London, 17th June, 1831.

GEORGE MOFFATT, Esquire,

Chairman of the Committee for improving and enlarging the Harbour of Montreal.

SIR,

We have been favored with your letter of the 3rd of May, accompanying an order for a Steam Dredging Engine, and remarks for the construction of the same, applicable to the River St. Lawrence, with drawings of a machine on the Clyde approved of by the Engineer you have consulted.—We shall give this commission all the attention in our power in hopes of executing it to your satisfaction; but we already see considerable difficulty in the way of combining all the power and qualities required.—We are now in correspondence with several experienced Engineers relating thereto and shall in a short time be better able to communicate with you on the subject.—In the mean time it appears that you have much underrated the cost of such an Engine as required, particularly if a Copper instead of an Iron Boiler is sent. The remittance on Thomas Wilson & Co. per £2,250 at ninety days sight, is duly accepted and when paid will be applied as directed.

We are Sir, &c. &c. &c.

(Signed,) GILLESPIE, MOFFATT, FINLAY & Co.

(*A true Copy.*)

H. CRAIG,
Secretary.

D

London, 6th July, 1831.

DEAR SIR,

More time than you may think necessary has been consumed in corresponding with different Engineers on the subject contained in our letter to you of 17th ult. copy of which you will find on the other side, but which was unavoidable, in consequence of the explanations required at a distance and afterwards of the great difference in the amounts of the Tenders for completing the machine. We now find that uncertainty exists of having the Engine and Dredging machinery ready in time to ship to Canada this autumn, and this being the case, we have come to the decision to defer giving the order until we could hear from you again, the more so because we shall have an opportunity of making some observations which may be the means of getting an Engine and machinery better adapted to the work it has to perform. In our next we hope to be in a situation to submit the queries and remarks.—At present we shall only say that had we given the order the day we received it, it was doubtful if it could have been ready to ship by the last vessels of the season.

We remain, &c. &c. &c.

(Signed,) GILLESPIE, MOFFATT & Co.

(A true Copy.)

H. CRAIG,
Secretary.

D

London, 30th July, 1831.

G. MOFFATT, Esquire,
&c. &c. &c.

SIR,

You would learn by our last of the 6th instant, that in consequence of the uncertainty of getting the Engine and Dredging machinery ready to ship this autumn, we had declined giving the order until we communicated the result of our enquiries and observations relative thereto, and of hearing again from you in return, so that you might have an opportunity of making such alterations in the order already sent as you might deem improvements.

Having laid before several Engineers the power of the Engine required and the Dredging machine as stated by you, as well as the plan of the Dredging machine on the Clyde, we found that all of them strongly recommended that instead of a sixteen horse Engine you ought to have a twenty, to make a sixteen, all the parts of the twenty would be used with the exception of the Cylinder and Boiler, so that there would not be a difference of more than £50 to 60 between the cost of the two, the

saving in weight would not be considerable, and as you are desirous of having an Engine that would work fully up to the power stated, you will probably not object to have some power in reserve.—The twenty horse, when doing only the work of sixteen or under will only consume coals in proportion, and many occasions may occur in which the extra power may be useful, particularly if you adopt the plan of having two ladders and buckets instead of one as you will find herein submitted. Being therefore of opinion that an Engine of twenty horse power to drive one or two ladders as required, or used in any other way would be more serviceable, be submitted the following specification, which we believe to comprehend almost every thing and to be as particular as it well can, viz:—

“ A Bright best portable condensing Engine of twenty horse power
 “ on an independant iron frame with a flue boiler of Iron with funnel
 “ complete, spur wheels for working the fly, &c. two ladders of strong
 “ wrought iron ballast buckets thirty-three each, to work at the depth
 “ of sixteen feet water, the ladders and buckets to be used together or
 “ singly as required, and the power of the Engine to be diminished or
 “ increased accordingly, to work in the centre of the boat, to be made
 “ so as to convey its power to paddles to be placed on the sides of the
 “ boat, and the paddles to be disengaged at pleasure, strong wrought
 “ iron buckets with steel cutters, extra strong chains for the ladders
 “ to raise ballast from the depth of sixteen feet with all proper
 “ and requisite machinery, wheels, shafts and bearings, friction bonds
 “ and clutches to throw in and out of gear, the wair blocks and chain
 “ for lowering the end of ladders with a cast iron windlass barrel with
 “ clutch, break levers, &c. a strong cast iron windlass to be fixed on the
 “ Deck, to work by the Engine for hawling the mooring chains of the
 “ vessel with proper gear for the same to include all holding down bolts
 “ to correct the Engine and machinery with the timber or frame work
 “ of the Vessel and iron work for framing and carpentry, in fact including
 “ all metallic posts of the ladders and machinery and hinges for the
 “ shoots. The Engine and the whole of the machinery to be made of
 “ strength and of the best material; to be fitted in the very best and
 “ most substantial manner, great nicety of execution, strength, solidity,
 “ best material and substance will be required to resist successfully the
 “ severe work this Engine and Dredging machine will be exposed to in
 “ the Harbour of Montreal and River St. Lawrence.”

To which we have the following from Messrs. Barnes and Miller, of this neighbourhood, viz:—The time at which you may “ultimately determine on giving an order for the Dredging machinery; being so uncertain we find it extremely difficult to say any thing more than what has already passed between us in relation to price should it be expedient to adopt twenty instead of sixteen horse power, and to adopt the Dredging machinery and paddle wheels to the increased power *our*

“ *present price* for the entire apparatus, in conformity with your specification would be about £3000, but instead of having two dredging frames as you specify we should only furnish one with a change of speeds so as to suit either for gravel or mud. We have already emphatically stated to you, that it only happens from very particular circumstances, that we are willing at the present time to offer you such favorable terms as have been submitted, and as we have never before, and hope never again to be similarly situated, we beg you to understand that we will not hold ourselves bound beyond present period by these prices.”

