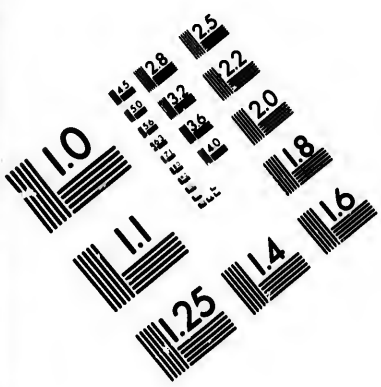

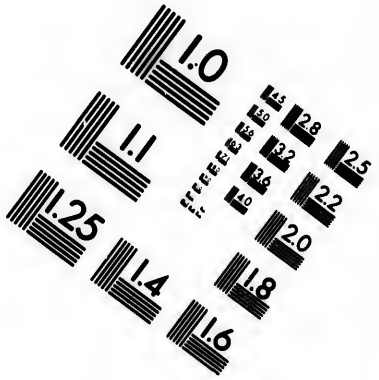

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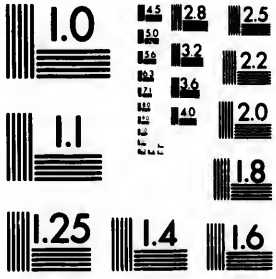

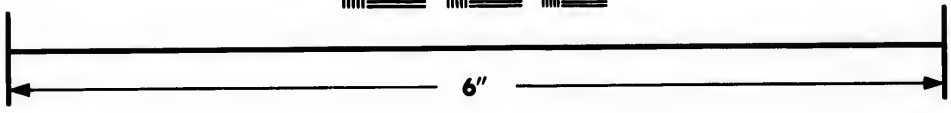

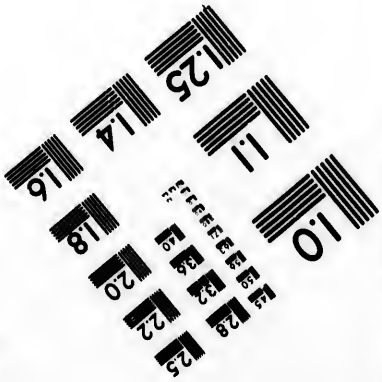

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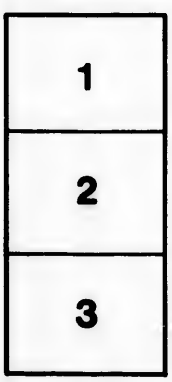

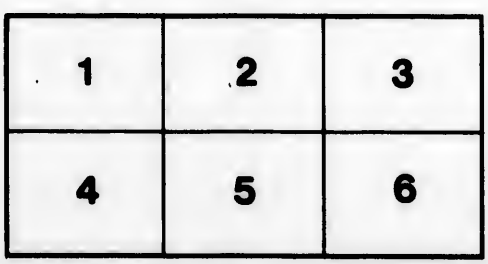

PROCEEDINGS

OF

PUBLIC MEETINGS

HELD AT

BYTOWN,

October 3rd & 10th, 1849,

RELATIVE TO THE

ST. LAWRENCE

&

LAKE CHAMPLAIN CANAL,

WITH

REPORT AND EVIDENCE THEREON.

BYTOWN:

PRINTED AT THE GAZETTE OFFICE.

1849.

Report of Meeting held on 3rd October, 1849.

At a Meeting held at McArthur's Hotel, agreeably with previous notice, on Wednesday the 3rd inst., JOHN McKINNON, Esq., was called to the Chair, and Francis Clemow, Esq., was requested to act as Secretary. The Chairman then explained the objects of the Meeting, when it was

Moved by John Scott, Esq., Seconded by Charles Sparrow, Esq.

That this Meeting, representing as it does, the Lumber Trade of the Ottawa, takes a lively interest in the proposed Canal between the St. Lawrence and Lake Champlain; and as the question of route would be of the most vital consequence to the Staple trade of the valley of the Ottawa, this Meeting deems it important to gather from all reliable sources, such statistical statements as will show Directors and Stockholders the extent of the Ottawa Lumber trade, and the importance of such trade to the Canal in question.---Carried unanimously.

Moved by W. F. Powell, Esq., Seconded by A. R. McDonell, Esq.,

That a Committee be formed for the purpose of carrying out the foregoing resolution, and reporting thereon to a Public Meeting to be held on Wednesday the 9th inst., at McArthur's Hotel, and that said Committee be composed of the following Gentlemen: The Chairman and Secretary, the Hon. T. McKay, the Hon. Hamnett Pinhey, Joseph Aumond, John Egan, M.P., Jno. Thomson, Wm. Stewart, F. Bearman, John Scott, M.P. E. Malloch, M.P., and G. B. Lyon, M.P., Esquires, any five of whom shall form a quorum.---Carried unanimously.

Moved by H. J. Friel, Esq., Seconded by F. Bearman, Esq.,

That this Meeting, while they are extremely anxious to avoid any premature expression upon the respective merits of the different routes proposed, nevertheless, are decidedly of the opinion that any route connecting Lake St. Louis directly with Lake Champlain, would possess far superior advantages for the Ottawa trade, to any other that has been proposed; and further, that any other route would not, in the opinion of this Meeting, possess any advantages superior to the present one, by Sorel and Chambly.---Carried unanimously.

Moved by A. Gibb, Esq., Seconded by C. Sparrow, Esq.,

That J. McKinnon, Esq., do leave the Chair, and that A. R. McDonell, Esq., do take the same ---Carried.

Moved by W. F. Powell, Esq., Seconded by A. Gibb, Esq.,

That the thanks of this Meeting be given to the Chairman for his able conduct in the Chair.---Carried.

JOHN MACKINNON,
Chairman.

FRANCIS CLEMOW,
Secretary.

Bytown, 3nd October, 1849.

Report of Meeting held on 10th October, 1849.

Pursuant to a Resolution passed at the General Meeting, which took place on the 3rd October, a second General Meeting was held at the British Hotel, for the purpose of receiving the Report of the Committee, then appointed, when the following Report was submitted and read by the Secretary.

REPORT.

