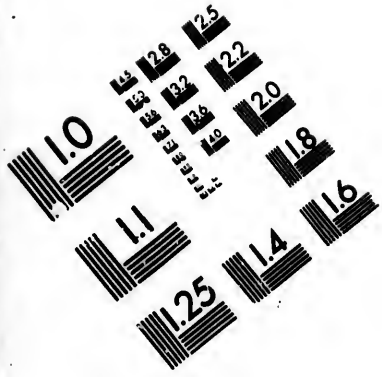


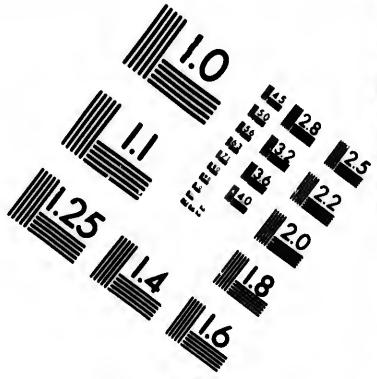
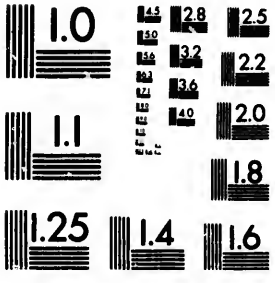
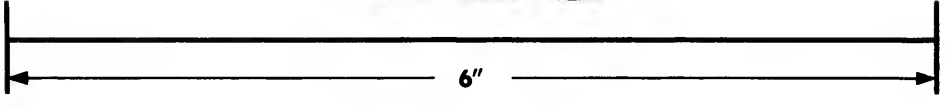
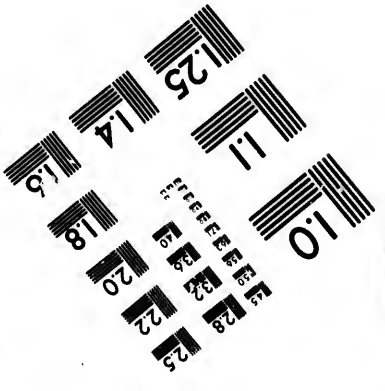


IMAGE EVALUATION
TEST TARGET (MT-3)







Photographic
Sciences
Corporation

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

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.

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 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
- ☐ Tight binding may cause shadows or distortion along interior margin/ La reliure serrée peut causer de l'ombre ou de la distortion le long de la marge intérieure
- ☐ Blank leaves added during restoration 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:

- ☐ 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
- ☐ Only edition available/ Seule édition disponible
- ☐ 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.

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

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

The copy filmed here has been reproduced thanks to the generosity of:

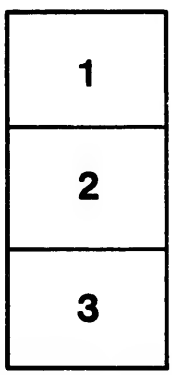
New Brunswick Museum
Saint John

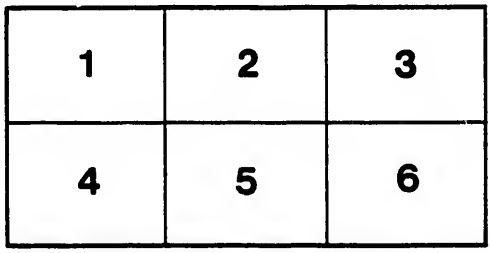
The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

The last recorded frame on each microfiche shall contain the symbol → (meaning "CONTINUED"), or the symbol ▽ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:





L'exemplaire filmé fut reproduit grâce à la générosité de:

New Brunswick Museum
Saint John

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole → signifie "A SUIVRE", le symbole ▽ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

BRITISH NORTH AMERICA

—AT THE—

DETROIT CONVENTION.

BRITISH NORTH AMERICA

AT THE

DETROIT CONVENTION.

The Commercial Convention, to be held at Detroit on 11th July, purposes to discuss the important subjects of *Commerce*, *Finance*, *Communications of Transit from the West to the Sea-board*, and *Reciprocal Trade between the United States and British Provinces.*

A sufficiently important programme to warrant close and careful study of the various objects to be achieved, by the investigation of the different subjects of which it is composed, the whole of vital interest to the welfare and happiness of two great nations, and destined to influence their future career in no ordinary degree.

The political and commercial interests of the British North American Provinces are indissolubly bound up in those of the Empire of which they form component parts, and each year's experience tends to draw more tightly the bonds which bind them together. Nor is this much to be wondered at. Their traditions, laws, language, Government, and even commercial transactions, are founded on English precedent and precept, and their material interests are as identical as those of any shire in her realm.