Messrs. Boulton and Watt, write, “ we have examined the sketch of the Clyde Dredging machine and perused the accompanying memorandum for the same. We are of opinion that the Vessel and machinery as constructed in drawing is not calculated to answer the purpose intended.—First, it is stated the vessel is not to draw more than four feet of water. If the ladder is made to pass through the vessel so much will be cut away and destroyed, that the weight of Engine and Machinery will bring her down from eight to nine feet in the water.—In working the said machinery, the receiving Barge must lay across the stern of the vessel to take in the different substances, which would in a rapid river carry away the vessel from her moorings, be very unmanageable, and if the vessel is moored so strong that she is immovable, the labour on the Engine to move the whole forward while at work, would be much increased and take very strong chains to work her.—The ladder being in the middle would likewise cause the Engine and machinery to be at one end of the vessel, and the top rollers and friction blocks to be at the other end, this would cause a length of heavy shafts to be raised to a considerable height above deck, with framing the whole length of the vessel, which would not only encumber and take up most of the deck, which ought to be kept as clear as possible, but strain the vessel and make her top heavy; we therefore recommend the vessel to be made of sufficient width to carry one ladder over each side, with the Steam Engine in the middle of twenty horse power, which will enable them to work close into the shore on either side without swinging round, and will enable them to keep constant at work. The receiving barges will lay close alongside with their bows to the stream, and make room to hang on the light craft at the stern.—We propose to put two motions for working the buckets, one one-third lower than the other, to enable the Engine to drive through a stiff clay and through stony bottoms, with prongs and small steel pointed buckets, the other to work large buckets for mud and loose gravel, each ladder to have a set of buckets and chains for each purpose; the propelling wheels we place immediately before the shoots, which will not be in the way, as the paddle wheel box, and buckets will form one line and protect each other. The propelling machinery will be convenient to strike out of gear

“ when not wanted. If this plan is adopted, we believe the whole
 “ will be found convenient and very substantial—we have calculated
 “ the expense of the machinery, a statement of which accompanies
 “ this, which we hope will meet your views.—We therefore propose
 “ to furnish a bright best portable condensing Engine of twenty horse
 “ power on an independant iron frame for working Dredging machi-
 “ nery, a set of legs or ladder over each side of the said vessel, viz: all
 “ the machinery for working both ladders either together or separate,
 “ including wheels, pinions, friction blocks, plumber blocks, with
 “ brasses and cap bolts, all the shafts of worked and cast iron, all
 “ levers, striking and fast clutches, four square rollers, with brass
 “ and bolts for top and bottom of ladders, all friction rollers
 “ for both ladders, with steel and iron bolts for friction rollers, a set
 “ of plates for top, and cast iron frames for bottom of both ladders,
 “ one set of large buckets for raising mud and loose gravel with
 “ chain links, steel joint bolts and bucket bolts for each ladder, also
 “ one set of smaller strong pointed buckets with chain links, steel
 “ joints and bucket bolts, with hook prongs on single links for each
 “ ladder, for cutting and raising hard stiff clay or rough stony beds
 “ of rivers, two sets of iron pully blocks and chains, for raising and
 “ lowering the ladders, to work in water from six to sixteen feet deep;
 “ likewise two extra wheels to reduce the time of the buckets when
 “ in hard substances, together with machinery for working two
 “ paddle wheels, with the shafts and paddle wheels for propelling the
 “ vessel from place to place; likewise two strong cranes with double
 “ and single motions for lifting the shoots, hawling in barges or
 “ mooring the vessel when the Engine is not at work. The whole
 “ fitted up of the best materials and workmanship, and put on board
 “ any vessel in the port of London, for the sum of £3,700. The
 “ timber for framing and worked iron to fix the same, we have not
 “ included, as both can be found to more advantage at Montreal than
 “ in London. We will find a fit person to accompany the machinery
 “ and to fix the same and put it to work, he being paid for his time
 “ by the proprietors while engaged in so doing.” The two sets of
 ladders and buckets, and the two different speeds account for this
 estimate, being so much more than the former are. We have also
 the following from the Butterly Iron Works: “ We will undertake
 “ to deliver you in London, a Steam Dredging Engine such as descri-
 “ bed in your letter, also the proper apparatus for Dredging to a
 “ depth of sixteen feet water, and paddle wheels for propelling the
 “ boat which may be disengaged, at pleasure, proper warping crabs
 “ and machinery for raising and lowering the Dredging frame and
 “ its buckets, the Engine to be sixteen horse power, and to be
 “ fitted up in our best manner, with a wrought iron packet boiler and
 “ chimney, and the machinery strong, substantial and on the best
 “ plan we are acquainted with, for £2,700; the timber and carpen-

“ ters work to be provided in the country at your expense from our
 “ drawings, and the iron work for such framing and carpentry, to
 “ be sent out by us. We have made several Engines for Dredging
 “ roots and much machinery for that purpose, and should you favor
 “ us with your commands, we doubt not of giving you satisfaction.”

