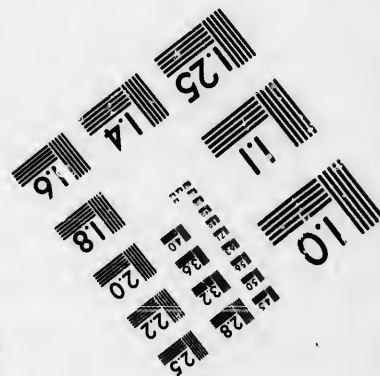
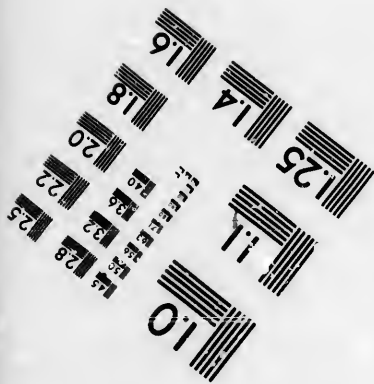
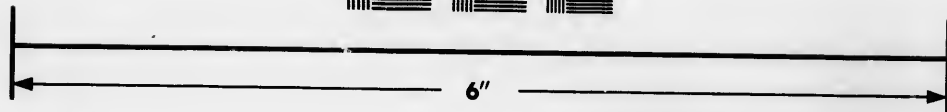
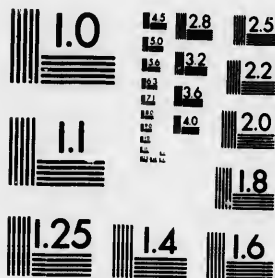


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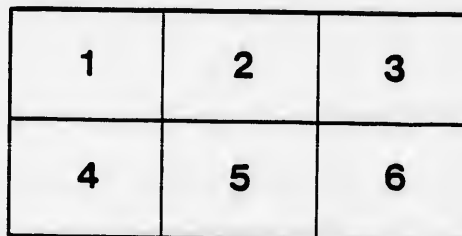
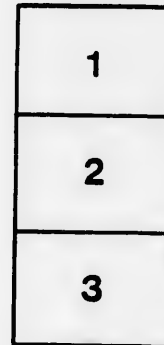
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PROCEEDINGS

OF THE

CONVENTION

HELD AT

SARATOGA SPRINGS, AUGUST 21, 1849,

RELATIVE TO THE

St. Lawrence and Champlain Ship Canal ;

WITH THE

SEPARATE REPORTS

OF THE

CANADIAN AND AMERICAN COMMITTEES.

SARATOGA SPRINGS.

1849.

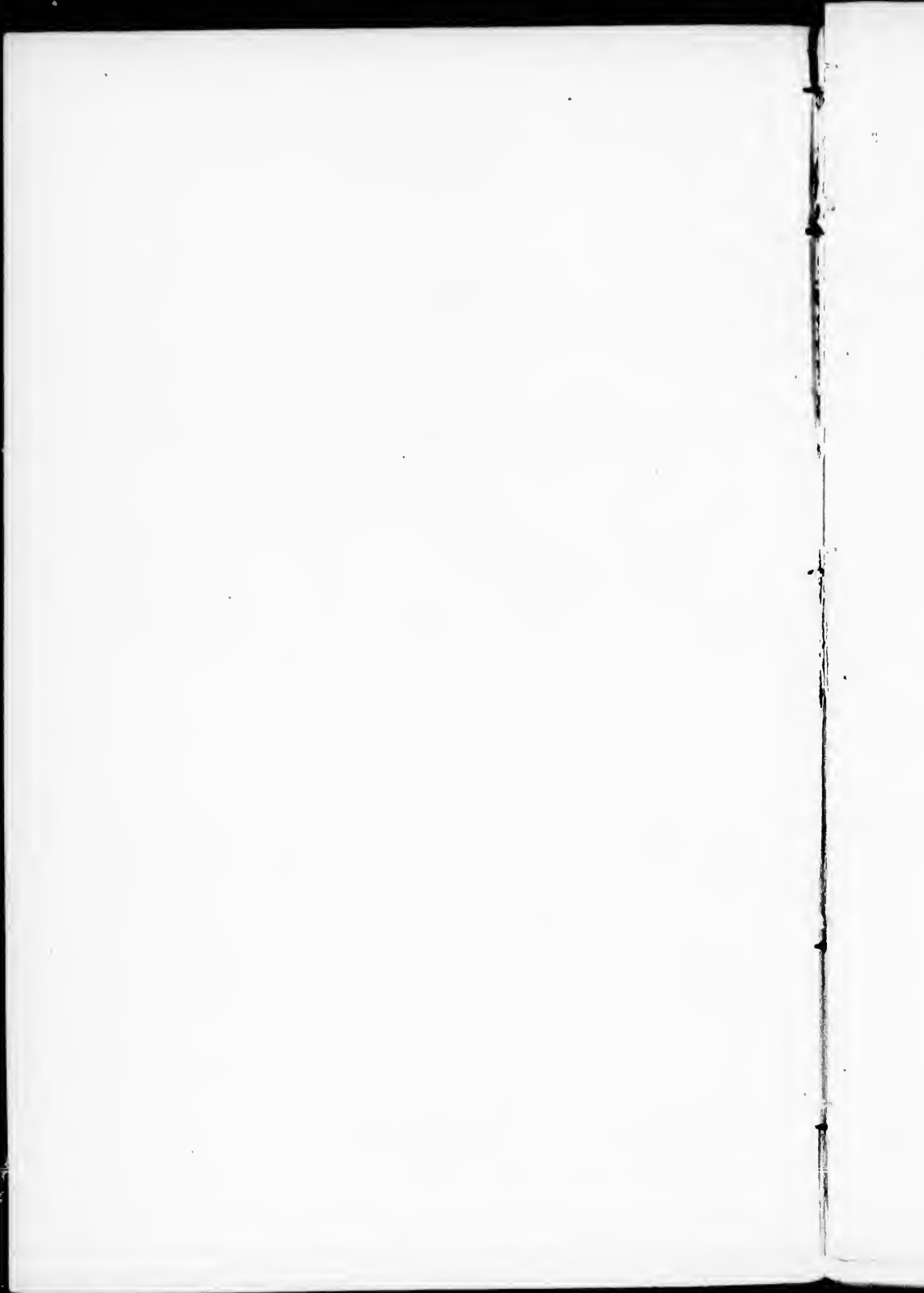
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SARATOGA SPRINGS.

1849.





## PROCEEDINGS OF THE CONVENTION.

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At a Convention held in Saratoga Springs, on Tuesday, the 21st of August, 1849, adjourned from the meeting held at Troy on the 21st ultimo—Maj. Gen. JOHN E. WOOL, in the chair; Hon. A. M. MORIN, speaker of the house of assembly of Canada, and Hon. PETER MCGILL, member of the legislative council of Canada, were chosen Vice Presidents. JOHN OSTELL, Esq. of Montreal, and F. H. JACKSON, Esq. of Westport, Secretaries.

Chancellor WALWORTH, chairman of the general committee appointed at Troy to visit the site of the proposed canal, on behalf of the American portion of that committee—submitted and read the report of their proceedings.

### REPORT.

The American part of the committee, to whom was referred the duty of visiting the site of the proposed ship canal to connect the waters of the St. Lawrence and Lake Champlain, and to obtain such information relative thereto as might be practicable, respectfully report:

That they repaired to St. Johns, on the 31st ultimo, accompanied by Mr. Claxton, a scientific engineer, where they met a committee from the citizens of Montreal and St. Johns; one of whom, after organization, gave a verbal abstract of the charter authorizing the construction of such canal. As this charter is somewhat voluminous, and as very few copies have reached the states, the committee have supposed that a condensed and brief statement of its provisions would prove acceptable to this convention; and they have accordingly caused to be prepared the following abstract of the "act to incorporate a company for the construction of a ship canal to connect the waters of Lake Champlain and the river St. Lawrence," which was passed on the 30th of May, 1849.