Under the auspices of the Imperial Government a treaty of Reciprocal Trade was negotiated in 1854, by which the raw products of these Provinces were admitted, duty free, to the markets of the United States, while similar privileges were secured to the latter power, together with

very extensive fishing rights in British waters, for which no equivalent was obtained.

Interpreted by the United States authorities in a very narrow and illiberal spirit, the Treaty was, nevertheless, maintained by the Imperial Government as an advantage, although the balance of Trade so-called was decidedly against the Colonies at the outset, and has since continued so.

For reasons best known to themselves, the United States Government, acting under a provision of the Treaty which requires a year's notification before it can be terminated, gave notice to the Imperial Government of their intention to abrogate it, and the termination may be looked for in April, 1866.

As the abolition of this Treaty would completely isolate the United States in a commercial point of view; and as the high customs dues she is compelled to levy for revenue purposes will amount to positive prohibition as far as her own people are concerned, a very commendable desire is expressed by her commercial men to investigate the whole data on which her mercantile system is founded, and, if possible, devise measures more in consonance with the principles of modern civilization than those which the present position of affairs foreshadows.

Hence this Convention at Detroit, at which the representatives of the commercial interests of British North North America are invited to be present,—more it is to be presumed, in the character of parties about to receive overtures, than in that of parties making them—because they have found no fault with the Treaty, nor is it by any act of the Imperial Government, or theirs, it is about to terminate.

That it had serious faults is undeniable, and no better opportunity can occur than the present for the rectification of those errors, which the experience of eleven years has demonstrated to exist; but as the first step to unrestricted

Free Trade between Great Britain and the United States, it was, perhaps, one of the most skilful and statesmanlike Treaties ever devised.

If Commerce is the interchange of the surplus products of one country for those of another, and if its effects are to enable the *producer* to sell in the dearest and buy in the cheapest market, then unrestricted Free Trade is one of the necessary conditions of its development, by releasing both labor and capital to find an outlet where both can be most profitably employed.

And this is more eminently true where all are producers to a considerable extent—where manufactures are in their infancy, and production is altogether confined to agriculture.

In dealing thus with the questions before us in their most simple form, the trade between Great Britain, her Provinces and the United States, will be chiefly confined to agricultural products and manufactures.

The geographical position of the British North American Provinces places the control of the communications of the *grain producing States* in the power of the Imperial Government; and as will be shewn further on, the facilities afforded can be extended to the utmost possible development of these States. And if proper or fair trade regulations existed between the two powers, Great Britain would become the best and most valuable customer the Western States could ever hope for in the article of their surplus produce.

During ordinary seasons she spends £26,000,000 stg. for bread stuffs alone, and a bad harvest entails an outlay of £40,000,000, the proportions in which it is drawn from various countries are as follows:

Russia, ... 19½ per cent.
Prussia, ... 31¼ ....

Mecklenburg,	8	per cent.
Hansetowns,	4½	....
France,	6½	....
Turkey and Principalities,	5¼	....
Egypt,	2½	....
United States,	7¼	....

As a general rule the prices of grain of all kinds are lower in the United States than in any of those Countries enumerated. It is evident then that a *high protective tariff*, while serving a mere class interest—*the manufacturers*—has inflicted an injury, deep and lasting, on the whole community, by restricting the development of its standard interest—*agriculture*—and retarding the full settlement of the Western States. It gives, in other words, the farmer the option of selling in the cheapest and buying in the dearest market, thus reversing the plainest of all commercial axioms.

It has been asserted that it costs the Western Farmer six bushels of grain to fetch one to market—the absurd fiscal regulations practically denying him a choice of route—and he really pays a large proportion of the revenue of these States through which he is forced to send his grain to the sea-board.

If the Detroit Convention will endeavour to bring about a remedy for this state of affairs, and, by the establishment of an enlightened commercial policy, shew the world that the American Merchant understands the true mercantile interests of his country, the Provinces will offer singular advantages in transit which can be obtained in no other direction.

First—they offer the unrivalled canals on the frontier, which places Chicago within 4081 miles from Liverpool. Secondly—they offer one line of direct railway route by which the cargo can be placed on the sea-board within

2,800 miles from Liverpool. Thirdly—they offer facilities for the construction of other channels by water, of which the Ottawa and Lake Huron is the chief. Fourthly—they furnish illimitable water power for the manufacture of grain on its downward passage. And, lastly—they are blessed with that indispensable temperate climate, without which, the transmission of grain or flour in bulk would be impossible. The routes through the Provinces are shorter and cheaper than in any other direction, and could not fail to draw the traffic in grain largely to the Western States; especially when it is known that a fair average price for wheat in England is *sixty shillings* sterling per quarter of *eight bushels*, or $1.87½ per bushel.