From Messrs Claude Girdwood & Co. of Glasgow, we have received the following: “ We have your esteemed favor of 11th current,
 “ and as you are inclined to give us a preference for the Dredge
 “ machine for the river St Lawrence, we therefore beg to submit the
 “ charge made by us for the two machines, the one with what you
 “ describe, and the other what we recommended.—In 1827 we
 “ furnished for the Commissioners of the Harbour and Docks of Leith,
 “ the metal material for a Steam Engine of sixteen horse power, and
 “ Dredging machinery with paddles and corrections for £2,966 5.—
 “ In 1830 we furnished for the corporation for improving the port of
 “ Dublin, a malleable iron boiler, with a Dredging machine and
 “ Steam Engine of twenty horse power, with paddles and corrections for
 “ £3,150. From the severe trial such machinery will be exposed to
 “ in the river St. Lawrence, an extra strength of material will be
 “ requisite, and under the circumstances, we do not see we could in
 “ justice either to you or ourselves, offer at a lower price than we
 “ have been paid, we have hinted our wish that you adopt the twenty
 “ horse power, and for this reason that we consider a sixteen horse
 “ Engine would not be sufficient.”—Having thus stated, we trust
 intelligibly the views and Tenders of four different Engineers on the
 subject of an Engine and Dredging machinery suitable for the work
 you intend it shall perform, we submit the whole for your information
 and consider the sooner you decide the better, whether to adhere to
 the order originally given and adopt the Butterly plan and tender as
 corresponding more with your views, increase the power of the
 Bolton & Watt’s scheme, or encrease the power of the Engine only,
 as stated by the other two, and have one ladder of buckets and gear,
 will be for you to determine, and which ever you prefer, on being
 made known to us, shall have our immediate attention; we only
 remark—further that the extra expense of a copper boiler instead of
 an iron one, would be about six hundred pounds, but then it is to be
 observed, that the old material of the one would be worth about two
 thirds of its original cost, while the other would be worth little or
 nothing; the oxidation destroys the iron in a few years, while the
 copper will resist it with fair play for 20. The size of the vessel to
 carry the Engine and Dredging machinery proposed by Bolton & Watt
 would be ninety feet long and twenty-three wide.

We remain, &c. &c.

(Signed,) GILLESPIE, MOFFATT, FINLAY & Co.
 (*A true Copy.*)

H. CRAIG,
 Secretary.

E.

Montreal 12th October, 1831.

To Messrs. Gillespie, Moffatt, Finlay & Co.—LONDON.

GENTLEMEN,

I have to acknowledge the receipt of your letters of the 17th June, 6th and 30th July, the latter assigning your reasons for delaying the execution of the order for the Steam Dredging machine, and communicating the result of your correspondence with four manufacturing establishments on the subject, the original of this letter was received by way of New York nearly a month ago, and it would have been replied to in due course, but the circumstance of your having omitted to insert the communication of Messrs. Girdwood & Co. that deficiency has been supplied by the receipt of the Duplicate of your letter which came to hand by the ship Royal William, lately arrived at Quebec.—The Commissioners have perused your several communications, and as it was doubtful whether the machinery could have been got ready for shipment this season, they cannot blame you for affording them the opportunity of revising the order in relation to the power of the Engine, but they regret very much that any uncertainty on the subject should have existed, as the arrival of the Engine this Autumn was very confidently expected, and its reception would have insured its being put in operation next season.

With these observations I am desired to state that the Commissioners approve of the substitution of an Engine of twenty horse power in place of one of sixteen. With respect to the other parts of the order, they do not perceive that any modification or enlargement of the authority already given you is required.—The Commissioners might perhaps have been better qualified to judge of this if you had sent out the whole of your correspondence with the parties to whom you applied, but this is only conjecture, and they do not wish further to delay positive arrangements for the shipment of the machinery by the early spring vessels.—Messrs. Bolton & Watt have entered very fully into the subject, and suggest a different arrangement of the Dredging machinery, but without increasing the power of the Engine, the double frame which they propose, would do little if any more work than a single frame, while use by friction would undoubtedly be greater.

The Commissioners therefore adhere to the plan of having the Dredging frame placed in the middle of the boat, and they understand that such is the plan generally adopted with the Dredging vessels employed in Great Britain, none of the other Engineers consulted, have recommended that alternative, and the boat will not be much employed in the very rapid parts of the river of this Province as Messrs. Bolton & Watt seem to apprehend, for where the water is

very rapid, there is generally depth, or the nature of the bottom is such as not to be acted upon by Dredging machinery.—The cost of the machinery will apparently exceed considerably the sum mentioned in my letter of the 3d May last, you were not restricted to that sum, and it is not our intention to restrict you to any precise sum, being fully persuaded that you will procure the machinery on the most favorable terms.—The offer made by the Butterly Iron works is the lowest submitted to us, and it should be accepted if you are satisfied that the work will be as good, as well fitted and finished, and as substantial as that of Barnes & Miller, or Claude Girdwood & Co., but we beg you will satisfy yourselves in this respect before giving the order, and whether the cost is to be £2,700 or £3,150, let the machinery be of the best description, for the work it has to perform without, as formerly stated, adding to the cost for mere polish not essential to the excellence and utility of the machine itself. In the specification which you submitted to the Manufacturers, we do not perceive that any mention is made of the draught of water which the boat is to draw; with all her gear on board it is desirable that her draught should not exceed four feet, tho' if issential it may extend to five feet, but for the River Richelieu the boat would be more useful if only drawing four feet, and the attention of the party with whom you may agree to furnish the machinery, will of course be directed to this when preparing the plans for the Vessel to be built in this country for the reception thereof, we think it will also be advisable to import the chains and anchors required for mooring the Vessel when employed, as the strength required will be best understood by the Manufacturers, and if these are not included in the tenders as part of the items to be supplied for the sums mentioned, let them be procured and sent out along with the machinery. We have also to observe that all the tenders made to you do not expressly state that the iron works required for setting up the machinery and securing it to the vessel is to be furnished by the party, but this must be understood, and we shall accordingly rely on its being sent out.—You will perhaps have already concluded that we do not want a copper boiler with the Engine, but in case of any doubt being entertained on the subject, we beg to say so.—We have not been able to ascertain in what part of the kingdom the Butterly Iron Works are situated, but Mr. P. Fleming professed to be acquainted with the quality of the iron made there, and considers it much inferior to the Muirtown iron.—We think it well to mention this, altho' it may be superfluous.—We cannot however too strongly impress on your minds, the great importance of sending out such machinery only as may be perfectly relied on.—You will also please to bear in mind the necessity of sending out as early as possible, the plans of the Vessel to be built for the Engine, and to guard against accidents, be pleased to transmit them

in Duplicate.—When giving out the order, we beg you will again refer to our letter of the 3d May last, in connexion with this, and it only remains for me to add that so soon as you apprise us of the terms of your arrangement for the machinery, a further remittance will be made to you to cover the cost thereof.

