

# 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: Cover title page is bound in as last page in book but filmed as first page on fiche.

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.

<b>10x</b>		<b>14x</b>		<b>18x</b>		<b>22x</b>		<b>26x</b>		<b>30x</b>	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	<b>12x</b>		<b>16x</b>		<b>20x</b>		<b>24x</b>		<b>28x</b>		<b>32x</b>

CANADA.

COPIES OF TWO DISPATCHES

Upon the Subject of the

WELLAND CANAL.

---

Ordered by The House of Commons, to be Printed,

17 June 1828.

CANADA.

COPIES OF TWO DISPATCHES

Dated 12th March 1827 and 28th February 1828, from the Lieutenant Governor of *Upper Canada* to the Secretary of State for the Colonies, upon the subject of the WELLAND CANAL.

Copy of a Dispatch from the Lieutenant Governor of Upper Canada, to the Secretary of State for the Colonies.

York, Upper Canada, 12th March 1827.

MY LORD,

I HAVE the honour to transmit to your Lordship, a Letter which has been addressed to my Secretary by the President and Directors of the Welland Canal Company; from which your Lordship will perceive that they desire to ascertain whether the circumstance of £. 90,000 having been actually expended, and £. 75,000 available, and about to be expended without delay, upon a work of great public benefit, will not be deemed by His Majesty's Government sufficient security to induce them, within the spirit of a communication which I formerly received from your Lordship, to borrow for the Company the sum of £. 50,000 sterling, required to complete the work.

I trust that the circumstance of the Government of the Colony having been enabled, by Acts of the Legislature, to lend £. 25,000 to the Company, and to take stock to the amount of £. 50,000, will convey to your Lordship so strong an impression of the confidence which is reposed here in the conduct of the Undertaking, as to induce a compliance with the desire of the Company.

I have, &c.

Earl Bathurst, K. G.  
&c. &c. &c.

(signed) P. MAITLAND.

A true Copy.

*R. W. Hay.*

(Inclosure.)

Welland Canal Office, March 10th, 1827.

SIR,

I HAD the honour, in December last, to lay before his Excellency the Report which had then recently been published by the President and Directors of the Welland Canal Company, setting forth a statement of the affairs of the Company, and of the progress and state of the work.

The terms in which his Excellency was pleased, at the opening of the last Session of the Legislature, to recommend this great Undertaking to their continued favour and protection, were most gratifying to the Company, and must have been so to all who take a zealous interest in the improvement of this Colony. The support which has in consequence been extended to the Company, is most liberal, and cannot fail to ensure the work being conducted to a successful termination.

The great anxiety, however, which is felt by the President and Directors to contribute to so desirable a result by every means in their power, induces them to submit to his Excellency the following representation.

Of the £. 200,000 stock authorized to be sold by the Company, £. 93,000 has been subscribed by individuals. The mercantile failures of the last year, and other causes, have occasioned £. 10,000 of this stock to revert to the Company for the nonpayment of instalments, after considerable payments (in most instances 25 per cent) had been made on account of it. On the remaining £. 83,000, 73 per cent has been paid, which has been all expended on the work, and 27 per cent remains to be called in, the punctual payment of which there is no reason to doubt.

The subscription of stock made by the Government, under the authority of the late Act, to the amount of £. 50,000, leaves but £. 57,000 to be taken up, provided purchasers can be formed for the £. 10,000 forfeited.

The operations of the next season must be very speedily commenced; the payments in the stock held by the Government will enable the Company for several months to prosecute the work with vigour; but in the present depressed state of the commerce in this part of the world, an uncertainty very perplexing to the Company remains as to the residue of the stock, without which a suspension of operations must take place, disadvantageous to the Undertaking, and embarrassing to the Contractors.

His Excellency is aware that the stock held by the Government is accepted under the Act, upon the condition, that in consideration of its being paid up in full as rapidly as it may be required, the Company is to pay to the Government interest at six per cent upon the whole amount, £. 50,000, until the expiration of one year after the Canal is completed from the Grand River to Lake Ontario.

It becomes, therefore, the more urgent upon the Company to hasten as much as possible the consummation of the work; and they are confident his Excellency feels deeply of how much importance its completion is to the western sections of Upper Canada. There seems in this advanced stage of the Undertaking no reason to doubt that the hopes hitherto entertained of completing the whole Canal for about £. 230,000 will be realized. There has been already expended upon it about £. 90,000, including the £. 25,000 lent by the Government. The remaining instalments upon the stock now held by individuals will produce £. 25,000; and this sum, with the £. 50,000 now subscribed by the Government, and the aid very generously intended to be contributed by the Imperial Government, if it can be obtained during the present season, will enable the President and Directors to expend a sum not less than £. 93,000 during the present season, and as soon as the contractors may require it.