To the Western farmer a steady market at 70 cents per bushel would be a real boon, the cost of transmission to Liverpool by existing Provincial Canals, 45 cents, insurance, tolls, profits, &c., 35 cents. Total cost by St. Lawrence Canals, $1.50. Difference in favor of Western producer, 37½ cents per bushel.

The proposed Ottawa Canals, when completed, could carry a bushel of grain, covering all expenses liberally, including *two cents* per bushel for tolls, at a round cost of 54 cents between Chicago and Liverpool, or a total (at which it could be profitably sold) at $1.24.

Assuming the price of flour at the rate per bushel of wheat, of $1.87½, and that five bushels will produce one barrel of flour, its cost at Liverpool would be $9.37½; it could be manufactured on its downward transit to the sea-board, and profitably sold in the English market, by the St. Lawrence route, at a cost of $8.00, and by the proposed Ottawa route, at a cost of $7.00. Any person acquainted with the trade will be satisfied that the sums stated are more than ample; in fact they embrace a maximum rate which could be reduced in each case at least 20 per cent.

If sufficient inducement could be held out to the shipper in the shape of return freight, no doubt would be entertained of the direction which the British grain trade would take. At present it is almost solely confined to New York, because English manufactured goods undersell American in almost every department, notwithstanding restrictive protectionist tariffs, and therefore vessels are glad of the opportunity to turn the voyage to account both ways; but a further rise in duties will entirely destroy this trade. It is therefore the interest of the Western producers to take such measures as may secure more outlets than those now in working order in the United States, and the British Provinces offer unrivalled facilities in water communication.

The St. Lawrence Canal now in operation opens the navigation between the Gulf of the same name and the great lakes. They are composed of two great sections, the St. Lawrence Canals proper—which consist of *seven* distinct artificial channels, of an aggregate length of 43 miles, with 27 locks, overcoming the elevation of 234 feet 9 inches, at which Lake Ontario stands above the general level of tidal water—opening an uninterrupted navigation from the sea-board to the head of the Lake. The locks on those Canals are each 200 feet in length, 45 feet between the quoins, with 9 feet of water on the lock-sills. They are capable of admitting vessels 186 feet long, 40 feet beam, drawing 8 feet of water, and of 300 tons burthen. They are open for 220 days each season, and their full capacity at *six lockages* per hour, is equal annually to 9,504,000 tons, or 4,752,000 tons downwards.

Between the head of Lake Ontario and foot of Lake Erie, the Welland Canal—the second section of those great works—enables the natural obstacles interposed by the Niagara Falls to the navigation of the Upper Lakes to be overcome. Its length is 28 miles of continuous navigation. It has 27 locks, by which the difference of 330 feet between

the levels of Lake Ontario and Lake Erie are overcome. Those Locks are 150 feet in length, 26½ feet between the quoins, with ten feet of water on the sills. They can admit schooners of 142 feet in length, 25 feet beam, drawing 9 feet of water, and of 350 tons burthen; but the St. Lawrence Canals limit the capacity of the Welland by their lighter draught.

The distance between Chicago and Montreal by this route is 1348 miles, of which 1145 are lake, 132 river, and 71 miles canal,—the whole being opened by the admirable system of artificial navigation described. From Montreal to Quebec by river is 150 miles, and thence to Liverpool 2585,—the whole distance between that point and Chicago being 4081 miles.

Next in importance is the proposed Ottawa Canal, following the course of the river of the same name, from the head of the Lachine Canal (the last of the sub-divisions of the St. Lawrence, which it will use in common) for a distance of 305 miles. It ascends the River Matawan for 40 miles, crosses a summit between Upper Trout Lake, the source of that River and Lake Nippissing by an artificial channel *three miles* in length, uses the latter sheet of water as a summit level reservoir of 560 square miles in area, and 33 miles of its length as a navigable channel; the outlet by which the surplus waters of its catchment basin are discharged is reached, and a descent of 60 feet, in a distance of 49 miles on the French River, places the Voyageur on the shores of Lake Huron, 430 miles from Montreal, and 500 from Chicago. Its navigation consists of 30 miles canal, 370 miles river, 530 lake. Its locks are designed to be 250 feet in length, 50 feet between quoins, with 12 feet water on sills,—calculated to admit vessels of 230 feet in length, 48 feet beam, drawing 11 feet of water, and of 1000 tons burthen. Its capacity at *six lockages* per hour, for a season of 220 days, would be 31,680,000 tons, or 15,840,000

downward movement as a maximum. There would be an upward lockage of 60 feet, and a downward of 622 feet, making a total of 682 feet, or 68 locks. This is destined to become the *premier* route to the Western States, because nature has interposed less real obstacles to the creation of artificial channels than in any other direction. It is adapted to the class and style of vessels which must eventually carry the traffic of the great lakes—screw propellers —because the season is limited in which the produce of the Western States can be got out, and the value of speedy trips will be better understood when a trade commensurate with their development has been created.