The Committee to whom was entrusted the duty of collecting such statistical statements and information generally, as they might be enabled to obtain from reliable sources, showing "the extent of the Ottawa Lumber Trade, and the importance of such trade to the Canal," by which it is proposed to unite the waters of Lake Champlain with the St. Lawrence, beg leave to submit the following Report:—

The Lumber trade has heretofore been, and may still be, considered the Staple trade of Canada. It is true, that the value of the export for the last two years has been a little less than that of Flour and Wheat (owing chiefly to the depreciation in the *price* of our timber); but the value of the Stock in Market (even at the present prices) is now, and has been greater, than that of any other class of our exports. The stock of White Pine "Wintered over" in 1846 and 1847, exceeded in each year the export of that year; the same can be said of Red Pine, for the years 1847 and 1848.

In the year 1847, the enormous quantity of twenty-five millions of cubic feet of squared timber was "Wintered over" at Quebec, at the expense, and loss by depreciation, of the producer of course when able to afford it. The quantity held over in 1846, was twenty-one millions, and last Winter, eighteen millions of cubic feet of square timber, besides 2,150,000 standard deals, equal to fifty-nine millions of feet, Board measure, of Sawn lumber. The value of the property thus lying for six or eight months, deteriorating upon the hands of the owners, has been for the last three years, from £5.0,000 to £1,000,000, and therefore calls for the most attentive consideration.

The extent, and capability to supply, of our Lumber trade, may be better understood from the supply furnished to the Quebec market in 1846, under the stimulus of the prices of the preceding year; which exceeded thirty-seven millions of cubic feet of squared timber; and about two and a quarter millions of pieces of Standard deals, or upwards of sixty millions Board measure of Sawn lumber, besides Staves and Lath wood; the whole amounting (according to the Quebec computation) to at least one million of tonnage.—Besides this (the amount which arrived in Quebec) there was from four to five millions cubic feet left behind, so that the product in 1846, for the Quebec market alone exceeded forty millions of cubic feet the value of which, together with that of all other Lumber, could not be less than £1,500,000 or $6.000,000. In a commercial point of view, this trade is by far the most important, from the number of persons employed in its manufacture and transport, and the great tonnage required: thus while the arrivals of sea-going vessels at Montreal are about 200 annually, or a little over 50,000 tons, at Quebec there are 1250 arrivals with nearly half a million of tons.

Besides our export by sea, there is a growing trade in our Lumber with the neighbouring States, which reached last year, nearly sixty millions of feet B. M. of Sawn lumber, (almost the whole of which was from the Canada shores of Lakes Ontario and Erie) and about one and a quarter millions of cubic feet White Pine, which, with the other products of wood, gave a total declared value of £100,001 to our exports in this branch

of trade with the United States by our inland ports. There is every reason to believe that this export has been largely exceeded already in the present year. A glance, therefore, at this market, will not be out of place.

The market for Pine Timber in the Atlantic States, is supplied chiefly from Maine and Georgia—a species of Pitch Pine, called Georgia Yellow Pine, being used for ship-building purposes, harder to work than our Norway or Red Pine timber. It would be difficult to ascertain the consumption in the various seaports, being partly import and partly home production; but as this is largely on the increase (besides the demand for export), and the quotations at New York at present, much better than those at Quebec, it may reasonably be expected that ere long, a very considerable portion of our Pine Timber will find a profitable market in New England and upon the American Seaboard.

The Hudson River is the chief mart for Sawed lumber, about three hundred millions of which, (giving a tonnage according to the American computation of 532,000 tons, and valued at upwards of $5,000,000,) came to the Hudson River by the canals alone in 1817: also, 1,600,000 feet of Pine Timber. Of these quantities all but fifty-six and a half millions of the Sawed lumber, and 489,000 feet of the timber, were the produce of the State of New York. Last year the amount of Sawed lumber was 262,000,000, and of Pine Timber one and a half million cubic feet: only fifty-seven and three quarters millions of the one, and 629,000 cubic feet of the other, were not of the produce of the State. It is probable that the whole of this Foreign lumber was the produce of Canada.

Michigan is the chief lumbering State of the West, but the demand in that quarter keeps pace with the supply, and will not only require the Pine of Michigan and N. Western Pennsylvania, but much of that from the Canada shores or Lake Erie; thus leaving the great market of the Hudson River to the State of New York and Eastern Canada.

With a *good* water communication between the Ottawa and Hudson Rivers, Canada would at once become a formidable competitor to the State of New York in the markets of the latter. Proximity, and the high prices on the Hudson, have induced an extensive production of inferior Lumber in the Pine districts of the State, which, by position alone, has kept a better article out of market. With improved communication, the introduction of Canada Pine, at reduced rates, would cut off a great portion of the present supply, by rendering unprofitable a trade which present prices enable to undergo many disadvantages of quality and transport.

Having thus taken an imperfect view of the Canada Lumber trade and its markets, it may be well to examine more closely, its capability to supply any given demand.

The Ottawa is the great Lumbering district of Canada; from it four-fifths of the Pine Timber, and two-thirds of the Deals, have been supplied to the Quebec market. The remainder of the Pine is chiefly from the Trent, the Oak and Staves from Western Canada, from whence also, about fifty millions of Sawed lumber are annually sent to the Hudson River, and a considerable amount to Ohio and the West. The amount of Sawed lumber exported from ports in the St. Lawrence below Quebec, is said to exceed a million of Standard deals, or about thirty millions of feet Board measure.

The Ottawa river drains an area of about 75,000 square miles, comprising the richest and most extensive Timber district in America, if not in the world. About 10,000 square miles of the unsurveyed portion is licensed for Lumbering purposes. The supply from this quarter has fluctuated according to the state of the Quebec market: the average amount of Timber which has passed the Slides at Bytown for the last nine years, has been about twelve millions of cubic feet of all kinds. There being no Slides below Bytown, no such certain data are to be had of the supply upon that portion of the River: but from the return of three late years in our possession it appears to have been about one half of the product above Bytown, or one third of the supply from the whole River. This proportion may be safely assumed, as there is little doubt but that in earlier years it was greater below Bytown. The average annual product of the Ottawa, therefore, for the last nine years, may be taken at eighteen millions of cubic feet of timber, besides about one and a half millions pieces, or forty millions feet B. measure, of Sawed lumber.

