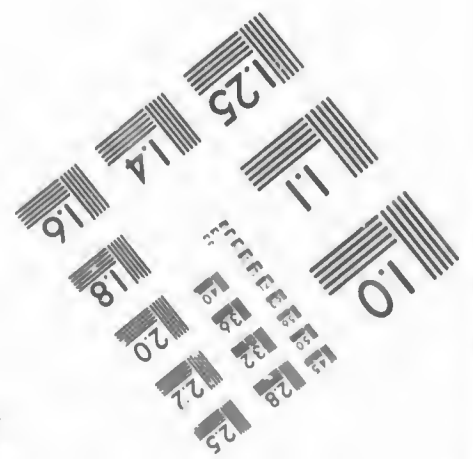
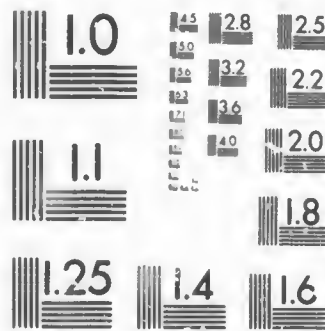


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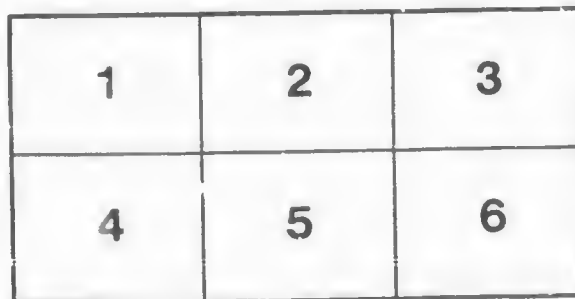
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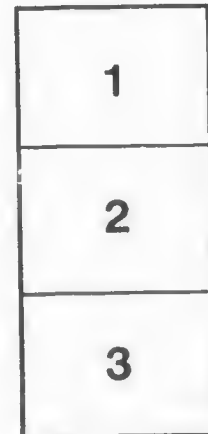
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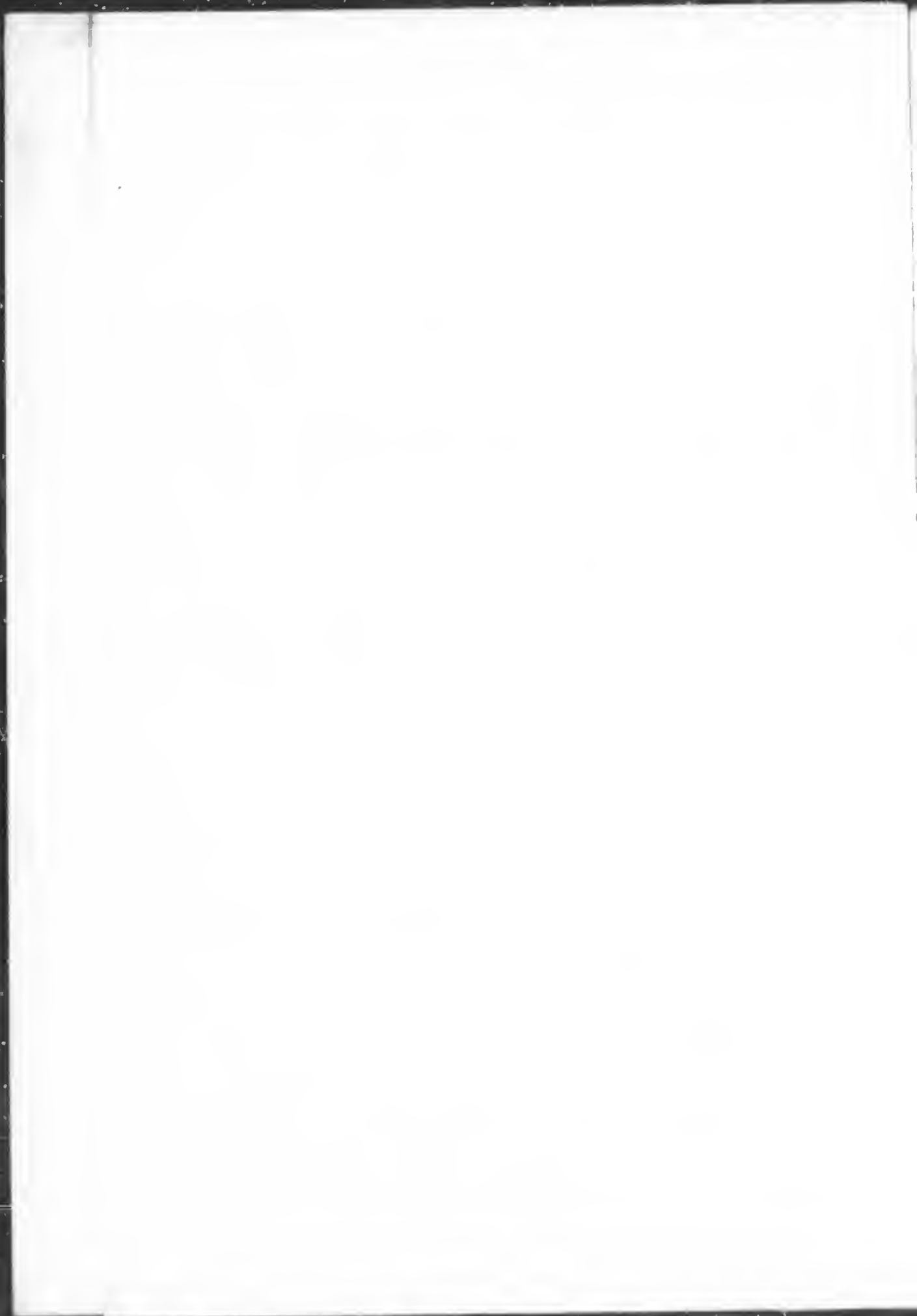
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General Statement of, and Remarks upon the Railroad Interests of Western Canada.