The distances between Chicago and Liverpool by this route are as follows:—To Montreal 930 miles, Quebec 150, Liverpool 2583,—total 3563 miles. As it penetrates the centre of the great lumber region of Canada, a return freight is a certainty. Any quantity of sawed lumber could be obtained at almost any point above French River, and it could be delivered for many years to come at $12 per M feet B. M. at Chicago, if the canals were built; whereas prices for the same material now range from $23 to $25 per M. Canada exports to the United States about 120,000,000 feet B. M., of which five-sixths are taken from the Ottawa valley, which can furnish double the supply for the next two centuries.

As a proof of the entire facility of this project, the present state of the communication between Montreal and Lake Huron may be cited as a conclusive example. The Ottawa River between Montreal and mouth of Matawan River has a length of 305 miles, as follows:—Canals, Lachine and St. Ann's, 9 miles; Carillon and Grenville, 12 miles—total 21 miles; obstructed in whole or part by rapids, 23¼ miles. Open navigation, *three* to *twenty fathoms* water, 260¾ miles. The Matawan River is 40½ miles in length, of which 11¼ miles is obstructed in whole

or part—29¼ miles open navigation—*five* to twenty fathoms water.

At the head of Upper Trout Lake, a summit or height of land interferes between it and Lake Nippissing. It is 4½ miles in length, and its greatest elevation is only 10 feet above the water surface; in fact a cutting at one point *five* feet in depth, for 1500 feet, would send the water now flowing eastward to the Ottawa, westward to Lake Nippissing. This latter lake is about 60 miles in its greatest length, and 20 in its greatest width. It covers an area of 560 square miles, and drains a valley 9000 square miles in extent, in which another lake (Temingamangue) of about 350 miles in area, acts as a compensating and regulating reservoir, and is connected with Nippissing by the Sturgeon River. Lake Nippissing is 632 feet above the level of the sea; between the point at which the proposed canal joins it and that from which its effluent, the French River, goes out, is a distance of 31 miles. French River, from Lake Nippissing to its confluence with Lake Huron, has a length of 49 miles, of which *five* and *three-fourth miles* are obstructed, and *forty-three* and *one-fourth miles* open navigation, with a general depth of *four fathoms* water. At its entrance a magnificent harbour is formed by the Bustard Islands, and the southern projecting sweep of the eastern shore, with six fathoms water clear up to the banks.

The series of waters described, traverse a country rich in mineral wealth and the natural products of the forest. It contains mines of iron, (black magnetic oxide) of a purity of 72 per cent.; lead, copper, plumbago and antimony. Its forests of pine are inexhaustible. It furnishes over 600,000 tons of freight in this article already, and could readily supply *five* times that amount; barely *twenty per cent* of the timber available being now taken out of the forest, owing to the want of a market for *dimension* stuff.

The Ottawa drains a valley of over 87,700 square

miles. Its average discharge of water amounts to 5,818,674 cubic feet of water per minute, and its channel averages a width of *half a mile.*

The Matawan drains an area of 950 square miles, equal to a discharge of 60,607 cubic feet per minute. Width of channel *six to eight hundred feet.*

The French River is the outlet to the drainage of 9000 square miles. It discharges 477,370 cubic feet per minute. Width of channel *eight hundred to two thousand feet.* Between Montreal and the mouth of the French River there are *twenty falls*, at which the motive power of those rivers can be rendered available. On the French River the power available, after making allowances for water at the rate of 12,500 cubic feet per minute—for navigable purposes—would be equal to 40,707 horse-power —the fall 60 feet.

As lake Nippissing would be the navigable summit level, the whole surplus waters of the Matawan may be taken as available for manufacturing purposes—its fall of 148 feet would give 12,745 horse-power for manufacturing purposes.

The Ottawa, with an average available discharge of 1,000,000 cubic feet per minute, and a total available fall of 350 feet, would have 497,159 horse power available for manufacturing purposes, making a total of 550,611 horse power on the route, which presents a feature of manufacturing and commercial usefulness, in this particular, wholly unique and unequalled by any other series of rivers on this continent.