While the fires in the woods are annually consuming our White Pine, our export

has been restricted by the want of a choice of market and consequent monopoly of freights (with prices dictated by combination) and by the limited and uncertain arrival of tonnage at Quebec. No ships wintering in the St. Lawrence, it follows that our Staple (as well as total export) trade by Sea, is dependent upon absent shipping, which may be diverted at any time (by better freights) from the Gulf, leaving a large quantity of our produce to rot upon our hands.

At the opening of navigation in 1816, no less than twenty-seven millions cubic feet of square timber, besides deals, were lying *upon the Ottawa and its tributaries* ready for market: about twenty-three millions of which arrived in Quebec. The value of that year's product of the Ottawa was about £1,000,000 affording a tonnage (Quebec computation) of nearly 800,000 tons.

The labor employed in this product according to the usual estimate would be that of

10,800 Men;
4,320 Horse teams;
1,080 yokes of Oxen.

} for the Season.

And their consumption would be—

29,700 bbls. Flour;
27,000 bbls. Pork;
2,700 Chests Tea;
450,000 bushels of Oats;
10,800 tons of Hay;
besides Clothing, Tobacco, &c.

This is exclusive of the Deal business, a statement of which is appended, and which employs about 2,000 men, adding nearly a fifth to the above consumption. It is well known that nearly all the pork used in this trade is imported from the United States; and since that from the city of New York, is preferred (on account of the inspection) it will be chiefly obtained from that quarter, notwithstanding the superior cheapness of transport from Cleveland via the Welland Canal and Kingston. (There were received at Montreal in four years, from 1815 to 1818 inclusive, 66,977 barrels of pork, of which only 7,682 were exported, leaving nearly 15,000 per annum for local consumption.)

That the Ottawa is capable of repeating or exceeding the supply of 1816 whenever prices warrant, there can be no doubt; because, (besides being the most extensive,) its great reserves are less likely to be encroached upon by settlement or local consumption than any of the other lumbering districts of America.

There is unfortunately a want of appreciation of the extent and importance of the Lumber Trade in Canada. This arises partly from the reflection that it is merely a *temporary* occupation which must soon disappear; and also from the fact that it is not generally distributed like the pursuits of Agriculture, but is carried on in the unsurveyed and uninhabited portions of the Province, and therefore its influence is unseen and unfelt. Compared with Agriculture, it has been looked upon as a preparatory and *demoralizing* process, which, the sooner it is over the better for the country. These views are based upon the experience of the older portions of the country where the Lumberers have been as usual the early pioneers. However correct these ideas may be with respect to those portions of America *surrounded* by an advancing and increasing population which must in the end look to the soil for their support—a little reflection will convince us that Canada (particularly the Ottawa and Eastern portions of it) is in this respect peculiarly situated. We have no northern population advancing from the Frozen Regions to meet the cultivated strip on the north shores of the St. Lawrence. The tide of Emigration, invited by climate and communications, has a Westward tendency; while the forbidding features of Northern Canada, her ice and snow* and countless rapid rivers, are the wise and indispensable provisions of Him "who doeth all things well," whereby the rich products of her boundless forests can be made to minister to the wants of man

Doubtless the time will come when the sound of the timber maker's axe will be no more

* The snow is the only means through which the timber districts can be approached, the timber hauled, and the shanties supplied with food; the ice forms a great part of the winter road up and down on the rivers, and is of the utmost importance as a rafting place; the rapid streams bring down the timber quickly (and therefore cheaply) in the Spring.

heard in the limits now occupied; but assuredly the operations of the lumberer will be extended, centuries hence, into the vast regions of the north for the supply of generations to come. Europe, who has seen her hundreds of generations, has still her forests of timber in the north; and may we not reasonably suppose that like causes will preserve a portion of this continent for the timber supply of the agricultural districts; or rather, may we not believe that an article so necessary to man, and of which for six thousand years he has not been deprived, will endure to the end.

The Red Pine districts, it is well known, are unfavorable to the pursuits, and therefore not likely to be encroached upon by the wants of Agriculture. This timber is found on plains of coarse red sand, and chiefly in groves of great extent, in which the trees are arranged with the uniformity of a plantation, and amongst which scarcely a tree of any other description of timber, or a single decayed or dying one, is to be found. There is therefore no underbrush or dead wood in these groves to feed those fires which, originating perhaps from the pipe or camp fire of the voyageur, sweep over the vast tracts, annually destroying thousands of pounds worth of White Pine and other timber; but (for the above reasons) proving of little or no injury to the Red Pine. As these groves are thinned out by the removal of the larger trees, the remainder increase rapidly in size, gaining about one inch diameter in three years. By preventing the waste of the young timber (much of which is unnecessarily destroyed for rafting materials) it would in a few years become marketable, and these groves might be cut over, at intervals of several years, for a long time to come. It is known that one of the Red Pine limits, nearest the agricultural districts, has thus been lumbered upon for upwards of thirty years, and the product of late years has suffered little diminution.

The manufacture of ordinary and small averages of Red Pine can be no longer continued for the Quebec market, in consequence of the recent introduction of Baltic timber into Great Britain at reduced rates of duty. Another market is therefore indispensable, and this we believe is to be found on the Atlantic seaboard of America, (to be reached by Lake Champlain,) where Georgia Yellow Pine is now quoted at from 10d to 13d. per cubic foot. It is believed that, with an improved communication, this market could be reached by direct shipment in open barges at a cost of between 2d and 4d. *per* ft.

With this view of our trade and prospects but little additional argument is required to show the importance of a first rate communication between the Ottawa and Lake Champlain; or the influence which such a trade should exercise over the location of the canal in question. It remains but to be said that there is at present a communication with Lake Champlain by Sorel, on the highway to Quebec, and unless decidedly superior facilities are afforded by the proposed canal, the immense tonnage which the Ottawa would otherwise supply cannot be counted upon; a business which derives additional importance from the consideration that, if secured, it will become a permanent customer of the canal; and not having, like the Eastern and Western trade, a variety of competing communications to divert it into other channels.

There are some manufacturing facilities and considerations yet to be noticed, which as it is the peculiar feature of all the great undertakings on this continent to look in a great measure to *prospective* business, deserve a place in connection with this subject. Without entering into the question as to how far Canada is to become a manufacturing country, and whether our future policy is to be Free Trade or Protection, it is clear that, in the matter of Timber, we enjoy a monopoly for which we are indebted to no legislation, and the range of which is as wide as the wants of civilized man.