DEC 12 1899

THAT a judiciously chosen line of Railroad from East to West across the Canadian Peninsula must be a profitable investment, has been shewn in the Prospectus of this Company, dated Toronto, August 4th, 1845. The amount of traffic passing round it may be gathered from the number of Steam and Sailing Vessels plying out of Buffalo, but from Montreal, Ogdensburgh, Kingston, Oswego, and Toronto; conveying the surplus population of Europe and the New England States of America, together with their manufactures and the teas, sugars, spices, tobacco, and other productions of the warmer climates, through these waters, to the countries bordering on the Upper Lakes. The tract of country thus supplied, extends from the new British settlement of Owen's Sound on the East, and the Mining and Fishing establishments on Lake Superior on the North, to the American States bordering on Lake Michigan and its tributaries, even to the waters of the Mississippi, on the West and South; and its population, which in 1840 was 562,500, now amounts to about 1,599,600. The productions of these fertile regions, which include the richest mineral Districts of Northern America, are conveyed through the same route by the returning vessels, forming a stream of traffic, the commerce of which is estimated at above £25,000,000 Sterling; and employs above 100 steam and 500 sailing vessels, and above 6000 men.—(Appendix 1.) By far the larger portion of this traffic is now carried through the St. Clair past Detroit into Lake Huron, (Appendix 2), and would necessarily be thrown upon a Railroad carried across the Peninsula, by the tediousness of the Welland Canal, the uncertainty and dangers attending the navigation of Lake Erie, (Appendix 3); and the difficulties of the St. Clair, over the Shallows of which the larger vessels can only pass during daylight, being obliged to lighten their cargoes except when the waters are unusually high. The continued increase of this traffic is insured by the immense extent and fertility of the country to be supplied by it.

In the Prospectus mentioned above, and published nearly a year ago, this Board gave a decided opinion in favor of Sarnia, on the Southern extremity of Lake Huron, as the best Western terminus. Since then, material changes respecting both Foreign and Domestic traffic have taken place, and the question of a Union with the Great Western Railroad Company in Canada has arisen, for the easy accomplishment of which, the Act which has just received the Royal Assent, provides. It therefore becomes necessary to reconsider this opinion.