The first section of the act incorporates certain individuals named therein, together with such others as shall become subscribers and proprietors of the stock of the corporation, by the name of the "St. Lawrence and Champlain Company," for the purpose of making a canal from some point on the river St. Lawrence between any point on Lake St. Francois and Longueuil, and such point on the Richelieu, or on Lake Champlain, as may be found most desirable and convenient for the general interests of trade and of the public; with the right to the company to acquire and hold land, &c. for the use of the canal and other works connected there-

with, subject to the restrictions contained in the second section of the act. This second section restricts the company from breaking ground or commencing the construction of the canal, until they shall have made and submitted to the governor and council, the plan, location, dimensions, and all necessary particulars of the canal, and of the locks, bridges and other works connected therewith, and the points of termination of such canal, and such plan shall have received the sanction of the governor and council. And the act also requires that the canal and its locks, &c. shall not be of a less size, depth and capacity than the Beauharnois canal upon the St. Lawrence river.

The subsequent sections of the act are substantially as follows :

The company are empowered and authorized to enter upon any lands upon the route, and set out and survey the same, to get materials, erect buildings, machinery, bridges, &c. and to open quarries adjacent to the canal; doing as little damage as possible and making compensation to the owners.

The company are to make a map or plan of the intended canal as approved, which is to be deposited in the office of the prothonotary, from which copies may be taken. They are to erect and keep in repair good draw-bridges where the canal crosses any highway; and they cannot take lands to exceed one hundred and fifty yards in breadth without the consent of the proprietors, except where basins, &c. are required.

The company may place their canal upon the lands of any person in the line shown on the plan, or within 500 yards from such line, except at the terminii, or the place of entry into the Chambly canal; although the owner's name may be erroneously mentioned in the plan.

The company are allowed the use of the public beach, as far as necessary; and with the sanction of the governor in council, and upon terms, to enter the Chambly canal and widen, deepen and alter it for their use.

They may lease or sell any of their surplus water. After the lands upon the line shall be set out, the owners may sell and convey the same to the company. And parties may, before the lands are actually set out, agree upon the price for the same, which contracts shall be binding for one year upon the owners or subsequent holders, and possession may be taken and the price paid, the same as upon an award; and, where no power exists to sell any such lands, an annual rent may be agreed upon, and for the payment of such rent and the purchase price of the lands the tolls are made liable in preference to all other claims. Where undivided property is owned by different individuals, an agreement of the proprietors of one third is binding on the residue of the owners.

The company, after one month's notice of the filing of the map and plan, may agree with owners as to the compensation to be paid them; and in case the company and owners cannot agree, then the same is to be settled by arbitration, as provided in section 13; and in case the owners do not recover a greater sum than that offered by the company, the owners are to pay the whole costs of the proceeding. On payment of the sum awarded, or on giving security for the payment of the same, possession may be taken by the company, and in case of resistance a warrant of possession may be obtained.

The compensation awarded, or agreed upon, shall stand instead of the lands, and be liable to the same liens and incumbrances; and where the provisions of the act shall not have been complied with, the rights of the company and of other parties are to be governed by the ordinary rules of law. The same rules apply to lands belonging to Indians as to other parties. Actions for indemnity for damage must be brought within six months after the damage.

Any person obstructing or interrupting the works is made liable to a penalty of not less than £1 5s. nor more than £10; and persons wilfully and maliciously damaging any of the property of the company will be guilty of felony.

The company must open books of subscription for the stock and give public notice of the time and place where such books will be opened. The capital is not to exceed £500,000 Canadian currency, or \$2,000,000, and is to be applied first to the fees for passing the act and for making surveys, &c. and the rest towards completing the canal. The capital is to be divided into shares of £25, or \$100 each; and is to be deemed personal estate and transferable as such. In case the said £500,000 shall be insufficient, a further sum may be raised, by contributing among themselves, or by the admission of new subscribers, not to exceed £500,000.

The company may also borrow such sum as may be found expedient, not to exceed one fourth of the amount paid in upon the stock subscribed. Each holder of any less number than five shares is entitled to one vote, and each holder of five shares and upwards is to have two votes for every five shares, and may vote by proxy. And all questions are to be decided by the majority of votes and proxies then present. No member of the company is to be liable for its debts beyond the extent of his share in the capital not paid up.

The first general meeting of the stockholders is to be held at Montreal, whenever sufficient shares have been subscribed for; and a board of nine directors is then to be chosen, and such rules, regulations and by-laws adopted as shall be expedient. The directors so chosen are to remain in office until the following January; and in the month of January in each year thereafter an annual general meeting of the members of the company is to be held to choose directors, &c. Five stockholders holding together one hundred shares may call a special general meeting whenever requisite. Two directors are to retire annually, but are eligible to re-election. Five directors constitute a quorum, and the chairman has the casting vote but no other. No person interested in any contract under said company is capable of being chosen a director.

The annual meeting has power to appoint not exceeding three auditors to audit all accounts, and the directors have power to make such calls of money from the proprietors as from time to time may be necessary, and have full power and authority to direct and manage all the affairs of the company.

The shareholders are bound to pay calls as directed; and in case of neglect forfeit five per cent; and in case of neglect for six months they forfeit their shares, or the company, at its election, may sue for and collect the amount of the call. The forfeiture must be declared at some general meeting.

The company at its annual meetings has power to remove any officers and elect others in their places; to alter and amend their by-laws; and to impose penalties, not to exceed £10, for a breach of the by-laws. The by-laws are to be in writing and published; and any by-laws fixing or altering the rate of tolls must be approved by the governor in council.

The shareholders may dispose of their shares by written transfers; and every transfer must be made known to the company and entered in the book of the secretary. The directors may appoint a treasurer; and a clerk who must keep a perfect account of the names and of the shareholders.

The company may receive tolls, and establish the rate of the same, and may sue for and recover the amount of tolls or seize and detain the goods and vessels; and may at any general meeting reduce or raise the tolls;

but the same tolls, at the same time, are to be paid upon all vessels goods and persons.

The company must semi-annually, on the first days of January and July, make up an account of their receipts and expenses; and dividends are to be declared from time to time. Fractions of a mile in distance on the canal are to be considered one whole mile; and fractions of a quarter of a ton in weight are to be considered a whole quarter of a ton; and tables of the rates of tolls are to be printed and publicly posted.

The company must within six months, if required by the owners of property adjacent to the canal, put up proper fences, and maintain the same. The canal, when completed, is to be measured and milestones erected thereon. The managers and the collectors are required to give sufficient security to the company for the faithful discharge of their duties.

All fines and forfeitures imposed by the act, or by-laws, may be recovered before a justice of the peace, and levied by distress and sale of the goods and chattels of defendant; and in default of goods and chattels, the defendant is liable to imprisonment. An appeal from the decision of the justice of the peace may, within four months, be taken to the general sessions. Actions or suits under this act must be brought within six months. Any contravention of this act not otherwise provided for is to be deemed a misdemeanor.

Her majesty may, within fifteen years from the complete construction of said canal, assume the same, on giving two years' notice to the company, and on paying the whole current amount of its capital stock, and fifteen per cent in addition thereto. The company is required to make and deposit the map and plan of the canal, as approved of by the governor and council, within eighteen months; and the whole stock must be subscribed for, and ten per cent paid thereon, within three years, and the canal completed in five years, from the passage of the act, or else the charter will be void.

The company is to submit to the legislature, annually, detailed accounts of the moneys received and expended. It is not permitted to proceed to break ground until two hundred thousand pounds shall have been subscribed to its capital stock, and ten per cent thereon paid in; nor until the election of a board of directors. And it is not to be exempt from the provisions of any general act on the subject of canals, &c. which may be passed by parliament. Nor is any act of parliament relative to the transportation of her majesty's troops and munitions of war thereon, or in relation to the mail or telegraphs, to be deemed an infringement of the act of incorporation; which is declared to be a public act.

After the attention of the committee had been fully called to the provisions of the charter, a question arose as to those parts of it which give to the governor and council a supervisory power over the location of the canal and of its locks, bridges, &c. Though it was contended by several of the committee, that this power was not designed to be, and never would be, used to the detriment of the company, it was nevertheless deemed important by many of them, that the views of the governor and council should, as far as practicable, be known on this subject before any definite action was had for the organization of a company. A committee was accordingly appointed to wait on his Excellency; who, in the discharge of that duty, have recently obtained from the Executive department the following communication:

## SECRETARY'S OFFICE, Montreal, 13th August, 1849.

GENTLEMEN—In reply to your communication of the 9th inst., to Mr. Secretary Leslie, for the purpose of ascertaining the views of the Provincial Government, relative to the bearing of the clause of the act for the formation of a company to connect, by canal, the waters of Lake Champlain and the St. Lawrence, and requesting an assurance that any line or terminii, which the Directors of any such company may adopt, will be approved of by the Government, I am commanded by his Excellency, the Governor General, to say that with the most anxious desire to facilitate the proceedings of any company which may be formed for carrying out an object of so much importance, to the Province, as that of connecting the St. Lawrence with the waters of Lake Champlain, His Excellency regrets that it is not in the power of the Executive to divest itself of, and transfer to others, a responsibility imposed upon it by the Legislature.