I remain, &c. &c.

(Signed,)

G. MOFFATT,

*Chairman of the Commissioners for
improving the Harbour of Montreal.*

(A true Copy.)

H. CRAIG,

Secretary.

No. 17.

(Signed,) AYLMER, Governor in Chief,

The Governor in Chief transmits for the information of the House of Assembly, in conformity with their Address of the 5th instant, copies of such Correspondence and Documents as have come into his possession, relating to the execution of the Acts of the Legislature, providing for the purchase of a Steam Dredging Vessel.

Castle of St. Lewis,
Quebec, 23rd December, 1831. }

No. 18.

Quebec, 24th February, 1832.

SIR,

I had lately the honor of transmitting to you to be laid before His Excellency the Governor in Chief, copies of two letters received by me from London, advising the arrangement made to provide the Engine and machinery required for the Dredging vessel, and intimating that the whole would be shipped early in spring, and be accompanied by a person competent to set up the work, and work the vessel.

At that time it was presumed that the Assembly would have made the further appropriation required, to enable this service to be duly carried into effect, but as the Legislature is on the eve of rising, and no further appropriation has been made, I deem it expedient without waiting to communicate with my colleagues at Montreal, to bring

the subject under His Lordship's consideration, in order that the Harbour Commissioners may be further instructed with as little delay as possible.

The appropriations hitherto made, amount to £4,500 currency, it is supposed that the Engine and machinery will cost, delivered at Montreal, £4000 exclusive of the wages and expenses of the Engineer; and it is therefore evident that the hull of the vessel cannot be undertaken until the matter can be again submitted to the Legislature.

It is now too late to countermand the machinery, and it may also be too late to countermand the sending out of the Engineer—but it appears desirable that this should be attempted, as the services of the individual would be lost to the Province. I beg therefore that you will be pleased to submit this communication to His Excellency, and if His Excellency should deem it expedient to authorize the Harbour Commissioners to cause the engagement of the Engineer to be cancelled in the event of his not having embarked on such terms as His Excellency may be pleased to indicate, or if left to the discretion of the parties employed in England, as to them may appear advisable, no time shall be lost in making the necessary communication to London.

As soon as the machinery comes to hand, the Commissioners will report the same for His Excellency's information and instructions, and it is probable, that at that time, a considerable part of the remainder of the money appropriated will be required to remit the balance that will be due on the Invoice.

I have, &c. &c.
(Signed,)

G. MOFFATT.

(A true Copy.)

H. CRAIG,
Secretary.

CASTLE ST. LEWIS,

Quebec, 27th Feby, 1832.

SIR,

Having submitted to His Excellency the Governor in Chief your letter of the 24th instant, on the subject of the Dredging machine expected from England, towards the expense of which no further provision has been made by the Legislature, and requesting instructions for the guidance of the Commissioners for the Harbour of Montreal, I have received the commands of His Lordship, to inform you that under the circumstances stated in your letter, he would recommend to the Commissioners to communicate without loss of time with the parties who have been employed by them in England

in obtaining the Steam Engine for the Dredging machine, with a view of cancelling upon the most advantageous terms that can be obtained, the engagement of the person who was to have proceeded to this country for the purpose of having the management of the machinery, his services not being now required.

I have, &c. &c.
(Signed,)

H. CRAIG, *Secy.*

(*A true Copy.*)

H. CRAIG,
Secretary.

OFFICE OF THE HARBOUR COMMISSIONERS,

Montreal, 6th July, 1832.

SIR,

I have the honor to acquaint you for the information of His Excellency the Governor in Chief, with the arrival in port on board of the Brig Amity, of the machinery intended for the Steam Dredging vessel, and that arrangements have been made to land it and transport it to the Naval Store, at the cross—in which the Naval Department have kindly appropriated room for its reception.—The situation is dry and very convenient to the ship yards.

The discretions given to cancel the agreement with the Engineer were received in time, and although he has accompanied the machinery he comes out on his own account and will only be employed to superintend the landing of the machinery and the examining of such parts of it as require to be protected from rust.

In making this communication to Lord Aylmer; I have to request that you will be pleased to submit for His Excellency's consideration, the expediency of remitting the provincial duty claimed by the Officers of His Majesty's Customs, on the cost of the machinery, and a deposit of which has been in the mean time made.—To remit this money to the fund in which Upper Canada is entitled to participate, would be in effect to impose an extra burthen on this Province, to the extent of such participation for a purpose intended to be useful to both.

I have the honor to be, &c. &c. &c.

(Signed,) G. MOFFATT,
Chairman

Lieut. Col. Craig, }
&c. &c. &c. }

(*A true Copy.*)

H. CRAIG,
Secretary.

OFFICE OF THE HARBOUR COMMISSIONERS,

Montreal, 31st August, 1832.