Thus his Excellency will perceive, that there has been already expended on the Welland Canal £. 90,000, and that the Directors can apply, during the approaching season, the sum of £. 93,000, which leaves not more than £. 50,000, to enable the Company to proceed without interruption.

The Company trust that they may, without impropriety, allude to a communication which on a former occasion was made to the Legislature, that His Majesty's Government would, on certain conditions, and in furtherance of objects of public benefit to the Colony, advance sums of money upon the same rate of interest as must be paid by His Majesty's Government, and on terms that would admit of the debt being very gradually extinguished.

Assuming that £. 50,000, would suffice in addition to the present means of the Company to complete both sections of the Canal, it has suggested itself to the Directors, that if His Majesty's Government would consider the actual expenditure of £. 170,000, as sufficient security to render it prudent to afford the accommodation alluded to, and would raise, by loan in England, for the Company, the funds still wanting, say £. 50,000, sterling, the Directors, relieved from the uncertainty of stock being subscribed by individuals, might safely proceed to put the western section of the Canal, from the Welland to the Grand River, at once under contract, and the certainty would be afforded of the navigation being completed with the least possible delay; it need scarcely be mentioned, that if the remaining £. 57,000, stock should be subscribed in America, it would of course enable the Company immediately to redeem the loan.

The Directors consider it so desirable to arrive at once at the assurance of sufficient funds, that they would deem the accommodation suggested very important, if it were even accompanied with the condition that His Majesty's Government should withhold the proposed aid offered by Lord Bathurst's dispatch of 30 September last, and apply it to the payment of the accruing interest on the loan.

I have, &c. &c.

(signed) *John H. Dunn,*

President Welland Canal Company.

THE WELAND CANAL.

Copy of a further Dispatch from the Lieutenant Governor of *Upper Canada*, to the Secretary of State for the Colonies.

SIR,

York, Upper Canada, 28th Feb. 1828.

THE President and Directors of the Welland Canal Company have, within these few days, made me acquainted with their intention of sending Mr. Merritt, their Managing Agent, to England, in the hope that, by a full and well authenticated explanation of the great importance of the work in which they are most zealously engaged, and of its present very advanced state, he may succeed in obtaining further assistance from His Majesty's Government, and perhaps also in engaging the attention of capitalists to an undertaking of more than ordinary consequence to British interests in this part of the world.

Mr. Merritt was the original projector of this Canal, which is intended to connect the waters of Lakes Erie and Ontario by the navigation, suited to schooners of one hundred tons burthen, and has been most active and useful in superintending it, under the directions of the Board, which consists of a President and six other Directors.

I need not trouble you with explanations, which the Agent of the Company will doubtless be fully prepared to furnish, and which can be much more satisfactorily laid before you in a personal interview, if it shall be in your power to admit Mr. Merritt to an audience for that purpose, as I sincerely hope it may be.

I reside, during part of the year, within eight miles of the Canal, which I have frequently visited, and I have had every opportunity of watching its progress, and of forming a judgment, upon the most satisfactory information, as to the system and economy with which it has been conducted. My testimony on a few points, therefore, may not be unimportant, and I have great pleasure in affording it. The Canal was undertaken in 1824, by a private Company, under a charter of incorporation obtained from the Legislature; and the original design was to make it on a scale adapted to the navigation of boats drawing four feet water. It was soon, however, proposed to enlarge the scale to the present dimensions, in order to admit of navigation by sloops and schooners. The stock allowed to be held was increased with that view to £. 200,000, which, it was estimated, would cover the expense. Of this sum, about £. 100,000 was taken up in these provinces and in the United States, but principally in the United States, where one mercantile house subscribed for nearly £. 50,000. (It is to be understood, that the sums spoken of here are in provincial currency dollars, at 4s. 6d. or 18s. sterling to a pound.) The work was begun in 1825, and the interest which it became the government of this province to feel in the completion of this great Undertaking, induced me to recommend it strongly to the assistance of the Legislature. In 1826, an Act was passed here, authorizing the Government to lend the sum of £. 25,000. to the Company, which was a very material encouragement, as it enabled the Directors to make an immediate and considerable progress, and to show the possibility of surmounting difficulties in the execution, which had been absurdly exaggerated by persons unfriendly to the design. The Company, however, has always hitherto paid, and are still liable to pay the full rate of interest (6 per cent) upon this loan, and are bound to repay the principal. In the following year 1827, the progress made had been so satisfactory, and the appearance of the work was so encouraging, that the Legislature of this province passed an Act, enabling the government on behalf of the public, to take stock in the Company, to the amount of £. 50,000. and the Legislature of Lower Canada then in session, upon the application of the Company, recommended by me to his Lordship the Governor in Chief, authorized £. 25,000. in stock, to be held in behalf of that province. With these aids, the Company has accomplished a vast