His Excellency will, however, immediately cause some competent person to be appointed for the purpose of proceeding, in connection with such engineers as may be employed by those whom you represent, to survey the various lines which may be proposed, in order that the requirement of the 2d section of the act above referred to may be fulfilled with the least possible delay.

I am further commanded to assure you, that any line for the proposed Canal, which may be determined upon with a due regard to the local advantages of the site chosen, and to the general interests of the Province, will, upon the necessary explanations being given, be unhesitatingly sanctioned by His Excellency, the Governor General.

I have the honor, &c.

J. PARENT, Clerk of Council.

On the 1st of August, pursuant to a previous arrangement, the committee, in three separate divisions, commenced an exploration of the country lying between Lake Champlain and the St. Lawrence river; together with that portion of the Chambly canal which it was believed might be rendered available in the construction of the proposed work.

Two routes only were particularly presented to the consideration of the committee; one, pursuing the line of the Chambly canal for six or eight miles, and entering the St. Lawrence at Longueil, a little below Montreal on the opposite side of the river; the other, pursuing the course of the Chambly canal to the same point, and running thence in a westerly course to the Indian village of Caughnawaga, nine miles above Montreal. The first mentioned route is the shortest, so far as construction is concerned; embracing a distance from St. Johns to the St. Lawrence of twenty-three miles only. This route, including a portion of the Chambly canal, will require a lockage of 76 feet, to reach the level of the river at Longueil; which with the present lockage on the Lachine canal, of 45 feet, will make the total lockage, descending and ascending, between Lake Champlain and the St. Lawrence above the Lachine rapids, 121 feet. The other route, embracing the same portion of the Chambly canal, will be about 33 miles in length; with a lockage of only 29 feet, to reach the same point on the St. Lawrence above the Lachine rapids.

To determine which of these routes should be adopted, the committee are of opinion, will require very careful surveys, and a minute examination of the advantages presented by each. That a canal of the proposed dimensions can be made on either of these routes, and perhaps on some other, and at a moderate cost compared with its magnitude, the committee have no doubt. And from the report made to us by Mr. Claxton, as well as from the personal observation of some of the committee, either of these two routes may probably be shortened four or five miles. The country, indeed, seems to be of a most favorable character for such a work; presenting no impediments of rock, or of deep cuttings, or impassible ravines, but exhibiting an almost uniform unbroken level, and con-

sisting of a soil peculiarly adapted to canal purposes. The amount of water, too, discharging from Lake Champlain, appears to be not only ample for the purposes of the canal, but also sufficient for very extensive hydraulic works. This surplus water, owing to the limited water power of the surrounding country, would prove a source of considerable revenue to the canal company. But that is a matter of minor importance compared with what the committee believe would be the earnings of the canal itself, when completed.

One source of revenue, from the canal, anticipated by your committee, is the transportation of large quantities of coal from Pennsylvania, and other states situated upon our great western lakes, for the manufacture of iron; and the transportation of such iron for the use of the western states. It is well known that a very considerable region of country in Northern New-York is filled with the richest and most extensive beds of iron ore in the United States; or perhaps in the world. Many of these beds which have been opened, and are now being worked, are situated upon the very borders of Lake Champlain, or within a short distance from it. The present capabilities of the iron works in the vicinity of these mines, or on the shores of the lake, are about 60,000 tons of iron annually; the production of which quantity of iron will require about 120,000 tons of coal. The future capabilities of these extensive mines, for the production of ore, and the extent to which iron works may be erected in that region, where water power is so abundant, are incalculable; and can only be limited by the wants of the country. The present price of coal at Erie is from \$1.50 to \$2 per ton; and the estimated price of towage and tolls, supposing it to be the same on this as on the Welland canal, is about 77 cents. All other expenses of transportation, to points upon Lake Champlain, would not exceed from 75 to 100 cents; making the price of this coal, when delivered on the shores of Lake Champlain, only from \$3.50 to \$3.75 per ton. This is much less than the coal can be obtained for from any other quarter; especially when the wood for the manufacture of charcoal shall have been cut off, as it must be in a very few years. And this canal by opening a direct communication with the great western states, and the fertile region of Upper Canada, will furnish a new and constantly increasing market for the iron of Northern New-York; and will supply return cargoes for the vessels which bring down the coal.

Again; connected as this canal would be, with the Ottawa, as well as other rivers which flow into the St. Lawrence either above or below Montreal, the shores of which rivers are now lined with immense forests of the most valuable pine timber, it would bring to Lake Champlain, and through the Champlain canal to the Hudson river, the product of these forests; and will thus cheapen that species of lumber, which from its scarcity is now commanding exorbitant prices. This of itself, it is believed would for many years afford a very handsome revenue to the canal. A large branch of trade would also be opened with Newfoundland, Labrador and Nova Scotia. For there is but little doubt, that their fish, oil, gypsum, coal, &c. could be delivered on Lake Champlain, and even at Troy, at a less expense for transportation than the same articles are now delivered at these points by the way of Boston and New York. But when there is added to this, the trade of Northern Pennsylvania, from Lake Erie, the trade of Ohio, Michigan, Illinois, Indiana, Wisconsin, Iowa, Minnesota, and the fertile peninsula of Upper Canada, when it is considered that the lands now cultivated in this extensive region of country bear but a small proportion to the wild lands, and that such will be the gradual increase of production there, that the Erie and Oswego canals,

even when enlarged, will be totally inadequate to such increased commerce—there cannot be a doubt but that the contemplated canal will be constantly adding to the value of its stock, in proportion to the increase of the population in the western and New England states and in the Canadas. By this single improvement steamers and vessels from all the upper and western lakes, as well as from the gulf of St. Lawrence, can reach Burlington, Whitehall and all the other ports on Lake Champlain without breaking bulk. The flour, pork, beef, coal, and all the products of the west can, by means of the rail-roads now in course of construction, be distributed in the interior, and also be landed at Boston, at a less expense, with less depreciation in value by transport, and in a shorter period, than by any other route. To prove this the committee submit the following comparative rates of freight furnished by Mr. Young of Montreal; which your committee believe will be found generally correct.

Average rate of freight for flour in 1848, on the Erie Canal, from	
Buffalo to Albany.....	58 cents.
Cleveland to Buffalo.....	6
Albany to New York.....	8—72 cts.
Average rate of freight, at present, from Cleveland to Montreal...	30 cents.
Montreal to New York.....	33—65 cts.
Difference in favor of Lake Champlain .....	7 cents.

The above rate of 30 cents is not the usual rate; 40 cents may be considered the average this and last season, from Cleveland, but there is now scarcely any back freight.

*Cleveland to Boston.*

Cleveland to Montreal.....	30 cents.
Montreal to Burlington.....	15
Burlington to Boston.....	30—75 cts.
Cleveland to Albany.....	64
Albany to Boston.....	30—94 cts.
Difference in favor of Lake Champlain .....	19 cents.

The above calculations are based on flour being transhipped at La-prairie, thence by rail-road 14 miles to St. Johns, and there again shipped in schooners to Burlington.

Comparison of the above, based on the canal to connect the St. Lawrence and Lake Champlain being finished.

*Cleveland to New York.*

Cleveland to New York.....	72 cents.
Cleveland to Whitehall direct, probable rate.....	45
Whitehall to New York.....	17—62
In favor of Lake Champlain.....	10 cents.

*Cleveland to Boston.*

Cleveland to Albany.....	64
Albany to Boston.....	30—94
Cleveland to Whitehall or Burlington.....	45
Burlington to Boston.....	30—75
In favor of Lake Champlain.....	19 cents.

*Up freights of Merchandise per 100 lbs.*

New York to Troy.....	05 cents.
Troy to Buffalo.....	39
Buffalo to Cleveland.....	05—49
New-York to Whitehall.....	15
Whitehall to Cleveland.....	25—40
In favor of Lake Champlain.....	09 cents.