No part of America is better adapted for the numerous and saleable manufactures, of which wood is the chief material, than the Ottawa; and no part of the Ottawa than Bytown. Situated in the centre of the most fertile and populous district on the river, supplied with unlimited water power, and connected by canal communication with Kingston and Montreal, and sufficiently distant from each, Bytown can draw the materials (of the finest quality) for all the manufactures of Pine from the Gattineau, and for all others from the hardwood districts of the Rideau.

The population of the counties bordering upon the Ottawa is estimated at 131,219, of which at least 100,000 may be assumed to belong to the valley of this river. From its position Bytown must ever be the depot for the trade of a rapidly increasing population; and throwing aside the present prosecution of an extensive Lumber Trade, and of future manufacturing pursuits, (in which they are destined at no distant day to take an im-per-

tant part,) the inhabitants of Bytown need no demonstration to prove to them that they are pre-eminently in a position to contest the markets of America in all the manufactures of wood.

The importance of the manufactures of wood, especially the minor ones, is, it is to be feared, hardly appreciated amongst us; this is probably because the raw material is here worthless. If we had to purchase it at a high price, we would be more inclined to employ our now useless water power in converting that portion of our timber which is thrown away into such "notions" as chairs, pails, lasts; scythe, rake, fork, axe, and other handles; sashes, doors, blinds, shingles, bowls, bedsteads and every description of turned ware, articles which we have been importing. If flour barrels manufactured at Oswego (perhaps from imported staves) can be supplied to Canadian millers, paying duty, they ought to be manufactured here for at least our own market.

In this matter, as in many others, we may be instructed by the Commonwealth of Massachusetts, whose population is about the same with that of Canada West. From the statistics of industrial pursuits in that State we find that the values of the manufactures of wood for the year ending April 1, 1845, were as follows:—

Blocks and Pumps,	$ 127,248
Boxes of all kinds,	215,105
Chairs and Cabinet Ware,	1,476,679
Cooperage,	269,935
Lasts,	80,145
Lumber and Shingles,	921,106
Sashes, Blinds, and Doors,	180,181
Wooden Ware,	416,366—$3,686,766

There is one other production of wood to be added to the above list which ought to silence all cavil at the importance of "Yankee Notions;" this is 13,808 bushels of *Shoe-pegs*, valued at $18,206! These manufactures, requiring but little capital, are the most desirable for a young country, nearly their whole value being that of labor applied here.

In the matter of transport, the importance of the Lumber Trade to commerce, cannot be more strongly illustrated than from the fact, that 44 per cent. of the "Total movement" of all articles on those great thoroughfares, the Canals of New York, is furnished by the "Products of the Forest," being about 15 per cent. higher than that of the products of Agriculture, and equal to the whole tonnage of the products of Agriculture, Manufactures and Merchandize combined.

At the approaching Session of the American Congress a revision of the United States Tariff of 1846 is expected. A protective policy will govern the tariff of the present Whig Administration, and a restoration of the general features of the tariff of 1842 may be looked for. At present, under the Revenue Tariff of 1846, Canada Lumber is admitted into the United States at an *ad valorem* duty of 20 per cent.; while under the protective tariff of 1842 a duty of 30 per cent. was imposed. Not only may the additional duty be imposed, but if the principle of *specific* duties (which is the characteristic of the Tariff of 1842) is restored, our lumber may be rated at its value in the American market. There is every reason to suppose that the Americans will adopt a liberal policy toward our Lumber trade for several reasons. First.—They want our lumber, and this want is increasing, while their own resources in this article are diminishing so rapidly that they would be indisposed to adopt a tariff which would only have the effect of increasing the price in their own market. Secondly.—Their lumbermen are protected by position insomuch that the cost of laying down the Canadian article in their market is equal to the value of the article in Canada. Thirdly.—Under the liberal policy of our Government, their craft are permitted to navigate our inland waters and canals on an equal footing; and as this favor is not reciprocated, the result is that the whole of the carrying trade of our exports for their markets will be in their own hands. Thus American boats have been constantly plying during the present season between Bytown and Troy direct—a trip which Canadian boats cannot make, as they would not be allowed to navigate the American Canals. Fourthly.—All the sawed lumber manufactured for export in Canada would not supply the market of the Hudson River alone; for the present it is but little more than half the annual consumption on that river. And with respect to squared timber, the Bridges upon the Vermont railroads, and a portion of the Ogdensburgh one are built with Canada Timber; because this article cannot be procured of

the same quality and price from any other quarter, for the interior of New England and northern New York. But any large export of either our White Pine timber or Boards to the southern market would be immediately checked by a counter demand at Quebec for products which Britain cannot dispense with or obtain from any other quarter. The Americans therefore need not fear a "glut" in their market from Canada while a thousand ships annually seek cargoes of timber at Quebec.

But however assured we may feel from the above considerations, it is our duty to prepare even for probabilities, on a question of such overwhelming importance to the Ottawa as a southern market for our lumber. Our most strenuous exertions are called for, first to obtain the introduction of lumber into the American market upon as favorable terms as possible; and secondly to procure, as speedily as possible, an enlarged and improved communication, upon *the most direct and expeditious route*, with that market. We must remember that this communication will be valuable to us not only in the direct use we may make of it for what we send to the American market, but in its indirect action upon the value of our export by Quebec; inasmuch as there will then be at least a limit to the exactions of the shipowner so long as the provisions of the American drawback law permit us to export by New York.

The success of the proposed undertaking has been demonstrated by the Saratoga Convention. Looking to its ultimate effect upon our trade, this work, if inferior in importance to any, would be second only to the Welland Canal. Its construction would in fact continue the Welland Canal (as an American highway) through our whole chain of St. Lawrence canals. Since the year 1816 a majority of the tonnage arriving at tide water by the Erie Canal is the produce of Western States: and since the enlargement of the Welland Canal in 1845 the number of tons of western produce arriving at Oswego has been doubled. The amount of this business is greater now at Oswego than it was at Buffalo in 1840; and while in the shipments of Western produce at Buffalo last year there was a decrease of 167,000 tons from the preceding season, there was an increase of 5000 tons at Oswego. These results from the construction of the Welland Canal are the best indications of the influence which a Ship Canal connecting the St. Lawrence and Lake Champlain would exert over the shipment of the West. And if it once be admitted that a portion of the Western produce would seek this route to New York, all estimates of quantity would be idle and superfluous, since no one now doubts the capacity of the Great West to support all the outlets which Maryland, Pennsylvania, New York and Canada have with a noble emulation pushed up to her frontiers.