deal during the past season, and the Plans and Reports taken to England by Mr. Merritt, will shew in how forward a state the Canal now is. These Plans and Reports have been exhibited to me; they have been prepared under the order of the President and Directors, and I have no hesitation to incur the responsibility of vouching for their general accuracy. You will perceive by them, that much of the Canal is actually finished; and that of the most arduous part of it, less remains to be done than was accomplished during the last season.

About £. 170,000. had been expended on the Canal, and it is estimated that about £. 75,000. will be required to complete the whole line from Lake Erie to Lake Ontario. If there is no impediment from want of funds, it is believed that all can be finished within the present year.

The funds that the Company can now reckon upon are about £. 12,000. of the stock subscribed, and not yet called in, and the sum very generously offered by the King's government in 1827, upon terms which have been gladly accepted. The first object of Mr. Merritt will be to make arrangements for receiving and remitting this sum; supposing this accomplished, about £. 50,000. will still be necessary to enable the Company to conduct the work to its completion.

It is supposed that the whole cost will approach £. 250,000.; the apparent excess of £. 50,000. upon the original estimate would not, in a work of this magnitude and novelty, create surprise, even if it consisted exclusively in an increase of labour and prices above what was anticipated.; but a great part of it is in reality composed of the expense of engineers, the salaries of secretary, clerks, agent, and in fact all the contingent expenses of managing the work; besides the amount paid to individuals as compensation for injuries done to their estates along the line of the Canal.

There seems not to be any reason to doubt that the whole can be completed at a charge of £. 250,000.; of which about £. 170,000. has been actually expended, and that with economy and judgment. When such a result is arrived at, we shall have attained, at an expense of one million of dollars, a much greater object for our country bordering upon Lake Erie, than has been accomplished for the inhabitants of the opposite country, at a charge of nine millions of dollars. The productions of our western country, and of a most extensive portion of the territory of the United States, if they choose to avail themselves of this channel, will be transported by water to Quebec, having only to encounter in their passage an artificial navigation of thirty-six miles, of which, indeed; nine miles is part of a river navigation, requiring no improvement. Through this thirty-six miles, a schooner of 22 feet in width and drawing eight feet water, can pass; while commodities passing to New York, through the Erie Canal, would have to pay tolls on an artificial navigation of more than three hundred miles, and admitting only of boats drawing four feet water. I will not, however, expatiate upon the prospects which the Welland Canal will open to this province, or do more than mention the obvious importance of such a work to our military defence.

I persuade myself that the Government and people of England will not suffer an undertaking of this nature to languish, when it has been advanced by extraordinary exertion to so forward a state.

Mr. Merritt will lay before you the different provincial Acts I have spoken of; it will be seen by them that the Legislature has made an exertion as great as their means enabled them, and indeed the province is at this moment in debt for the whole amount of the £. 75,000. which they have invested in the work.

I am happy to be able to refer you to the very satisfactory testimony of a gentleman of character and intelligence, Captain Basil Hall, who examined this work very minutely last summer, and whose opinion, particularly as to the construction of the harbours, it is not unimportant to have obtained.

He took a zealous interest in the work, and in repeated conversations with me, expressed himself in the warmest terms of approbation as to the state of the Undertaking, and the economy and judgment with which the Company had proceeded. Mr. Merritt will show you a letter upon the Canal which Captain Hall published in this country.

245

The fact that the Receiver General of the Province, the Attorney and Solicitor General, and Colonel Wells, a member of the Legislative Council, compose four of the seven Directors by whom the affairs of the Company are conducted, is a sufficient assurance that every thing is intended and carried on in perfect good faith. These gentlemen, from a conviction of the great importance of this work to the province, consented, at the earnest request of the stockholders, to become Directors at an inconvenient sacrifice of time and attention to themselves, and for the purpose of excluding all ground for that suspicion and distrust which might have attached to the Company if it had been under the management of persons having local interests, and possessing no particular claim to public confidence.

I recommend the object which Mr. Merritt has in charge to your particular attention, and most earnestly hope that his mission may be successful.

I have, &c.

(signed) P. MAITLAND.

To the Right Hon. W. Huskisson,  
&c. &c. &c.

A true Copy.

*R. W. Hay.*