To the city of New York, the construction of this work is of the greatest possible importance. With the Champlain canal, of 66 miles to Troy or 72 miles to Albany, enlarged to the same size as the proposed canal, vessels from any western lake port could, without breaking bulk, discharge at the port of New York; and could there re-load with emigrants and merchandise direct for the west. From Lake Erie to New York, by the St. Lawrence and Lake Champlain, there would be about 194 miles of canal navigation, with 702, or 796, feet lockage; against 363 miles of canal with 693 feet lockage by the way of the Erie canal. In the one case there would be no transshipment from the lakes to New York, but a continuous water communication; affording navigation for vessels of 350 tons burthen. In the other case, there would be two transshipments, and by the present size of our canals a water communication navigable by boats of 75 tons only. It must also be borne in mind, that vessels in descending the St. Lawrence, need not be delayed by passing through the locks on that river; as loaded vessels may now descend the rapids in safety, and are only compelled to use the locks in the ascending voyages. In estimating the probable returns for stock invested in the proposed work, your committee would borrow the following from the statement made at Troy, by Mr. Young.

“The season of 1843 shews by official documents, that the total movement on the Champlain Canal was 293,889 tons. Of this, 130,860 tons would pass through the proposed canal. The “Customs” at St. Johns show that 150,554 tons of shipping were entered inward, and 151,071 tons outward; in all 301,625 tons. The total amount of square timber shipped annually from Quebec, amounts to over 100,000 tons. The quantity of wheat and flour shipped at Buffalo, Oswego and Black Rock, for 1843, amounted to 363,112 tons. Take only one-fourth of this as likely to come by the St. Lawrence, and we have 91,000 tons. Besides wheat and flour, there are about 127,000 tons of pork, beef, corn, bacon, butter, lard, &c., of which one-fourth would be 32,000 tons. Last year there were 84,872 tons of merchandise shipped westward from Buffalo and Oswego; one half of which would probably go by the new canal, say 42,000 tons. And taking without any positive statistics the number of emigrants going west at 100,000, we shall proceed to estimate the amount of revenue:

130,860 tons now transported on Lake Champlain, principally from Canada, at 50 cts per ton.....	\$65,430
100,000 tons Timber and Boards, at 50 cents per ton.....	50,000
301,625 tons Shipping, at present coming in, and going out at St. Johns, at 5 cents.....	15,081
91,000 tons Flour and Wheat, likely to take the new route, at 50 cts.....	45,000
32,000 tons other produce, at 50 cents..	16,000
42,000 tons upward merchandise, at 50 cents.....	21,000
100,000 passengers, at 15 cents.....	15,000
	<hr/>
	\$227,511

Or 15 per cent interest on the cost, say \$1,500,000.”



The above estimate of probable revenue on the canal, seems to your committee much below the true estimate. For instance, it is now understood that within the last two months there has been purchased in Canada for the southern market, about 2,000,000 cubic feet of white pine and other lumber; which alone is 40,000 tons. And we have no doubt that during this season, there will pass through the lake from Canada 100,000 tons of square timber and sawed lumber.

From these and other facts which might be stated, it appears to the committee that the work in question is of too much magnitude not to receive the attention of northern and southern New York, and northern New England, as well as of the Canadas; and viewed as a source of income merely, that it cannot fail of richly rewarding those who embark in its construction. Without going further into detail, the committee will close this report by expressing their acknowledgments to the gentlemen of Montreal and St. Johns, for the facilities and polite attentions received from them during their examinations; thus rendering the excursion one of pleasure rather than of labor.

R. H. WALWORTH, *Chairman*,  
In behalf of the American part of the Committee.

F. S. CLAXTON, Esq., civil engineer, then read the following report made by him to the committee.

#### ENGINEER'S REPORT.

To Chancellor R. H. WALWORTH, Gen'l H. H. ROSS, L. G. CANNON, Esq., C. H. RUSSELL, Esq., G. M. DAVISON, Esq., and others, *committee*.

GENTLEMEN:—

You were pleased at a meeting of your committee held July 31st, to direct that I should, after examining the country between the rivers Richelieu and St. Lawrence, report to you my opinion of the feasibility of uniting the waters of the two by means of a ship canal.

I have to state, that as far as time and opportunity permitted, I have examined, partly in company with some members of the committee, and under the guidance of the gentlemen representing the Montreal interest, a route proposed from St. Johns to Longueil, five miles below Montreal, and also one from St. Johns to Caughnawaga, some ten miles above the same city.

To both of these lines the Chambly canal, to a point about one mile north of Hatt's mills, a distance of  $8\frac{1}{2}$  miles, is common. The line of the Longueil route runs thence in a direct line to the village of that name, and terminates at or near the St. Lawrence and Atlantic R. R. depot, a distance of  $15\frac{1}{2}$  miles, with a fall of 75 feet. The line of the Caughnawaga route, as surveyed by J. B. Mills, Esq., runs southwesterly from Hatt's mills, following the ridge to near the church of St. Phillips, and thence northwesterly to the village of Caughnawaga; the whole fall from the Richelieu to the St. Lawrence being 29 feet, and the distance from the intersection with the Chambly canal  $23\frac{6}{10}$  miles.

Before entering upon any comparison of the estimated cost and advantages of the two routes, I would remark that the gage of the work proposed is the same as that of the Beauharnois and Lachine canals, viz. locks 200 feet long, 45 wide, with nine feet water on the mitre sills; width of canal at bottom 80 feet, at surface 120. Vessels of 300 and 350 tons, and drawing 8 or  $8\frac{1}{2}$  feet water now navigate these canals, but to vessels of that tonnage and draft the river Richelieu below the Isle aux Noix, at low water, (such as at the time this reconnoissance was made,) was not

navigable; this is not the case when the water is up, or during the early part of the summer. Mr. Mills, in his report, suggests the removal of the obstructions on the flats by dredging; and estimates that the same would cost \$17,187. I at first supposed that by the erection of a low dam below the bridge at St. Johns, the necessity of dredging would be done away with; but the damage which would ensue to the surrounding country, during the high water of the spring, renders a dam unadvisable. I, however, see no reason why iron standards of a suitable pattern, and about 3 feet in height, might not be bolted, about 15 feet apart, to the rocks which form the bed of the river, and flash boards used to keep the water at such a level as may be deemed advisable. These flash boards, at the close of navigation, could readily be removed; and no obstruction be offered to the passage of the water in times of freshet. Another advantage to be obtained from this arrangement is the raising of the level of the first reach in the canal, and consequent reduction in the expense of excavation.

The Chambly canal, as I before stated, is common to both routes; and will require enlarging to nearly double its present capacity, unless it should appear, after careful examination, that the line can be more advantageously located west of St. Johns; following Wood's creek as far as advisable, thence passing up the St. Luc's creek and north of the church, and intersecting with the line as run by Mr. Mills near Kennedy's inn. This line is some  $4\frac{27}{100}$  miles shorter than the one by Hat's mills, and the land damage, consequent on the enlargement of the Chambly canal, would go far towards equalizing the cost of the two, even should it appear that cutting through the ridge at St. Luc was more expensive than the work via the mills; my opinion is that the shorter line will be found the more economical. Basing my estimate upon the data furnished me, I make the whole cost of the work on the line above described from St. Johns to a point near the little river of Montreal \$523,620, whilst Mr. Mills makes it, as per his survey, \$664,044; showing a saving in the cost of construction of \$140,424, and in distance of  $4\frac{27}{100}$  miles less. I am unable to speak as positively on this point as I would wish, but judging from the character of the country, and after carefully comparing the results of various surveys, I hazard the opinion that the relative cost of the two lines will not vary materially from the above. For your information and guidance I shall submit the estimated cost of the route to Longueil, of that to Caughnawaga as surveyed by Mr. Mills, and also of the last as revised.

Beginning with that to Longueil, we have  $24\frac{37}{100}$  miles of canal with a fall of 74 feet, requiring nine locks, including the guard lock at St. Johns; and there will also be required one aqueduct crossing the Montreal river, and a breakwater at the outlet on the St. Lawrence. This last work becomes necessary in consequence of the rapid current of the river; which, according to the charts of Capt. Bayfield, runs at an average velocity of  $3\frac{1}{2}$  miles per hour, from the lower extremity of St. Helen's Island to the point selected.