As a necessary consequence of an improved connection with Lake Champlain the disgraceful obstruction at Grenville (caused by two small locks *within the chain* of upwards of fifty larger ones) whereby the Rideau route from Montreal to Kingston has been stultified for upwards of fifteen years, must be removed.

Another effort to obtain something of that consideration which has been so bountifully bestowed upon the St. Lawrence must be made on behalf of the Ottawa. A spur from the chain of settlements along the shores of the St. Lawrence,—struggling in a cul-de-sac with the wilderness,—we have long been known to every government only as subjects for Executive plunder or speculation. Upwards of four and a half millions Currency have been expended upon Public Improvements in Canada, about *one and a half per cent.* of which has been devoted to the Ottawa. Since 1811 about £170,000 have been paid into the Provincial Treasury by the Ottawa lumbermen. The Government have pocketed the hundred thousand, and invested the odd pounds chiefly in a very profitable speculation of Slide building, the returns of which have averaged a gross revenue of £5,600, being the only *paying* class of Public Works in Canada. The average annual amount of timber duties paid upon the Ottawa for the last five years has exceeded £25,000, a sum sufficient to pay the interest upon the cost of the proposed Canal. If the Government would therefore devote the Ottawa revenues to this purpose, in a few years the canal would restore them fourfold; our inland navigation be complete and under one administration; Canadian interests be secured, and Canadian reputation saved from the necessity of yielding up a work, to be constructed upon Canadian ground, to the exclusive direction of foreign and perhaps rival interests.

The Committee had intended to avoid any decided expression of opinion upon the respective merits of the different routes which have

been proposed for a canal to connect the St. Lawrence with Lake Champlain, because they have felt indisposed to embarrass an embryo project by the agitation of rival interests;—and also from the consideration that future investigations might control the decision of the route without reference to views which have already been made public. In order to obtain reliable information with respect to the bearing of different routes upon the Ottawa Lumber Trade, they addressed the annexed circular to several of the most experienced of those who have been engaged in the trade; and here they would have preferred to close their report. But in view of the decided and important opinions expressed in the answers to the circular, and from various other sources of information, they feel, they would be wanting in a faithful and fearless discharge of their duty to that trade, the interests of which they have undertaken to advocate, if they refrained from expressing their deliberate conviction, that, as far as the interests of the Ottawa Timber Trade are concerned, a terminus at Longueuil would be the most unfortunate one that could be selected, and that it would fail to become the route by which timber in the raft would seek Lake Champlain. The Committee are led to these conclusions by the following reasons:—

Timber coming out of the Ottawa by the St. Ann's or Vaudreuil Rapids is discharged into Lake St. Louis, to any point upon which, it could without difficulty be taken to the mouth of a canal; but if obliged to descend the Lachine Rapids a different and more expensive system of rafting becomes indispensable, and great additional risk, expense and delay are incurred.

To land rafts which have run the Lachine Rapids at Longueuil they must be taken out of a strong current while under full headway, an operation requiring the constant attendance of steam power, and attended with much uncertainty and risk.

If the timber leaves by the Little River route it enters the St. Lawrence seven or eight miles below Longueuil in a strong current, against which, if towing were practicable, a more substantial mode of rafting would be indispensable. A less outlay of time and expense would put the raft in the R'chelieu at Sorel.

Under these circumstances the Sorel route would continue the route of Ottawa Timber. No advantages of larger locks could compensate for the difficulties mentioned; because so long as the Champlain Canal remains unenlarged, timber for the Hudson River would be rafted in cribs to suit the locks at Whitehall, and would therefore pass easily and expeditiously through the Chambly Canal. Lastly, if the enlarge-

ment of the Champlain Canal is looked forward to, it is believed that before that period [there being already an enlarged lock at St. Ours] the remainder of the Chambly Canal from Chambly Basin to the point where the enlarged route for Longueuil or Caughnawaga would diverge would be enlarged, thus opening a steamboat navigation from Chambly to St. Johns.

With respect to the trade in Shipped Lumber or Boards, the Committee feel, that if a terminus on Lake St. Louis be practicable, the additional tolls, lockage, delay and expense of the Lachine Canal by going to Longueuil would be a grievous and unnecessary burden upon all freight entering Lake St. Louis from the St. Lawrence and Ottawa.

Moved by Jas. McCracken, Esq., Seconded by R. Stethem, Esq.,

"That the Report now read be adopted,"—Carried unanimously.

Moved by John Porter, Esq., Seconded by F. Bearman, Esq.,

"That a Committee, composed of the Chairman and Secretary, together with John Scott, Esq., M.P., W. F. Powell, and T. C. Keefer, Esquires, be appointed for the purpose of making the necessary arrangements for the publication and circulation of said Report in pamphlet form.---Carried unanimously.

Moved by T. C. Keefer, Esq., Seconded by G. R. Burke, Esq.,

"That Jas. McCracken, and John Porter, Esquires, be a Committee to procure subscriptions to defray the expenses of publishing the Report."---Carried unanimously.

Moved by John Scott, Esq., Seconded by F. Bearman, Esq.,

"That the thanks of this Meeting be tendered to the Chairman and Secretary for their services."---Carried unanimously.

JOHN McKINNON,
Chairman

FRANCIS CLEMOW,
Secretary

APPENDIX.

STATEMENT OF THE QUANTITY OF TIMBER READY FOR MARKET UPON THE OTTAWA AND ITS TRIBUTARIES UPON THE OPENING OF NAVIGATION IN THE SPRING OF 1848.