As the unit of motive power used is 44,000 lbs. raised one foot in height per minute, some definite idea may be formed, by bearing in mind that a single run of stones, 4½ feet in diameter, used in manufacturing flour, will absorb *four* horse-power.

Eminently adapted as this navigation is for the manufacture of bread stuffs, it presents unusual facilities for the establishment of another branch of industry—the manufacture of cotton—which could be imported via the Illinois Canal, opening a profitable trade with freight both ways, as the distance between Chicago and St. Louis, on the Mississippi, is only 340 miles by that route, and thence to New Orleans, 1248 miles,—making the total distance between Montreal and Chicago 2518 miles.

It will thus be seen that those Provinces presents not only many advantages to the producer in the Western States, but they furnish him with the proper outlets for his surplus produce, and inducements for the creation of a fair mercantile reciprocity, or unrestricted free trade.

The outlets which can be created, if additional inducements are given, or if the magnitude of the traffic called into existence, will warrant the outlays, are by no means confined to the Ottawa River. The Georgian Bay and Lake Huron proposed Canal would be fully equal to the Ottawa in freight capacity, if constructed according to proposed designs, but it will involve over *eighty* miles of canal, and 805 feet of lockage, and can furnish no motive power. As the capacity of the Ottawa navigation can be doubled by adding a second series of locks, the united values of all the means of water communication through Canada would be fully equal to *fifty millions of tons* annually to the sea-board, while the Richilieu navigation, with 12 miles of canal, and 77 of open river navigation, with an up lockage of 84 feet would enable 3,168,000 tons of freight annually to be placed in Lake Champlain.

A canal has been proposed by the Provincial Government from Caughanawaga to Lake Champlain, capable of passing vessels of 850 tons. Its capacity, during 220 days of navigation would be, at six lockages per hour, 13,464,000 tons up, and the same down; but its capacity would be

restricted by the Champlain Canal, which, including its junction with the Erie Canal, is 73 miles in length, with an up lockage of 55½ feet, and a down lockage to the Hudson of 150 feet, equal to 205½ feet. It has 20 locks, each 90 feet long, 15 feet wide, with 4 feet water on the sills. It admits vessels of 50 tons, and its capacity annually is equal to 792,000 tons each way, or one half the capacity of the Richelieu Canal. It is barely possible that this canal could be enlarged so as to have Lake Champlain for a summit level, otherwise it would be useless labor to enlarge the Provincial Canals leading into that sheet of water.

It is well established as a practical fact, that Western produce has outgrown, and is outgrowing all available channels to the sea-board—its greatest outlet, the Erie Canal, has been enlarged to the utmost its hydraulic powers will bear. Theoretically it is assumed that 300 lockages per day can be passed, and this will require 18,000 cubic feet of water per minute, and the supply is only about 25,000 cubic feet—therefore *building a ship canal round the Falls of Niagara* will be no relief to the surplus freight of the West, as it must go through the Erie Canal to reach the sea-board. Nor will the enlargement of the Illinois Canal remedy matters. It is almost, if not entirely physically impossible. First, for want of sufficient supply of water at summit level, and, secondly, the impossibility of making Lake Michigan the supplying reservior. Even if completed it could not become a channel for the transmission of bread-stuffs, and the passage through an inter-tropical climate would destroy the material.

The Erie Canal, at the rate of *ten* lockages per hour, for a period of 220 days each year, with vessels of 200 tons, can send down 4,880,000 tons, and a like quantity up. The various railways leading from Chicago, can probably do as much more, so that 10,000,000 tons exhausts the available outlets of the United States.

In addition to our canals we have the Grand Trunk Railway, equal to 1,000,000 tons annually, the Great Western equal to a like amount, the Northern Railway the same, so that the total facilities offered by Canada would be little short of *sixty millions* of tons of through freight annually. It remains to be seen whether the full advantage will be taken of those facilities, by a wise and liberal commercial policy, or whether class interest will prevail to the extent of retarding the developement of a country, which its advocates declare can produce 400,000,000 bushels of wheat, annually, and all other grain in proportion.

If a liberal reciprocal commerce will be the result of the Detroit Convention, no limitation can be put to the trade arising therefrom. Beneficial as it will be to British North America, it will be many hundred times more so to the Western States, and by giving them the best chance of saving the vast outlay Great Britain yearly makes for food, enable the producer to bear the heavy fiscal burthens a long and severe struggle has entailed on the country.

Whatever the result may be, British North America will go to the Convention without soliciting, as a boon, what her manifold advantages must secure eventually as a matter of interest.

Bell & Woodburn, Printers, Ottawa.