The outlay for this work will be

For cast iron standards and flash boards at St. Johns,.....	\$2,560 00
Enlargement of Chambly canal, .....	244,350 00
Earth excavation, .....	368,310 00
Rock excavation, part in river and outlet,.....	60,000 00
Masonry, locks,.....	725,220 00
Do aqueduct,.....	62,000 00
Pier,.....	28,000 00
Carried forward.....	\$1,490,470 00

<i>Brought forward</i> ,.....	1,490,470 00
Culverts, .....	4,000 00
Slope Wall, .....	64,200 00
Fencing, .....	7,500 00
Bridging, .....	35,000 00
Grubbing and ditching, &c., .....	17,000 00
Engineering and superintendance, .....	30,000 00
	<hr/>
	\$1,648,170 00

Without entering into details I will state that the route from St. Johns to Caughnawaga, as reported by Mr. Mills, is  $32\frac{49}{100}$  miles long, and estimated to cost \$2,016,011; to this should be added the cost of two miles of canal not included in his estimate. I am led to make this remark from my observations at Caughnawaga, and subsequent inspection of the charts of Lake St. Louis. In the accompanying map I have sketched the position of the shoals, and noted the velocity of the current. You will perceive that a canal boat or sailing vessel failing to make the mouth of the canal at the village, (there being no holding ground,) would undoubtedly go down the rapids; and hence the propriety of continuing the work to where the access is easy and the channel direct and the current moderate. To the sum above given add, \$68,200, pro rata cost of two miles, and we have for the whole cost of the work, via Hatt's Mills, \$2,084,211.60; from this sum deduct the estimated saving, if the line via St. Luc's be adopted, and we have \$1,943,787. To recapitulate.

From St. Johns to Longueil, $24\frac{37}{100}$ miles,.....	\$1,648,170
From St. Johns to Caughnawaga, including extension as recommended, $34\frac{49}{100}$ miles,.....	2,084,211
From St. Johns to Caughnawaga as revised, <i>via</i> St. Luc's, $29\frac{62}{100}$ miles,.....	1,943,787

I am of the opinion that these estimates are much too large, and that on a definitive location of the line a saving of at least 10 per cent can be made; which saving will be increased to 20 per cent should it appear that the waters of Lake Champlain can be kept at or near high water mark. Again, the estimated cost of the work is based upon the prices paid by the board of works upon the government canals; which are doubtless higher than any association of individuals would be called upon to give. The character of those works also, whilst they are every way creditable to the liberality of the commissioners, and monuments of the talent and taste of the engineers who have designed and constructed them, are finished in a style to which we are unaccustomed; and which is incompatible with the economy we have ever been forced to exercise in our works of public improvement. A still further reduction might therefore be safely made in the estimate, and no apprehension entertained that it would be insufficient to carry out the enterprise without impairing the efficiency and stability of the work.

But as it cannot be expected that I should give more than a general idea of the feasibility of the plan, and an approximate estimate of the cost, I shall content myself with reporting the project of uniting the waters of Lake Champlain and the St. Lawrence, by means of a ship canal, as not only feasible but easy of execution; and that the cost of the respective routes will not exceed the sums estimated.

In the foregoing I have alluded to two routes, one discharging below and the other above Montreal, the respective merits and commercial advantages of which it is for you to consider. I will only state that the

line to Longueil is the less expensive, but it entails upon all freight from above Montreal via Lachine, 87 feet additional lockage, and near nine miles increased distance; nor will the trade below the city be greatly benefited, inasmuch as the dam and lock at St. Ours in the river Richelieu, are now being repaired and enlarged, and will, when complete, accommodate all the trade between the lake and the river below Montreal. Those who advocate this route are, however, confident that they can make it apparent to all that it is to be preferred. In an engineering point of view it presents no difficulties or obstacles.

I have to express my grateful acknowledgments to the Hon. Col. Taché, John Bolton, Esq., the Secretary of the Atlantic and St. Lawrence Railroad, and Sam'l Keefer, Eng. Board of Works, for many documents most kindly furnished me, and much valuable information; also to Messrs. D'Barrats, Young and Ostell, of Montreal, without whose aid and assistance I should have been unable, during my brief visit, to collect the data I required, and which could only through their influence be obtained.

I am, gentlemen, respectfully,

F. S. CLAXTON, Engineer.

*Cohoes, Aug. 21st, 1849.*

It was then moved by L. G. Cannon, Esq. of Troy, seconded by G. M. Davison, Esq. of Saratoga Springs, that the reports now read be received, and that three hundred copies of the same be printed for circulation.

After some explanations offered, by the Hon. Mr. Morin and Ira Gould, Esq. of Canada, with reference to the necessary delay in obtaining reliable statistical information to complete the report of the Canadian portion of the committee, it was moved by Ira Gould, Esq., seconded by John Glass, Esq. of Montreal, that the report hereafter to be furnished by the committee from Canada, containing their views of the proposed canal, and the particulars of the trade likely to be done thereon, be published with the reports now read.

It was then moved by the Hon. A. M. Morin, and seconded by Maj. Gen. Wool, That in the opinion of this meeting it is desirable that the several routes for the proposed canal be surveyed under the direction of experienced engineers, and that a subscription be opened to defray the expense of the same, as well as any other expenses which may be incurred for printing or otherwise. After a lengthy discussion, it was moved by Cha's Adams, Esq. of Burlington, and seconded by Le Grand Cannon, Esq. of Troy, that this motion be laid on the table.

A recess was then had until half past four, at which time the meeting being again called to order, the previous proceedings of this convention were read.

The motion which was laid on the table prior to the recess was then taken up and discussed at considerable length, after which being put to the meeting, it was passed unanimously.

It was then moved by Judge Follett of Burlington, seconded by John Glass, Esq.,

*Resolved*, That an executive committee of fifteen be appointed to carry out the preceding resolution, and to manage and direct the survey, and take all other means which they may deem necessary to carry out successfully the construction of the canal; that they appoint, if they see fit, a general agent, with a salary, to aid them in their labors; that they are hereby authorized to call another public meeting at such time and place as may be found most advisable; and that this committee do consist of

CHARLES H. RUSSEL, Esq., of New-York;

T. B. BIGELOW, Esq., of Boston;

Gen'l J. T. COOPER, of Albany;

L. G. CANNON, Esq., of Troy;

G. M. DAVISON, Esq., of Saratoga Springs;

JOHN H. BOYD, Esq., of Whitehall;

A. A. BURTON, Esq., of St. Albans;

F. H. JACKSON, Esq., of Westport;

DANIEL LYONS, Esq., of Burlington;

Gen'l H. H. ROSS, of Essex;

JASON C. PIERCE, Esq., of St. Johns;

JOHN OSTELL, Esq.,

IRA GOULD, Esq.,

JOHN GLASS, Esq. and } of Montreal.

JOHN YOUNG, Esq.,

A motion having been made to reconsider the previous resolution as to the printing of the reports, which being granted, it was moved by Chancellor Walworth and seconded by John Young, Esq., that G. M. Davison, Esq. be appointed a committee to superintend the publication of the proceedings had this day; and that under his direction 500 copies of the same, including the reports, with the report hereafter to be presented by the Montreal committee, be printed and distributed.