WHERE MADE.	W. Pine M. feet.	R. Pine M feet.	Oak M ft.	Elm M ft.	Ash M ft.	Birch M. ft.	Tam'k M feet.	Total of all kinds M. feet.
Ottawa above Bytown,	10,835	6,829	245	166	10	10	"	18,095
Ottawa and tributaries from the Chaudiere Falls to Grenville,	2,985	30	"	48	"	5	10	3,075
South Nation River,	1,085	"	35	314	25	6	34	1,524
Castor do.	649	"	12	222	7	2	"	890
Bear Brook,	496	"	"	21	"	"	"	517
Green's Creek,	177	"	"	"	"	"	"	177
Tay River,	1,345	"	"	"	"	"	"	1,345
West Rideau,	318	"	"	12	"	"	"	330
Rideau and Jock Rivers,	981	"	15	119	3	14	"	1,133
Totals,	18,866	6,859	307	932	41	37	11	27,086
	W. Pine	R. Pine	Oak	Elm	Ash	Birch	Tam'k	ft. cubic

STATEMENT OF THE NUMBER OF CRIBS OF TIMBER OF ALL KINDS WHICH HAVE PASSED THE SLIDES AT THE CHAUDIERE FALLS, BYTOWN, FROM 1840 TO 1848 INCLUSIVE.

	1840	1841	1842	1843	1844	1845	1846	1847	1848	Total	Average of nine years.
No. of Cribs.	8310	8862	9091	7768	8388	11390	9113	6755	8356	84113	9382

N. B.—A "Crib" of White Pine generally contains 1500 cubic feet; of Red 1000 feet; an average of 1300 feet per crib gives 12 1-5 millions of cubic feet as the average amount passed Bytown since 1840. From the first table it will be seen that the amount brought out *below* Bytown is about one half of that *above*, or one third of the total product; this proportion has been assumed since 1844.

STATEMENT OF THE NUMBER AND CAPACITY OF THE SAW-MILLS UPON THE OTTAWA WHICH ARE CUTTING FOR EXPORTATION ONLY.

Name of Establishment.	No. of Saws.	Logs cut.	Pieces of Standard Deals.	Feet board measure.	Average No. of men employed in getting logs, sawing, rafting & bringing to market
Hawkesbury Mills	110	75,000	540,000	14,850,600	300
Bowman's Mills, Le Lievre.	32	40,000	288,000	7,920,000	180
Bigelow's do. do.	32	40,000	288,000	7,920,000	180
Gilmour's do. Gatineau.	45	50,000	360,000	9,900,000	180
Wright's do. do.	32	40,000	288,000	7,920,000	180
McKay & McKinnon's Mills, Bytown.	36	20,000	144,000	3,960,000	90
Blasdell's Mills, Bytown.	23	25,000	180,000	4,950,000	90
Egan's do. Le Cuillon.	16	30,000	216,000	5,940,000	135
Cook's do. N. Petite Nation.	16	30,000	216,000	5,940,000	135
McMartin's Mills, S. Petite Nation.	16	20,000	144,000	3,960,000	90
Perkins' do Upper Blanche.	16	20,000	144,000	3,960,000	90
Wilson's do. Lower do.	22	20,000	144,000	3,960,000	90
Crysler's do. S. Petite Nation.	12	20,000	144,000	3,960,000	90
Blasdell's do. do.	12	20,000	144,000	3,960,000	90
Costlegrove do. S. P. Nation.	12	20,000	144,000	3,960,000	90
	432	470,000	3,384,000	93,060,000	2010

E PORT OF QUEBEC, FOR THE YEARS

	TOTAL STOCK ON 1st DECEMBER.					AVERAGE PRICES.			
	1844.	1845.	1846.	1847.	1848.	1845.	1846	1847.	1848.
10	857,721	999,956	1,469,789	1,860,884	1,800,301	s. d.	s. d.	s. d.	s. d.
50	559,840	581,538	2,131,412	2,355,218	1,913,276				
30	77,490	227,599	228,610	175,766	90,703				
50	26,189	49,765	131,954	99,613	76,789				
00		81,254	388,715	418,692	441,745				
30	2,522,994	4,599,689	13,786,706	15,261,025	8,974,654	7¼	5	4½	4¼
40	2,969,668	2,393,484	2,918,149	5,218,689	4,891,824	1 0	11¾	9	8¼
53	820	1,644	1,812	1,737	1,133				
21	1,327	1,238	1,083	896	667	Deals £11 6s. per 100pcs. [or 2700 feet.]	£11 14s.	£11 19s.	£9 15s. 8d.
	481	295	15	213	295				
9	1,659	726	374	428	231				
28	680.590	526,710	427,881	771,636	1,635,157				
1	432,100	237,631	239,987	411,344	515.298				
9	788	1,002	866	1,451.	816				

—$17,33cts. per M. feet, B.M., for first quality.

	AverageNo. of men employed in getting logs, sawing, rafting & bringing to markt
0	300
0	180
0	180
0	180
0	180
0	90
0	90
0	135
0	135
0	90
0	90
0	90
0	90
0	90
0	2010

SAW-MILLS
PORTATION

Ottawa Product of Pine for the Years

.....	1844.	1845.	1846.	1847.	1848.	Total in 5 years.	Average per annum
W. P.	9,099,000	12,000 000	18,856,000	8,356,000	3,580,000	51,891,000	
R. P.	4,321,000	5,000,000	6,859,000	7,644,000	4,390,000	28,214,000	
Total,	13,420,000	17,000,000	25,715,000	16,000,000	7,970,000	80,105,000	16,021,000

SUPPLY, EXPORT, AND STOCK HELD OVER, OF LU
1844, 1845, 1846

ARTICLES.	SUPPLY.					E	
	1844.	1845.	1846.	1847.	1848.	1844.	1845.
TIMBER.—Oak, feet	681,820	1,834,446	2,756,754	2,181,469	1,135,159	1,213,110	1,397,440
Elm, do.	670,176	1,567,951	3,472,303	2,035,541	1,064,750	1,208,988	1,423,920
Ash, do.	136,490	412,096	260,432	122,715	36,283	122,346	207,080
Birch, do.	73,688	101,115	241,683	92,337	28,190	61,309	183,360
Tamarack, do.	18,660	200,766	593,584	590,619	407,398	- - - - -	- - - - -
White Pine, do.	12,067,426	19,141,455	24,705,287	12,026,224	7,132,127	11,950,438	15,828,880
Red Pine, do.	4,191,654	4,444,515	5,270,600	6,516,922	4,223,952	4,669,149	5,182,320
STAVES.—Standard Mille.	806	2,345	1,697	854	638	1,278	1,407
W. O. Pun. do. / R. O. Pun. do.	2,259	3,085	1,421	1,581	1,324	2,771	3,122
Barrell, do.	68	163	20	108	55	464	652
DEALS.—Pine, Standard pcs	1,686,648	1,887,258	1,316,401	2,989,547	1,929,703	3,087,001	3,260,015
Spruce. do.	1,201,372	1,120,237	916,933		736,200		527,259
LATHWOOD.—Cords.	2,651	4,678	3,153	2,460	1,966	- - - - -	- - - - -

*$46,80cts. for 2700 feet, B. measure, of bright Pine, 1st quality,—2-3rds for 2n

Quebec Supply of Pine, White & Red, for the Years

1844.	1845.	1846.	1847.	1848.	Total in 5 years.	Average per annum
16,259,080	23,585,970	29,975,887	18,543,216	11,356,079	99,720,232	19,944,046

...OVER, OF LUMBER AT THE PORT OF QUEBEC, FOR THE YEARS 1844, 1845, 1846, 1847, & 1848.