SIR,

I had the honor of addressing you on the 6th ultimo, and to which I crave reference—No communication having been made to the Commissioners in relation to the provincial duty on the Dredging machine, the same has been adjusted and paid.—I have now to acquaint you for the information of His Excellency the Governor in Chief, that the accommodation tendered by the Naval Department for the storage of the machinery having been found insufficient, the Commissioners deem it the best, as well as the most economical course to erect two temporary buildings for its reception, and which have been put up with the approbation of the Naval Department in the immediate vicinity of the Guard House, at the cross at an expense of £42 0 4½, one half of which may be got back by the sale of the boards when the buildings shall be no longer required for the machinery—into these buildings the machinery is now removed and the Engineer who came out in the vessel has been employed to clean and put the whole into as good order and condition as when it left the manufactory, many parts of it had contracted more or less rust on the passage; and in some instances the damage appeared to be such as to induce the Commissioners to think the vessel would be liable—they therefore called a survey which was attended by J. Molson, Jr. and John Torrance, Esqr. who have respectively imported several Steam Engines from Great Britain; and by whom the damage was pronounced to be slight and not greater than is usually incurred on similar importations. The machinery was minutely examined by the same parties and pronounced to be highly creditable to the manufacturers.—The Dredging parts of the machinery are new in the country; but they appear to be very substantial, and no doubt is entertained that if properly set up, the machinery will work well, and prove a valuable acquisition to the Province, it is of the utmost importance however, that when set up it should be done by a person who well understands it, for the least inaccuracy in fitting the several parts might occasion serious breakage and expensive repairs besides the loss of time.

The Engineer is allowed while employed by the Commissioners (and his services will be required for about a month longer) the rate of salary stipulated in the agreement which had been made with him in Scotland, and Messrs. Molson and Torrance, strongly recommend his being retained until the Legislature can be again consulted with respect to the completion of the undertaking. The Engineer having belonged to the establishment where the machinery was made, and assisted in fitting it before embarkation, must be better qualified to set it up and work it than a stranger, and the gentlemen already mentioned have further assured the Commissioners, that were another Engineer to be procured, even from Great Britain, he would be much less likely to succeed in the

fitting up and setting in operation the machinery than he who first set it up, whose salary is moderate, less it is believed than any other competent Engineer procured either in this Country or Great Britain, would require. The Commissioners see much force in these reasons. The connexion between the Engine and the Dredging gear must no doubt be carefully and nicely managed, and as the whole will require to be oiled and the polished parts retouched every three or four months, while not in use, the Commissioners are unanimously of opinion that the Engineer ought to be retained.—He appears to be a decent, careful and laborious man, one who would readily find employment in the country—and he is willing to be employed in any factory here, when not required about the Dredging machinery, his earnings at such times would in part defray his salary, and if retained for the term of his engagement of which a copy is transmitted herewith the sum of forty pounds sterling, allowed to him to cancel it at home would be imputed on his salary.—The Engineer is willing to make this arrangement or to fix a sum to be received by him in nature of a retaining fee, and in consideration of which he would oblige himself to enter upon his engagement at any time he might be required to do so within two years from the date of his arrival.

This Communication should have been made immediately after the landing of the machinery, at which time the understanding was had with the Engineer, but it has been delayed through my indisposition; and I have now to request you will have the goodness to transmit the matter to His Excellency in order that the Commissioners may receive His Lordship's commands thereon at your early convenience.

I have the honor to be, Sir, &c. &c.

(Signed,) G. MOFFATT,

Chairman of the Harbour Commissioners.

To Lieut. Col. Craig, }
Civil Secretary. }

(A true Copy.)

H. CRAIG,
Secretary.

No. 19.

OFFICE OF THE HARBOUR COMMISSIONERS,

Montreal, 31st August, 1833.

Sir,

I have the honor to transmit herewith, copies of the Invoice of the Dredging machinery and the communications which accompanied it, for the information of His Excellency the Governor in Chief, and I also transmit an estimate of the sum required to pay the balance due to

Messrs. Gillespie & Co., and to cover the expenses incurred and to be incurred, here amounting in the whole to £1800 currency, for which sum I pray you will have the goodness to move His Lordship to issue his Warrant in favor of the Commissioners.

To Lieut. Col Craig, }
Civil Secy. Quebec. }

Balance due to Gillespie & Co. on the Invoices of the Dredging machine for their account.

	£	s.	d.
£1059 11 0 Stg.	1177	5	7
11 per cent. for a Bill at sight	129	10	0
Provincial Duty	85	8	9
Cost of two temporary buildings	42	0	4½
Cartage of the machinery to the cross	31	6	3
Engineer, labourers and other contingencies	103	4	0½
	<hr/>		
	£1568	15	0
Less balance in hand from former acct.	68	15	0
	<hr/>		
	£1500	0	0
	<hr/>		

I have, &c. &c.

(Signed,) G. MOFFATT,

Chairman of the Harbour Comrs.

(*A true Copy.*)

H. CRAIG,

Secretary.