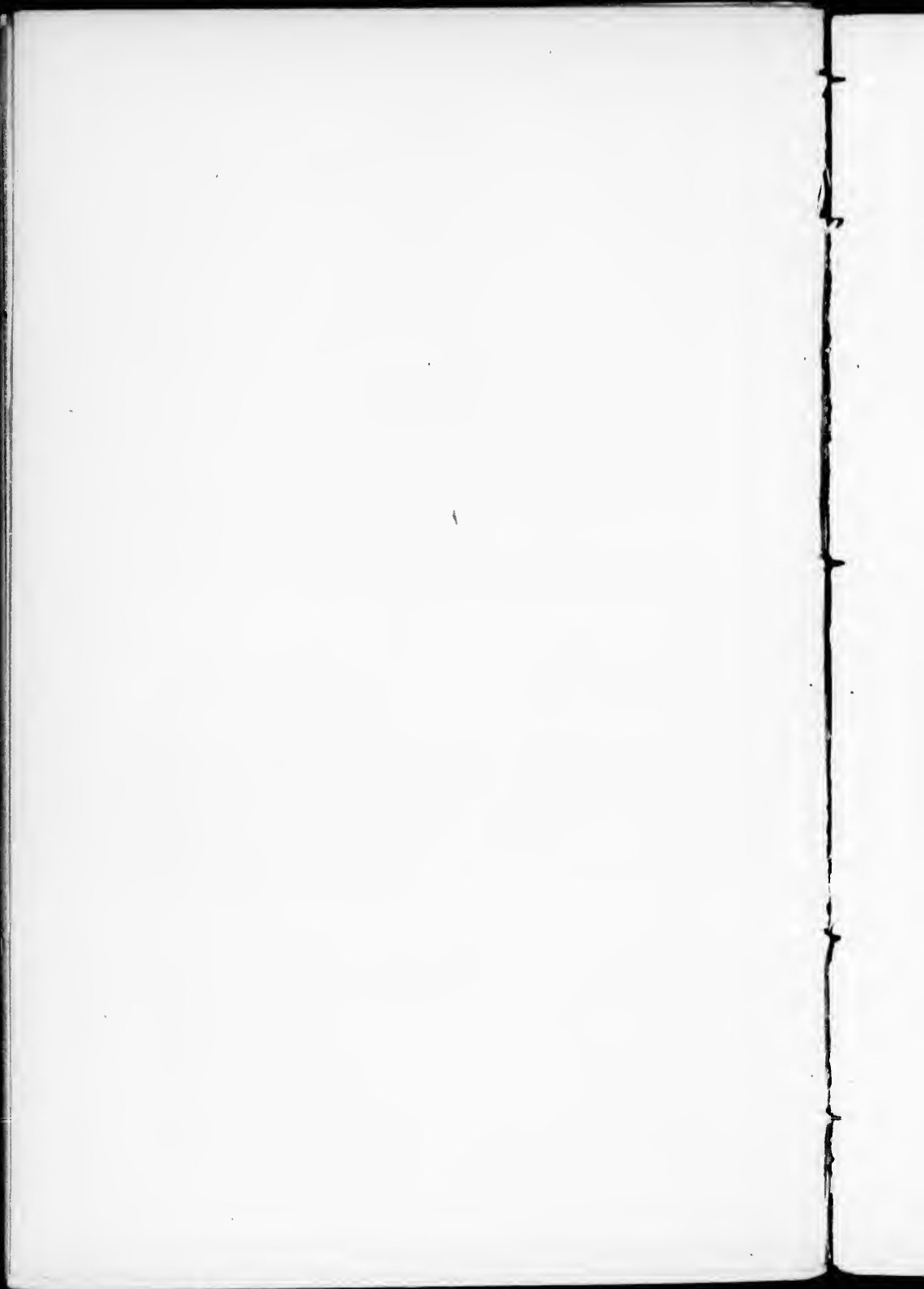
It was then moved by John Adams, Esq., seconded by J. C. Pierce, Esq., that Maj. Gen'l Wool do vacate the chair, and that the Hon. A. M. Morin, Vice President, take the same.

It was thereupon moved by John Adams, Esq. and seconded by Hon. P. McGill, that the thanks of this meeting are due to Maj. Gen'l J. E. Wool for the zealous and able manner in which he has presided over this meeting, which was unanimously passed; upon which Maj. Gen'l Wool expressed his acknowledgments in a brief speech.

Thanks being then presented to the Secretaries, the meeting was adjourned.

JOHN E. WOOL, *President*.

JOHN OSTELL, }  
F. H. JACKSON, } *Secretaries*.



## APPENDIX.

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The committee appointed by the delegates from Canada, in accordance with the second resolution passed at the meeting held at Saratoga Springs on the 21st inst., for the purpose of supplying additional information as to the traffic which the eastern and ocean trade will probably contribute to the proposed canal for connecting the St. Lawrence with Lake Champlain, have the honor to

### REPORT :

That it appears essential, in order to secure this traffic, (the advantages of which will be presently detailed,) that the St. Lawrence terminus of the proposed canal be placed at a point accessible alike to vessels from the east, and from sea; as well as from the west. There is no good reason to suppose that any important portion of the western or Ottawa trade will be diverted from the canal by such a location of the terminus, while the eastern, northeastern, and ocean trade to Lake Champlain and the circumjacent states will be turned thereby from their present channels and secured to the proposed canal; and all inducements for attempting to interfere with the profits of this undertaking by the construction or improvement of any rival channel will be effectually removed.

In proof of the present extent and prospective importance of this eastern traffic, the following extracts from official returns are submitted, and coming from such a source, can be relied upon as accurate and trustworthy. The tables annexed, marked B. and C. exhibit the quantity of goods imported from the United States by *inland ports*, during the fiscal years 1847 and 1848. This trade is certain to increase as the facilities for transportation are augmented; and it should here be observed that the year 1848, being one of great commercial depression, is far from a fair criterion as to what the import business of the province would be under more favorable circumstances. Of the foregoing imports as per tables B. and C., the proportions entered at the *port of St. Johns alone*, and destined almost exclusively for Montreal and Eastern Canada, are as follows: Their values—

In the year 1847, amount to.....	£412,655
	or.....\$1,650,621
“ “ 1848, “ to.....	£439,344
	or.....\$1,757,377

The freight account for goods carried by the Laprairie Champlain Rail-Road amounted during the same periods—say for 1847,.....\$31,032  
“ “ 1848,.....\$32,347

It is fair to presume that ALL goods imported from the United States to Canada East would pass through the proposed canal if properly located, as well as a very large proportion of those now sent through Oswego to Canada West.

Table A. (annexed) exhibits the quantity of goods, &c. exported from Canada to the United States by *inland ports* during the fiscal year 1848.

It is worthy of remark that this table rather *under*, than *over*-rates the amount of this trade; the present ad valorem duties of the United States tariff being an inducement to enter goods at low valuations, or even to evade the payment of duties altogether.

The gross valuation of the exports above referred to, and as enumerated in said annexed table, (A.) amounts to £772,432, or \$3,089,729, to which may be fairly added a portion of the trade from the fisheries to the United States now carried on through Boston, New-York, and New Orleans, amounting probably to not less than £100,000, or \$400,000.

The following is a list of some of the principal articles of export to the U. States, and of the values thereof, showing a vast progressive augmentation in this trade, which must be further annually increased, as the present commercial policy of Great Britain tends to force her Canadian subjects to seek new markets for those products which were formerly admitted by the mother country on terms of advantage which no longer exist.

There was exported to the U. States in

	1847	1848.
Of Flour,.....	£24,722 9 3	£310,695 9 3
Butter,.....	1,016 16 0	8,722 6 0
Ashes,.....	6,052 0 0	43,000 0 0
Wool,.....	5,654 0 0	5,324 16 1
Horses,.....	15,723 15 0	33,451 15 0
Wheat,.....	9,421 15 0	63,127 5 6
Lumber,.....	not known	159,551 6 5
	£62,590 15 3	£623,872 18 3
	or \$250,363,05	or \$2,495,491,65

It may be well here to correct the too generally received opinion that the lower, as compared with the upper, province is barren and unproductive. Lower Canada, so far back as 1802, exported to Great Britain a surplus of her own agricultural produce to the extent of 1,010,033 bushels wheat; 28,301 barrels flour; 22,051 cwt. biscuit; and this, when Upper Canada was in its infancy and unproductive. In 1831, the amount of wheat grown in Lower Canada was 3,404,756 bushels; the produce of all grains in Canada East during the year 1844, was 21,325,596 bushels, showing a much nearer approximation with the agricultural products of Canada West than is generally supposed. The county of Rimouski—by no means the most favored section of Lower Canada—largely engaged in lumbering pursuits, and consequently to a great extent a consuming district—had a surplus in 1845, of 80,000 bushels of wheat: this county, containing a population of 20,000 souls, principally French, and situated on the northeastern extremity of the province, will serve to exhibit in some degree the capabilities of the most remote portions of Canada East.

With reference to the eastern lumber trade—assuming the estimate in the American delegates' report, say 40,000,000 superficial feet for this season's export—we may set down 12 to 14,000,000 feet, or one third of the whole quantity, to be square timber; of the remaining two thirds, of sawed lumber, a large proportion comes from the St. Lawrence and its tributaries below Montreal, even from the distant Saguenay. From one establishment alone at Riviere du Loup, eleven American craft were at one time this season receiving lumber for Lake Champlain, and during the season thirty-six vessels have already received cargoes for Troy from that place, and preparations are making for more extensive transactions in those districts; thus showing what may be expected from the eastern trade, if the canal be made of a capacity and at a point suited to its wants; the present Chambly Canal being altogether inadequate to the requirements of this branch of commerce.