EXPORT.					TOTAL STOCK ON 1st DECEMBER.					AVERAGE PRICES.			
1844.	1845.	1846.	1847.	1848.	1844.	1845.	1846.	1847.	1848.	1845.	1846	1847.	1848.
1,213,110	1,397,440	1,742,680	1,804,080	879,040	857,721	999,956	1,469,780	1,860,884	1,800,301	s. D.	s. D.	s. D.	s. D.
1,208,988	1,423,920	1,793,320	1,591,520	1,171,760	559,840	581,538	2,131,412	2,355,218	1,913,276				
122,346	207,080	188,960	91,040	59,680	77,490	227,599	228,610	175,766	90,703				
61,309	183,360	147,880	108,560	92,360	26,189	49,765	131,954	99,643	76,789				
- - - - -	- - - - -	771,489	1,372,520	1,124,400		81,254	388,745	418,692	441,745				
11,950,438	15,828,880	14,392,220	9,626,640	1,709,680	2,522,994	4,599,689	13,786,706	15,261,025	8,974,654		7½	5	4½	4¼
4,669,149	5,182,320	5,206,040	4,466,520	365,440	2,969,668	2,393,484	2,918,149	5,248,689	1,891,824	1 0	11½	9	8½	8½
1,278	1,407	970	964	1,163	820	1,644	1,812	1,737	1,133					
2,771	3,122	2,203	1,500	1,721	1,327	1,238	1,083	896	667	Deals £11 6s. per 100pcs. [or 2700 feet.]	£11 14s.	£11 19s.	£9 15s. 8d.	
					484	295	15	213	205					
464	652	273	99	159	1,659	726	374	428	231					
3,087,001	3,260,015	2,081,260	2,714,225	1,630,628	680,590	526,710	427,881	771,636	1,635,157					
	527,259	386,807	389,614	361,881	432,100	237,631	239,987	411,344	515,298					
		5,07	4,195	3,849	788	1,002	866	1,951	810					

, 1st quality,--2-3rds for 2nds,---1-3rd for third ...lity.—$17,33cts. per M. feet, B.M., for first quality.

Ottawa Product of Pine for the Years

.....	1844.	1845.	1846.	1847.	1848.	Total in 5 years.	Average per annum
W. P.	9,099,000	12,000 000	18,856,000	8,356,000	3,580,000	51,891,000	
R. P.	4,321,000	5,000,000	6,859,000	7,644,000	4,390,000	28,214,000	
Total,	13,420,000	17,000,000	25,715,000	16,000,000	7,970,000	80,105,000	16,021,000

CIRCULAR.

Sir,

The Committee appointed at the late Public Meeting with reference to the proposed St. Lawrence and Lake Champlain Canal, to obtain information upon the subject of the respective merit of routes proposed, request you to furnish answers to the following questions:—

1st.—How many years have you been engaged in the Lumber Trade, transporting Timber to the Quebec Market?

2nd.—What would be the difference (if any,) of expense, in taking Timber from Bytown to Caughnawaga, or to Longueil?

3.—If the proposed Canal leaves the St. Lawrence at Longueil, would Ottawa Timber go by Lachine, or Bout de l'Isle; assuming that Rafts can be towed from Bout de l'Isle to Longueil?

4th.—Supposing Ottawa Timber at Bout de l'Isle, would it be cheaper to take it to St. Johns *via* Sorel and Chambly, or *via* Longueil, supposing the Canal to enter the St. Lawrence there?

FRANCIS CLEMOW, Secretary.

Bytown, 6th Oct., 1849.

ANSWERS.

A

1st—I have been engaged for twelve years in the Lumber Trade and transporting timber to the Quebec market.

2nd—The usual size of a Raft of White Pine descending the Ottawa from Bytown is from 75,000 to 80,000 cubic feet, for which 20 men with foreman and cook will be requisite, at a cost of 5s. per day each man, including board and wages. The time necessary for making the trip from Bytown to Caughnawaga would be from 15 to 20 days, and to Bout de l'Isle from Bytown, 25 to 30 days, making a difference of 10 days in favor of Caughnawaga.

3rd—In the event of the proposed canal leaving the St. Lawrence at Longueuil, I would refer taking timber *via* Bout de l'Isle, to avoid the very great risk and serious expense of running the Lachine Rapids.

4th—Were timber once at Bout de l'Isle, I consider it would be far cheaper to transport it thence to St. Johns *via* Sorel and Chambly than by Longueuil, as it will be quite impossible in my opinion to tow a raft of any size from Bout de l'Isle to Longueuil.

Bytown, 8th October, 184 (Signed) WM. BYERS.

B

1st—I have been engaged upwards of seventeen years in the lumbering business of the Ottawa, during which period I have annually transported timber in large quantities to the Quebec market.

2nd—The usual size of a Raft of White Pine descending the Ottawa from Bytown averages from 60,000 to 100,000 cubic feet, for which 23 men, with foreman, would be required, at a cost of 5s. per day each man, including board, &c. The time such a raft would take in making the trip from Bytown to Caughnawaga would be from 14 to 20 days, and to Bout de l'Isle from Bytown, 20 to 25 days, making a difference of five or six days in favor of the Caughnawaga route.

3rd—If the proposed canal should leave the St. Lawrence at Longueuil, Ottawa timber would take the route of Longueuil *via* Bout de l'Isle in preference to Lachine, as the risk of running the Rapids would be too great, and the extra expense likewise would prevent that route being taken in any instance.