This agreement made and entered into, between the Honble. G. Moffatt, Chairman of the Committee, appointed by the Legislature of Lower Canada, for the improvement of the Harbour of Montreal, of the one part; and James Dunbar, Esqr. presently residing in Glasgow, of the other part; witnesseth that the said James Dunbar, hath bound as he hereby binds and obliges himself immediately on being required to proceed to Montreal, in such vessel as the Agents in this Country of the said first party may point out, and upon his landing there to place himself under the orders and directions of the said Honble. George Moffatt, as Chairman of the aforesaid Committee, or his successors in Office, as Chairman of the said Committee or any person or persons to be appointed by them, and faithfully, dutifully and honestly to serve the said Committee or their's aforesaid in the capacity of an Engineer in Montreal, and for the purpose of fitting up and completing Dredging machinery in a boat now building at Montreal; and thereafter to use and work and keep in repair the said machinery, at such place or places

as the aforesaid Committee or their Chairman for the time, or the person or persons to be appointed by their said Chairman for the time, may direct and require, a small cabin being comfortably fitted up for his accommodation in said boat, to enable his remaining on board when his attendance on the machinery may render it necessary—and also to teach and instruct any person who may be put under his charge, by the said George Moffatt, or his foresaids, the most approved modes of working the said machinery and of keeping the same in a good and sufficient state of repair, so as to render the said person capable of acting as his the said James Dunbar's Assistant, and that for the period when the said James Dunbar embarks at Greenock for Montreal, on board the vessel to be provided for him as aforesaid, until the first day of December, 1834, during which period the said James Dunbar, binds and obliges himself that he shall conduct himself diligently, faithfully and honestly to his employers, that he shall use his best exertions in carrying into effect the ends and objects in which he may be employed by them, and in teaching and instructing for the purposes aforesaid, the person who may be placed under his charge, that he shall protect and preserve to the utmost of his power, the property and other effects belonging to his said employers committed to his charge, and that he shall not on any occasion absent himself unless by reason of sickness, or desert from his said service without having first had and obtained, declaring that if the said J. Dunbar shall contravene this provision, the said James Dunbar shall not only forfeit and pay to the said first party and his aforesaid, the sum of ten shillings sterling for each day during which he shall absent himself, of liquidate damages, nor subject to modification by any Court or Judge whatsoever. But it shall be lawful to the said Honble. George Moffatt, or his aforesaid, and he and they shall have full power and authority, their notwithstanding of what is before written, in giving the said James Dunbar ten days previous notice of such their intention to dismiss him from employment, the said first party always making payment to the said James Dunbar, of the sums that may be due to him the said James Dunbar; and at the time of his leaving their service under deduction of the liquidate damages which may have been incurred by the said James Dunbar, in manner foresaid from deserting his service or absenting himself therefrom. For which causes, and on the other part the said Hon. Geo. Moffat, as Chairman foresaid, binds and obliges himself and his successors on Office and the foresaid Committee; not only to provide, upon their own proper charges and expences, a cabin passage for the said James Dunbar, on board the vessel to be pointed out by their Agents, in manner foresaid; and to pay the whole charges attending his voyage to Montreal foresaid, but also to make payment to the said James Dunbar, of the sum of three pounds sterling money, weekly and each week, from the time of his sailing from Greenock, until the said first day of December, 1834, payable the said wages by monthly

Installments, and with a fifth part of each installment of liquidate penalty, in case of failure in the punctual payment thereof besides the lawful interest of each instalment from the time when it becomes due till payment—and both parties bind and oblige themselves to perform their respective parts of the premises to each other under the penalty of fifty pounds sterling, to be paid by the party failing to the party observing or willing to observe the same besides performance.

In Witness whereof :

Signed, sealed and delivered (being first duly stamped) by the said
Honble. George Moffatt, and in presence of

† †
† †

The same test for James Dunbar.

(A true Copy.)

H. CRAIG,
Secretary.

Glasgow, 3rd May, 1832.

HONBLE. SIR,

With reference to your correspondents, Messrs. Gillespie, Moffatt, Finlay & Co. of London, we now have the pleasure of handing you a bill of lading with detailed particulars of the material of Dredging machinery, as shipped by us on board the Brig Amity, Captain Mercer, for Montreal, to your address; the invoice we have forwarded to London. Being told the machinery is not to be put into the boat this year, we entreat you will cause every attention to be paid in preserving the same in the high state of finish, it now has, and to do this we would strongly urge the whole being put in a very dry store; and immediately afterwards that the whole be cleaned and regreased in case of injury having been sustained during the voyage; and that a similar operation should take place six months thereafter.—This cleaning we consider essential equally for your interest as ours; and if attended to the whole when erected, will not only give satisfaction to all parties connected with it, but from being something superior to any thing yet seen in your Country, will by prompting the vanity of the Engineer, conduce to his always keeping it in the same state of polish, and in doing so the essential point, the working parts are at the same time attended to.

The young man, James Dunbar, who was engaged to you as Engineer of the boat goes out with the Amity, as an adventurer—and from being an intelligent and deserving person, we take the liberty of requesting for him your advice and protection. We have given to him the indenture which has been extended, that should you hereafter think of renewing the engagement, it will only require to be dated and signed before witnesses.

He has undertaken to look after the machinery, whilst on board of the Amity.

We have, &c. &c. &c.

(Signed,)

CLAUD GIRDWOOD & Co.

To the Honble.
George Moffatt, Montreal. }

(A true Copy.)

H. CRAIG,
Secretary.

Invoice of a Steam Engine of twenty horse power and Dredging machinery, &c. therewith connected, shipped by Claude Girdwood & Co., Glasgow, on board of the Amity, John Mercer, Master, to the address of the Honble. George Moffatt, Montreal, being on account and risk of Messrs. Gillespie, Moffatt, Finlay & Co. London.

Glasgow, 5th May, 1832.