Mr. Egan, a very extensive and highly intelligent lumber merchant on the Ottawa, estimates the quantity of sawed stuff produced on that river and its tributaries at 94,800,000 superficial feet, and adds that over and above this quantity, the deals cut below Montreal and Quebec, down to Matance, are at least *three* times as many; thus giving 284,400,000 superficial feet as the produce of mills along the St. Lawrence from Montreal to Matance.

As sawed lumber will be among the chief articles of revenue to the proposed canal, it becomes of paramount importance to secure the traffic arising from the enormous supply which eastern Canada can furnish, a result hardly attainable, if the rapids opposite Montreal and Lachine interpose as obstacles thereto.

But our observations must not be limited to the actual extent of the present trade in any article, or confined to the objects which are at present dealt in and transported through our waters. There can be no doubt that the opening out of this communication will give rise to trade from the ocean and the lower provinces, altogether novel in its nature and far exceeding in amount the expectations of its most sanguine advocates; which will also add to the upward freight of those vessels bringing down the products of the far west, by furnishing many articles at a cheap rate which cannot be advantageously supplied on Lake Champlain, and which can best be furnished at a point where vessels from sea and the interior can meet, and if required exchange cargoes. The advantages and economy of such an operation require no comment, and it will at once be perceived that all augmentation to the upward freight must cause a proportionate reduction in the price of freight descending.

Taking the four years from 1844 to 1847, the number of arrivals from sea at Quebec and Montreal was 5,307 vessels, giving a total tonnage of 2,066,436, or an average per annum of 1327 vessels of 389 tons each. Now of these 1327 vessels per annum, a proportion equal at least to 1000 vessels arrive in ballast or so nearly so as to render it an easy matter to obtain freight from Europe by them at a very reduced rate, provided articles for shipment should offer. Calculating the capacity of these vessels on their outward voyage at 389,000 tons, it will be readily conceded that goods and passengers to that extent of tonnage may be brought from Europe at so low a rate as to ensure (beyond what can be supplied from Lake Champlain,) a large amount of return freight to the vessels bringing down the western produce.

During the season of 1847, there arrived at the port of Quebec 90,150 emigrants, in the year 1848, 27,939, and this present season up to the 25th instant 33,033. During the year 1848, 4000 emigrants proceeded from Canada to the U. States by the way of Lake Champlain.

Among the articles which can be supplied through the St. Lawrence may be enumerated, pig iron, rail-road iron, of which large quantities (from 12 to 14,000 tons) have to be shipped westward from Quebec this season, and had the cheapness of the route been known, a much larger quantity would have come this way, salt, crockery in crates, fish, oils and paints, liquors of all descriptions, European bale goods, and even East and West India produce; for what is to prevent under the new navigation law, so liberal towards strangers, an enterprising merchant of Boston or New-York, consigning his vessels, freighted with teas, sugars, and other articles, to his correspondents and customers on the western lakes or Lake Champlain.

A vast number of products from the lower provinces might be enumerated, as likely to produce a profitable trade with Lake Champlain and the northern and eastern sections of the Union, but no exact data exists to predicate the probable amount; it may suffice to mention some of the most important?

The articles of coal and gypsum form a prominent feature in furnishing freight on water communications, whenever they are required in sufficient quantities, and can be produced at rates which will bear the additional cost of transportation.

An excellent article of coal is now produced in unlimited quantities at Pietou, from mines connected with the gulf of St. Lawrence by a rail-road six miles in length, and it may fairly be supposed can be delivered on board of craft at as low a rate as at any other point on this continent. From thence the waters are free until connecting with the proposed canal, through which it can be furnished to the numerous iron works on the borders of Lake Champlain, at rates which will compare favorably with the cost of it from any other locality. Already cargoes of this coal

have been laid down in Montreal at the cost of \$3,25 per ton; and a deduction may without doubt be looked for, by an increased demand; and English coals are at this time being furnished at the city of Kingston by the way of the St. Lawrence at \$5 per ton, being the cheapest route for obtaining coals at that place.

The same may be said of gypsum from the beds in Nova Scotia, of which large shipments are now made via the city of New-York into the different states, including New-York. Notwithstanding the extensive beds to be found in the western part of that state, which yield most extensive supplies, it is believed that the state of Vermont, and that portion of the state of New-York bordering upon Lake Champlain, which now get their supply via New-York and the Whitehall canal, can be furnished at a greatly reduced price by way of the St. Lawrence and through the intended canal. Gypsum now being laid down at ports on the river St. Lawrence as low as \$2 per ton, at which price it is estimated that it might be delivered at Montreal, or more probably at mills which would be constructed by employing the immense water power created at the junction of this canal with the St. Lawrence; or at a trifling addition in freight in Burlington or other points on the lake where water power can advantageously be had for grinding.

In the article of fish the following table shows the exports thereof from Halifax alone (independent of the Gulf and Newfoundland fisheries) during the years 1847 and 1848.

1847.							
Salmon.	Mackerel.	Herrings.	Do. Smoked.	Oil.	Codfish.	Haddock.	Cod Oil.
<i>Bbbs.</i>	<i>Bbbs.</i>	<i>Bbbs.</i>	<i>Boxes.</i>	<i>Bbbs.</i>	<i>Qtls.</i>	<i>Qtls.</i>	<i>Cask.</i>
5,598	171,397	15,781	8,273	5,550	210,285	29,415	4,422
1848.							
4,163	169,630	20,092	10,136	4,726	183,271	14,370	2,811

There was exported to the United States alone upwards of 131,000 barrels of Mackerel during the season of 1847. It is an undisputed fact that the lower shores from the Shediac in Northumberland to Dalhousie on the bay of Chaleurs abound with an enormous quantity of the finest fish; which only requires increased facilities of transportation to ensure the establishment of regular organized fisheries, and a thriving trade therein; the glaring neglect, and unsatisfactory prosecution of so rich a branch of industry, is apparent to the most casual observer, so much so that not only are the herrings and other fish used very extensively in these districts for manure, but even the capelans serving for the food and maintenance of the Cod, are similarly destroyed.

The capitalist will however naturally inquire in addition to the amount of trade that can reasonably be expected to be created by this new channel of commerce, what amount of the already existing business between the two countries can be calculated upon to afford a fair return for investment; the sources from which such revenue are derived are so varied, and extended in their limits, that it would require a great amount of labor to collect and make out a calculation which should approximate to the truth; but it can be stated with the utmost confidence that of all the extensive and important traffic above enumerated, as well as of the vast anticipated trade to grow out of the completion of this great undertaking, at least three-fourths will find a route through its channels; and ultimately it will attract to itself the bulk of the whole existing trade, as well as that which would naturally and necessarily grow up in consequence of the very great facilities which would attend it and which have already been fully enlarged upon in this report.

It may be urged that bringing the terminals to a point so low as to secure the trade of Montreal and Canada East, as well as to enable the lake and sea-going vessels to meet and exchange cargoes, may deprive the canal of some of the western and Ottawa trade; this cannot be the case; the only competitor to be taken account of would be the Ogdensburg Rail-Road when completed. As far as the articles of timber and sawed lumber are concerned, no rail-road can profitably carry the same in comparison with water communication. And if the argument so forcibly and prominently put forward by the American committee be sound, viz. that the products of the west increase with such enormous rapidity as to require every possible outlet

that can be made for their transport, there can be no reason to fear that either the canal or the rail-road will lack sufficient employment ; although under any circumstances the advantages of a canal in the transport of flour and other produce, avoiding transshipment, waste, exposure, and injury to packages, are too apparent to admit a doubt as to which will be found most eligible.

All which is respectfully submitted.

THOMAS RYAN,  
Chairman of Committee.