The Foreign traffic, which is now carried by the one route through Lake Erie, consists nevertheless of two distinct branches; the objects and interests of which are perfectly distinct. The one points to the connexion of the Eastern American Railroad, terminating at Buffalo, with the Western one commencing at Detroit; and necessarily seeking a more Southern route. The other points to the connexion of the navigation of Lake Ontario with that of Lake Huron, requiring a more Northern route, with good harbours at either termination.

Of these two objects, the connexion of Lakes Ontario and Huron is not only the most important now; but with all its vast increase, the trade runs no probable risk of being ever diverted to other channels. But with respect to the connexion of the two American Railroads no such increase can be expected, since the more Southern part of the trade now passing through Buffalo will necessarily be more and more diverted from Detroit, as the improvements now in progress are completed. A terminus at Windsor has for its object solely the connexion of these two lines. To include the other and more important object, the Western Terminus must be North of the St. Clair. The choice lying between Sarnia and Goderich.

Goderich possesses a tolerably good harbour, particularly for Steamers and Propellers; is situated higher up than Sarnia on Lake Huron, and at a shorter distance from Toronto—and for all purposes of Summer trade is most valuable. But it has the disadvantage of being situated on the Lee shore of the Lake, and all Foreign traffic must cease for above five months of the year.

Sarnia is situated at the commencement of Lake Huron, so that every vessel entering that Lake must pass through its harbour; and in consequence of the difficulty of the navigation of the St. Clair, it possesses many advantages similar to those of Buffalo on Lake Erie. Its harbour is both exceedingly good and easy of access, the Lake is always open to it, and it lies under the weather shore of Lake Huron—advantages as a Port for the Lake trade which more than compensate for the longer navigation, and its greater distance from Toronto. (Appendix 4.) At the same time the object of establishing a communication with the Detroit Railroad is not relinquished, as a road from that place to Port Huron, immediately opposite may be considered the certain consequence of one made to Sarnia, a Charter for which was obtained from the Michigan Legislature last year.

The present want of roads on the American side to this point, (Port Huron opposite Sarnia), has been urged as an objection to Sarnia as a terminus, as if it proved not only a want of business but of settlement there. This is no more the case in that part of the country, than in any other part of Western America. (Appendix 5.) Indeed the history of the "Central Railroad" (that West from Detroit) proves the importance of the tract of country, of which Port Huron would naturally become the outlet. When Railroads were first commenced in the State of Michigan, they were undertaken by the State Government; and three lines running parallel to one another were brought forward, and intended to be carried on at the same time. These were the Southern line from Monroe, on the Western extremity of Lake Erie to the bottom of Lake Michigan, which has been completed as far as Hillsdale, a distance of 69 miles. The "Central" from Detroit to St. Joseph on Lake Michigan opposite to Chicago, which has been completed about 130 miles; and the "Northern," from Port Huron to Grand Haven, the only good harbour on Lake Michigan opposite to Milwaukee on the Western shore.

The "Central" line commencing at the seat of Government was of course considered the most important and was begun first. A successful political intrigue enabled those interested in the Southern line to com-

mence that work before the Northern one; and State difficulties in money matters soon after interfered to stop it altogether. Still however the line was considered of such an importance to induce the State in the Session of 1845 to grant a sum of money for the purpose of constructing a "turnpiked" or graded road, and building the necessary bridges along the line.—A Railroad to Sarina would necessarily secure all the business to be derived from the immense tract of which Port Huron must then become the outlet—a country of far greater extent and importance than that through which the "Central" Road passes.

We have now to enquire into the local, or way-traffic likely to be obtained; and by what route the most profit to be derived from it can be combined with that arising from the Foreign business.

In considering the local advantages of any line of Railroad through so new a country, it is much more necessary to look forward to the probable changes which time and circumstances may effect than to dwell upon what has already been done. In the whole tract under consideration there is no Town west of Toronto where business is so established as to prevent its relative importance being entirely changed within a few years—neither is there any road, or artificial means of communication sufficiently efficient to interfere with a well chosen Railroad. The navigation of Lake Erie, even should its labours be ever so much improved, can never compete with a railroad in the important article of the export of grain. The harvest ending in August, it is impossible for the Farmers to get their wheat to market, in any amount, for shipment on this lake until the middle of October, after which time the navigation becomes so unsafe that the rate of Insurance is trebled; and after the 1st November some Companies refuse altogether to insure. Thus, the greater part of the Western wheat of one harvest does not find its way down the St. Lawrence till the following year, to the great detriment of the Farmers, who, were the means of sensible export afforded, would probably each successive year, for some years to come, double the amount of their produce.