4th—Supposing Ottawa Lumber once at Bout de l'Isle, I should decidedly consider it cheaper to transport it thence to St. Johns via Sorel and Chambly, for in my opinion it would be almost impossible to tow up a raft from Bout de l'Isle to Longueuil, for I do not consider that any steamer now employed for towage of rafts possesses sufficient power to perform that duty.

Bytown, 8th October, 1849. (Signed) JOHN SUTTLE.

C

1st—I have been upwards of thirty years engaged in the Lumbering trade of the Ottawa, and have every year sent Timber to the Quebec Market.

2nd—The usual size of a Raft of White Pine, descending the Ottawa from Bytown, averages from 60,000 to 80,000 cubic feet, for which 20 or 22 men, with foreman, would be required, at a cost of five shillings per day each man, including board. The time necessary for making the trip from Bytown to Caughnawaga, would be from fourteen to twenty days, and Bout de l'Isle from Bytown, from twenty-one to twenty-seven days, making a difference of seven days in favor of Caughnawaga.

3rd—Should the proposed Canal leave the St. Lawrence at Longueuil, Ottawa Timber would take the Bout de l'Isle route, in as far as the risk of running the Lachine Rapids would be avoided, and the difference in expense would be also great in its favor.

4th—Supposing Ottawa Timber at Bout de l'Isle, it would be infinitely cheaper to transport it thence to St. John's, *via* Sorel and Chambly, than by Longueuil; indeed in my opinion it would be next to impossible to tow any Raft from Bout de l'Isle to Longueuil, owing to the strength of the current, which is so great that I do not think any steamer, now employed upon our waters, possesses sufficient power to tow a Raft from Bout de l'Isle to Longueuil.

Bytown, 8th Oct., 1849. (Signed) JOHN THOMSON.

D

1st—I have been engaged in the Lumber trade for the last fifteen years.

2nd—The usual size of a Raft of White Pine, descending the Ottawa from Bytown, averages 75,000 cubic feet, for which 20 men with foreman, would be required, at a cost say, including board, fully equal to five shillings per each man; the time, necessary for making the trip from Bytown to Caughnawaga, on an average, would be at least eight days less than Bout de l'Isle.

3rd—Having no experience respecting the running the Lachine Rapids, I would rather deliver Timber at Longueuil via Bout de l'Isle, than by the Lachine route.

4th—I consider it would be far cheaper to transport Timber from Bout de l'Isle to St. John's, by Sorel, than by Longueuil.

(Signed) ARTHUR McARTHUR.

Bytown, 5th Oct., 1849.

E

1st—I have been connected with the Lumber Trade for the last seventeen years.

2nd—The usual size of a Raft of White Pine descending the Ottawa from Bytown averages from 70,000 to 80,000 cubic feet, for which 16 to 18 men, exclusive of pilot and cook, would be required, at a cost of from 4s. 6d to 5s. per day each man, including all expenses. The time necessary for making the trip from Bytown to Caughnawaga would average from 15 to 20 days, and from Bytown to Bout de l'Isle 20 to 25 days, making a difference of 5 days in favor of Caughnawaga route. The difference in expense would be fully 1d. per foot.

3rd—If the proposed canal left the St. Lawrence at Longueuil, there are natural obstacles in the way to prevent timber descending the Ottawa being transported by the route of Lachine; timber as rafted upon the Ottawa cannot descend the Lachine Rapids without being re-rafted, which would be attended with great expense and delay.

4th—Ottawa Timber once at Bout de l'Isle could be transported to St. Johns' via Sorel and Chambly cheaper and more expeditiously than via Longueuil; in fact I consider it very doubtful whether it would be practicable to transport it via Longueuil at all.

(Signed) JOHN PORTER.

Bytown, October 8, 1849.

F

1st—I have been engaged in transporting Timber to the Quebec Market during the last forty-one years, having taken it both from the Ottawa and St. Lawrence Rivers.

2nd—The difference in cost of taking timber to Caughnawaga, compared with Longueuil, would be fully from ¼d. to ½d. per foot.

3rd—Should the proposed canal leave the St. Lawrence at Longueuil, Ottawa timber would go by way of Bout de l'Isle; assuming of course that rafts could be towed from Bout de l'Isle to Longueuil, which I am very much inclined to dispute, inasmuch as from my experience I conceive it to be quite impracticable for any steamer to tow up an ordinary sized Ottawa raft from Bout de l'Isle to Longueuil; and as for Ottawa timber descending the Lachine Rapids, such is quite impossible without incurring a very great expense (as the rafts leaving the Ottawa are not so rafted with the view of descending any such rapid.) The risk likewise would be quite too much to incur

under any circumstances ; in fact, in my opinion such a route would not be made use of were parties ever so much inclined to take advantage of the canal were it placed at Longueil, for independent of the obstructions before related, were it in any way practicable to run the Lachine Rapids safely, the difficulty in effecting an entrance at Longueil would be very great, and could not be overcome without the assistance at all times of a very powerful steamer, which could not be secured without the additional heavy expense of keeping up a sufficient steam tug power at that point continually during the season.

4th—Timber at Bout de l'Isle would better take advantage of the present existing route to St. Johns via Sorel and Chambly, for it is perfectly practicable to transport ordinary sized rafts by that route ; and now that the dam at St. Ours and other improvements in the navigation of that route are completed, every inducement is afforded to transport lumber by that channel, and thus afford greater advantages to the lumbering trade generally than any that can be perfected at Longueuil.

ANGUS ROY McDONELL.

Bytown, 10 h October, 1849.

SUPPLEMENTARY QUERY.

Is there, in your opinion, sufficient water, at all seasons of the year, for Rafts of Timber descending the Ottawa River, to pass down the south channel, between Isle Perrault and Vaudrieul.

ANSWER.

I have resided at Vaudrieul for thirty years, and am fully acquainted with the south channel of the Ottawa River between Isle Perrault and Vaudreuil, known as the Vaudreuil or Quinze chien Rapids. From my knowledge of the channel, I feel confident that timber could pass with facility, by that route, at all seasons of the year, when practicable to send it by the Little River.

H. A. HERON.

Bytown, 6th Oct., 1849.

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H. A. HERON.