[G]

A Steam Engine of twenty horse power with a malleable Iron Boiler of twenty-two horse power, furnace, doors, grating, bars, &c. funnel and chain for staying same to deck, propelling paddles for boat with Dredging machine complete, having a bucket frame with thirty-four buckets and chain for working same, a set of blocks with two or three shieves for hoisting and lowering buckets, topping, gearing for same purpose by power of Engine, wheels, shaft and tumbler for working buckets, hand pump for pumping bilge water, and filling boiler with stop cocks and pipes, four double powered cranes, and all necessary screw bolts for fixing machinery to boat, estimated price

£2800 0 0

Spare articles	cwt.	qr.	lbs.	s.	d.	
1 Under tumbler with shaft, bearers, bolts, &c. complete	34	0	17	at 32	8	55 15 7½
3 Do. shafts cast in iron moulds to harden	12	0	21	" 16	4	9 19 0½
5 Bearers for under tumbler, cast as above described	7	0	1			5 14 5½
1 Roller for bucket frame	1	1	9	" 12	0	0 18 7½

72 7 9½

Carried forward £2872 7 9½

Brought forward £2872 7 9

	cwt.	qr.	lbs.	s.	d.	£	s.	d.
1 Do. for chain for hoisting buckets	1	0	2	at 14	0	0	14	3
12 Buckets for under tumbler hardened	1	13	3	“ 16	4	1	10	5½
4 Malleable Iron buckets with eight double and single links, bored and steeled with sixteen steel pins fitted in same, at	£18	10	0	each		7½	0	0
6 double links, bored and steeled in joints	5	2	5	“ 112		31	1	0
14 Single do. do. do.	8	2	10	“ 84	0	36	1	0
	cwt.	qr.	lbs.	s.	d.			
12 Pins with cuttrels fitted	1	0	26	at 84	0	5	3	6
1 large mooring anchor with two flukes	5	3	11	“ 32	8	9	11	0½
42 Fathom chain, 1 inch diameter, short links, with shanks	24	3	21	“ 23	4	29	1	10½
4 Single fluke anchors for mooring vessel when at work	16	1	6	“ 32	8	26	12	7
72 Fathoms chain for do. in 4 pieces with shackles for attaching 2 anchors, short links 7/8 in diameter	33	1	3	“ 25	8	42	14	1¼
2 Chains attached to bucket frame with eye bolts, guides and screws for stenting them on frame, the use of these chains being in case of any accidents happening to the bucket frame machinery, that it may be taken out of the water without much trouble	2	2	2	“ 35	0	4	13	9
4 Long stay bolts with nuts and cuttrels for staying vessel fore and aft	15	0	2	“ 32	8	24	10	7
6 Cast iron brackets for do.	7	2	6	“ 11	0	5	5	9
4 Large bolts for fixing do. to keelsons	1	0	8	“ 37	4	2	3	4
Casing for closing in deck, round funnel with bolts for joining do.	2	2	16	“ 16	4	2	3	2

295 6 5

Carried forward £3167 14 2½

Brought forward £3167 14 2½

	cwt.	qr.	lbs.	s.	d.	£	s.	d.	
4 Long wood screwed bolts for fixing Engine beams to keelsons	0	2	21	7	8	2	11	4	
1 Pair 7 inch blocks with 2 and 3 scheives, and 25 fathom rope						10	0	0	
							12	11	4
							3180	5	6½
							8	0	0
12 Packing boxes							£3188	5	6½

NOTE OF CHARGES.

Duty on £2800 at ½ per cent.	£14	0	0
Bills Lading	0	4	6
Paid shipping Agent	3	10	0
River and crane dues	9	16	0
			£27 10 6
Cash paid James Dunbar, Millwright, 2d May, in terms of letter of 19th April	10	0	0
Do, do. do. } 5th May do. do. }	30	0	0
Do. paid McGrigor Murray, and McGri- gor, writers, Glasgow, 5th May, for draw- ing agreement between the Hon. G. Moffatt of Montreal, and Jas. Dunbar, Millwright, with stamp, &c. &c.	4	11	0
			44 11 0
			£72 1 6

Invoice of a Steam Engine of twenty horse power and Dredging machinery, &c. therewith connected, shipped by Gillespie, Moffatt, Finlay & Co. of London, on board of the Amity, Mr. Mercer at, Glasgow, for Montreal, consigned to the Honble. George Moffatt, there by order and for account and risk of the Commissioners for improving the Harbour of Montreal, viz :

[G] 1 to 206, 207 pieces without, No. 88	} Per invoice and specification here- with from Claude Girwood & Co.
Loose, 295	
1 at 12 12 bxs.)	

£3188 5 6

Brought forward

£316 5 6

5 per cent. discount for cash,
on £2250 being sum remitted
us in part of cost of the above.

Export duty on £2800 at $\frac{1}{2}$
per cent.

River and Crown dues.

Bills lading, 4s. 6d. pos-
tages 5's 6.

Agency for shipping.

Freight and primage.

Premium Insurance on £3350
to cover at 30. per cent. and
Policy 5s. 3d.

	£	s.	d.
112 10 0			
<hr/>			
3075 15 6			
14 0 0			
9 16 0			
2 15 0			
3 10 0			
100 0 0			
<hr/>			
130 1 0			
59 3 6			
<hr/>			
£3265 0 0			

Due in Cash this day.

London, 20th May, 1832.

E. E.

(Signed,) GILLESPIE, MOFFATT, FINLAY & Co.

(A true Copy.)

H. CRAIG,

Secretary.

Messrs. Moffatt, Quesnel and Piper, of Montreal, in Account Current
with Gillespie, Moffatt, Finlay & Co. of London.

Dr.

May 20th, 1832.

To Amount of our Invoice of a Steam Engine and
Dredging Machine shipped per Amity, Mercer, from
Glasgow to Montreal, due in cash this day.

£3265 0 0

To paid Claude Girdwood & Co. for cash.

Paid 2d May, to James Dunbar, Millwright.

10 0 0

Do. 5th do. do. do.

30 0 0

Do. McGregor & Co. Writers for drawing agreement
between the Honble. G. Moffatt, of Montreal, and Jas.
Dunbar, Millwright.