*Montreal, August 30, 1849.*

**TABLE A.**  
**EXPORTS FROM CANADA, BY INLAND PORTS,**  
*During the year 1848, with the Values as declared at the several Custom Houses.*

PRODUCE OF THE FOREST.		
ARTICLES.	QUANTITIES.	VALUE.
Boards, - - -	Feet, - - -	378,831 } 10,354 3 11
Cedar Posts, - - -	Cords, - - -	128, and Cribs 6 } 154 0 0
Hop Poles, - - -	Quantity not given.	9 } 12 3
Laths, - - -	Feet, - - -	3,000 - - -
Lumber, (Sawn) - - -	do. - - -	57,761,196 } 195,397 1 3
Do. Walnut, - - -	do. - - -	6,000 } 10 10 0
Pine, - - -	Pieces, - - -	17,133 } 127 18 0
Do. - - -	Feet, - - -	1,760 } 17 10 0
Saw Logs, - - -	No. 3483; Cords, 33; } Feet, 1,075,288 }	4,901 } 2 9
Scantling, - - -	Pieces, - - -	12,603 } 51 19 3
Shingles, - - -	do. - - -	No. 6,744,000 } 2,638 5 0
Do. - - -	Bundles, - - -	15,644 } 3,030 14 9
Shingle Wood, - - -	Feet, - - -	1,557,000 } 390 0 0
Do. do. - - -	Cords, - - -	191 } 143 5 0
Shingle Bolts, - - -	do. - - -	612 } 456 0 0
Spars, - - -	Pieces, - - -	764 } 955 0 0
Spruce, - - -	do. - - -	921 } 7 6 9
Staves, Cooper's, - - -	Cords, - - -	1,277 } 638 10 0
Do. Other, - - -	Pieces, - - -	377,587 } 616 8 0
Do. Other, - - -	W. I. 85; Puns. 16	585 } 0 0
Rail-road Ties, - - -	Quantity not given.	3,836 } 4 0
Wood, Fire, - - -	Cords, - - -	6,990 } 2,485 7 6
Do. not described, - - -	Ft. 242,700; Ps. 7460; } Cords, 133 }	2,742 } 8 0
		£159,551 6 5

AGRICULTURAL PRODUCTIONS, & C.		
ARTICLES.	QUANTITIES.	VALUE.
Apples, - - -	Bushels, - - -	8,511 } 252 10 0
Ashes, Pots, - - -	Barrels, 7,256; Bush. 96; Cwt. 854	41,086 } 9 8
Do. Pearls, - - -	Tons, 35; Cwt. 1,138; Barrels, 39	2,014 } 4 2
Do. Leached, - - -	Tons, - - -	265 } 28 13 9
Barley, - - -	Bushels, - - -	11,156 } 1,027 0 0
Bran, - - -	Tons, - - -	195 } 219 0 0
Butter, - - -	Lbs. 113,237; Firkins, 163; } Tubs, 118; Kegs, 2,838 }	8,722 } 6 0
Cider, - - -	Gallons, - - -	306 } 84 0 0
Eggs, - - -	Dozens, - - -	8,756 } 134 18 6
Flax Seed, - - -	Bushels, - - -	11,790 } 3,005 15 0
Flour, - - -	Barrels, - - -	277,031; and Cwt. 14 } 310,695 9 3
Grass Seed, - - -	Bushels, 1712; and Barrels, 5,436	1,526 } 11 9
Hops, - - -	Lbs. - - -	42,978 } 348 15 0
Linseed, - - -	Bushels, - - -	200 } 42 0 0
Lard, - - -	Kegs, - - -	176 } 212 10 0
Maize, - - -	Bushels, - - -	2,941 } 442 14 0
Meal, all kinds, - - -	do. - - -	986 } 842 7 6
Oats, - - -	do. - - -	43,234 } 2,517 18 4
Onions, - - -	do. - - -	16 } 1 10 0
Peas, - - -	do. - - -	27,561 } 3,514 5 0
Potatoes, - - -	do. - - -	535 } 35 9 9
Rape Seed, - - -	do. - - -	15 } 2 15 0
Rye, - - -	do. - - -	2,703 } 159 12 3
Salted Meats, - - -	Cwt. 494—3—24; Barrels, 2,315; } Packages, 473 }	7,276 } 0 0
Salts of Leys, - - -	- - -	797 } 14 3
Timothy Seed, - - -	do. - - -	2,555 } 907 10 0
Wheat, - - -	do. - - -	297,011 } 63,127 5 6
Wool, - - -	Lbs. - - -	126,827 } 5,324 16 1
		£454,350 0 9

**TABLE A.—continued.**  
**EXPORTS FROM CANADA, BY INLAND PORTS,**  
*During the year 1818, with the Values as declared at the several Custom Houses.*

ARTICLES.	VALUE.	
<b>LIVE STOCK.</b>		
Animals not specified.....	9,400	15 0
Cattle, Horned, No. 3652;.....	10,565	2 6
Horses, No. 3100, .....	33,451	15 0
Sheep, 2234, £294 5s.; Swine, 148; £231 10....	825	15 0
	<b>£54,243</b>	<b>7 6</b>
<b>SUNDRIES OVER £10,000.</b>		
Specie, .....	36,400	5 0
Sheep Skins, .....	19,822	14 6
Furs, .....	10,641	10 11
	<b>£66,864</b>	<b>16 5</b>
<b>SUNDRIES OVER £5,000.</b>		
Private Effects, .....	9,365	0 0
Sundries not classed, .....	6,727	18 8
	<b>£16,092</b>	<b>18 8</b>
<b>SUNDRIES OVER £1,000.</b>		
Skins, .....	4,263	18 0
Fish, .....	3,698	11 5
Iron of all kinds, .....	3,243	12 8
Hardware, .....	2,124	19 6
Rags, .....	1,905	6 6
	<b>£15,236</b>	<b>8 1</b>
<b>SUNDRIES OVER £500.</b>		
Whiskey, 252½ Barrels,....	762	5 0
Furniture,....	562	10 0
Salt,....	510	5 6
	<b>£1,835</b>	<b>0 0</b>
<b>SUNDRIES OVER £100.</b>		
Bees Wax, .....	100	15 9
Bricks, 316,000, .....	349	15 0
Copper, Old,.....	120	5 0
Carriages,....	168	0 0
Lasts,....	239	10 1
Candles, 140 Boxes, .....	245	0 0
Horns, .....	249	0 0
Lime, .....	354	15 11
Soap,....	133	0
Starch, 402 Boxes,....	341	14
Wagons, .....	288	0
Woollens,....	379	11 1
	<b>£2,969</b>	<b>6 10</b>
SUNDRIES UNDER £100, .....	<b>£1,289</b>	<b>0 2</b>
<b>RECAPITULATION.</b>		
Produce of the Forest,.....	£ 159,551	s. 6 5
Agricultural Productions, .....	454,350	0 9
Live Stock, .....	54,243	7 6
Sundries Valued,....	Over £10,000,...	66,864 16 5
	“ 5,000, .....	16,092 18 8
	“ 1,000,....	15,236 8 1
	“ 500, .....	1,835 0 6
	“ 100,....	2,962 6 10
Under 100, .....	1,289 0 2	0 2
<b>Total,.....</b>	<b>£772,432</b>	<b>5 4</b>

**TABLE B.**  
**IMPORTS INTO CANADA BY INLAND PORTS,**  
*In addition to those by Sea.*

ARTICLES.	QUANTITIES.		
		1847.	1848.
Wine,.....	gallons,	6,136	16,813
Spirits,.....	"	67,769	19,271
Rum,.....	"	"	2,852
Molasses,.....	"	121,805	80,981
Sugar,.....			
Refined,.....	lbs.	107,730	205,882
Muscovado,.....	"	5,426,914	3,455,548
Coffee,.....	"	829,368	761,714
Teas,.....	"	2,556,719	1,720,435
Tobacco,.....			
Manufactured,.....	"	2,230,335	1,244,531
Unmanufactured,.....	"	189,715	22,881
Salt,.....	bushels,	139,110	533,846
Goods paying <i>ad valorem</i> duties,.....	.....	383,781	£541,243 St'g

**TABLE C.**  
**SHOWING THE QUANTITY OF UNITED STATES PRODUCE**  
*Imported into Canada by Sea and Inland Navigation, on which Duty was paid.*

ARTICLES.		1847.	1848.
Flour,.....	Barrels,	25,533	4,326
Barley,.....	Bushels,	14,590	1,240
Maize,.....	do.	75,328	80,528
Oats,.....	do.	5,704	496
Rye,.....	do.	12,280	4,032
Indian Meal,.....	do.	1,385	877
Wheat,.....	Barrels,	1,168	312
Beans,.....	Bushels,	675	2,204
Butter,.....	Cwt.	97	23
Cheese,.....	do.	3,256	2,569
Bacon,.....	do.	388	874
Beef,.....	do.	8,560	20,776
Pork,.....	do.	22,437	
Fresh Meat,.....	do.	1,611	720
White Pine,.....	do.	33,917	2,634
Oak,.....	Feet.	97,110	2,960
Birch,.....	do.	142	.....
Ash,.....	do.	259,279	96,372
Plank,.....	do.	1,652,068	746,648