4 11 0

£3309 11 0

Gr.

Brought forward

£3309 11 0

September 9, 1831.

By G. Moffatt's remittance of Bill on Thos. Wilson
& Co due this day.

2250 0 0

Balance due, Gillespies & Co.

£1059 11 0

London, 20th May, 1832.

E. E.

(Signed,) GILLESPIES, MOFFATT, FINLAY & Co.

*(A true Copy.)*H. CRAIG,
Secretary.

London, 29th May, 1832.

The Honble. GEORGE MOFFATT,

*Chairman of the Committee for improving
the Harbour of Montreal.*

SIR,

We herewith hand your Invoice and specification of a Steam Engine and Dredging machinery connected therewith, shipt at Glasgow, per the Amity, John Mercer, Master, bound for Montreal, amounting to £3,265, say three thousand two hundred and sixty-five pounds, due the 20th instant, a bill lading with a copy of the specification was forwarded by the vessel, and we hope that they may arrive safe and to your satisfaction.—We annex to the invoice statement of Account Current by which you will perceive that there remains due us a Balance of £1059 11 0 say one thousand and fifty-nine pounds eleven shillings; we have charged no Commission on this transaction although it was attended with an infinity of trouble and consumpt of time in conservation and correspondance and such as we could not again undertake without a handsome per centage.—We have not allowed interest on the bill remitted to us in part payment of the cost and charges of the Engine and machinery, but we have allowed all the discount we could obtain off the same so far as we were enabled to do so by the amount in our hands, should a remittance for the balance due us reach soon, it is not our intention to charge interest on the amount of said balance.

The Engineer engaged to accompany and superintend putting up the machinery and working of same, having been thrown out of employment by cancelling his agreement with you decided on going to Canada in search of something to do, and took passage by the Amity, and it is

understood that should you on his arrival at Montreal, wish to renew his agreement, he is to serve you in the terms of the Indenture and that the forty pounds paid him, for cancelling same is to go in part payment of his wages; should you not require his services to attend the working of the machinery, he obliged himself in consideration of the sum paid to superintend the packing of the whole in the vessel seeing it landed and carefully stored all of which we considered of importance; we would suggest the propriety of having the whole unpacked after landing, and the polished parts cleaned and oiled to prevent rust, indeed the operation may be found necessary every four or five months; besides as the boat is yet to build, the young man might be profitably employed as an Engineer, in directing the proper construction of the same; we understand few are better qualified to do so or more steady.

With these observations;

We beg to remain,

Sir, &c. &c. &c.

(Signed,) GILLESPIE, MOFFATT, FINLAY & Co.

(*A true Copy.*)

H. CRAIG,
Secretary.

CASTLE ST. LEWIS,

Quebec, Ath September, 1832.

SIR,

Having submitted to His Excellency the Governor in Chief, your letter of the 31st ultimo, respecting the Dredging machinery, and on the expediency of securing the services of the Engineer who had been engaged to superintend the same, I have received the commands of His Lordship, to express to you his thanks for the detailed and satisfactory account of the machinery above alluded to, contained in your letter and to convey to you his approval of the employment of the Engineer, until an opportunity shall present itself of communicating with the Legislature upon that subject.

I have the honōr to be,

Sir, &c. &c. &c.

(Signed,) H. CRAIG,
Secretary.

(*A true Copy.*)

H. CRAIG,
Secretary.

No. 21.

Quebec, 21st January, 1833.

SIR,

I have the honor to enclose for the information of His Excellency the Governor in Chief, an estimate of the probable amount required to complete and put into operation the Steam Dredging machine, which I have just received from Montreal.

I have, &c. &c. &c.

(Signed,) G. MOFFATT,
Chairman of Harbour Commissioners.

Lieut. Col. Craig,
Civil Secretary. }

An Estimate of the probable amount of completing and putting in operation, the Steam Dredging machinery.

Sums appropriated by the Legislature.	£4500	0	0
Received in account and disbursed as per account rendered.	4281	18	0
	<hr/>		
	£	218	2 0
	<hr/>		
Probable cost of the hull of the Boat.	£1600	0	0
Expence of setting up machinery.	500	0	0
Outfit of the boat.	100	0	0
Cost of 12 barges or scows for receiving soil, including anchors and cables.	350	0	0
Occasional repairs of machinery and other contingencies.	250	0	0
	<hr/>		
	£2600	0	0

Memorandum.—The balance on the former appropriation of £218 2 0 will be required to defray the expences of taking care of the machinery and defraying the wages of the Engineer.

The expences incidental to working the boat are not mentioned as the Commissioners propose that the parties having the use of the boat should defray the expenses of working it.

Montreal, 16th January, 1833.
(Signed,) G. MOFFATT, Quebec, 21st January, 1833.
JULES QUESNEL,
N. C. RADIGER, Secretary.

(A true Copy.)

H. CRAIG,
Secretary.

AYLMER, Governor in Chief.

Referring to the Act passed by the Legislature in the Session of one thousand eight hundred and thirty, intituled, "An Act to appropriate a certain sum of money for the purpose of a Steam Dredging Vessel," and to the Act first, William IV. chapter forty-one, intituled, "An Act to appropriate a further sum of money for the purchase of a Steam Dredging Vessel." The Governor in Chief transmits to the House of Assembly, copy of a supplementary estimate received from the Commissioners for improving the Harbour of Montreal, of the probable amount required to construct and put in operation the vessel above mentioned, also copies of several documents shewing the necessity for the present application on the part of the Commissioners; and the Governor in Chief submits to the consideration of the House, the expediency of providing for the object in view

CASTLE ST. LEWIS,

Quebec, 20th January, 1833.