From Toronto two routes present themselves leading to Sarina which has been already pointed out as the best Western terminus. The Northern, which is also the shorter line by 29 miles, through Guelph and Stratford, traversing, in proportion to its extent, a more fertile, though less populous country, and having the advantage of being able to communicate with both London and Goderich by comparatively short branches—being the line originally recommended by this Board for the purpose of connecting the navigation of Lake Ontario with that of Lake Huron, and shown by the preliminary survey to be most favorable (Mr. McDonald's report dated 5th August, 1845). The Southern, passing through Hamilton and an older settled country, including the towns of Brantford, Woodstock and London—and being, so far, the line of the Great Western Company.

Of this latter line, the distance from Toronto to Hamilton is 45 miles. Lying along the shores of Lake Ontario, its traffic must necessarily be confined to the conveyance of passengers, for which the Steamers will prove formidable competitors during the summer months; the receipts therefore can be but small. From Hamilton Westward, the local profits of the line will depend on such business as that Town may be enabled to establish, liable however to be materially lessened the moment a road is constructed from Toronto to Guelph—an undertaking of too profitable a nature to be long delayed.

The foreign traffic from Hamilton to the Westward, will, if the line be carried to Sarina, consist of the same description as that calculated on for the Northern Line, with the disadvantage of commencing at a very inferior harbour and less important Town than Toronto. Should the line be continued from London to Windsor, as proposed by the Great Western Company, that part of its Foreign traffic which arises from Lake Ontario, would be much interfered with by the line from Port Huron to Detroit, which would open the same trade to Toronto. While that part arising from a connexion with Buffalo (and which can only be obtained by a long and otherwise unproductive Branch from Hamilton) must be materially diminished on the completion of the Railroad now constructing from New York to Dunkirk on Lake Erie; and be completely diverted should the one proposed from Fort Erie to Windsor ever take place.

The Road from Toronto to Guelph 43½ miles would pass, with the exception of a few miles in the hilly parts of Esquesing and Nassagaweya, through one of the most fertile and thriving parts of Canada—if not the most so—the line to Guelph were it even to cease there must prove most profitable. Traffic of every description, whether for exportation, or the supply of Toronto, from the immense and uncommonly fine tract of which Guelph is the centre, as well as the immediate country, must pour down it. In a circle round Guelph, embracing a population of above 22,000 inhabitants, exclusive of Galt and Dumfries on the South, there are 18 rising villages or small towns, besides a number of trading establishments. (Appendix 6.) Besides the more valuable descriptions of produce, the supply of Wood alone to this City, it is estimated would yield a yearly sum of £15,000. And from the higher ground where pine timber abounds, sawn lumber may be most profitably sent to the Albany and New York markets—for which trade there are a number of Saw Mills West of Toronto exclusively employed, and which is already a business of great importance.

From around Guelph and from thence on to Stratford, ~~(from which place 291 miles laden with flour and wheat for the eastern markets departed in one day by the road)~~, through a country of unsurpassed, if not unequalled fertility in proportion to its extent, provisions whether Grain, Flour, or Meat, would be sent in quantities beyond any present calculation—with this further advantage to this line that the traffic cannot be diverted to any other route. To this section of the Province the population of which increased from 1629 in the month of December, 1840, to 7557 in August, 1845, (Appendix 7.) and the adjoining Huron Tract, the greater number of Emigrants direct their steps; forming by their numbers (the amount of which is shewn by the Canada Company's returns) the largest item of local traffic of Western Canada.

From Stratford, the road may be carried either direct to Sarina, or by the village of St. Mary in the township of Blanchard through the more settled parts of Adelaide and Warwick to Sarina. If this route is adopted, a branch of 19 miles from St. Mary will connect the line with the Town of London. From Stratford also, a branch to Goderich, 45 miles, will receive the local traffic of the older settled parts of the Huron Tract, and the fine country North of it. It will also make available the great water power of Goderich

for the manufacture of Western Wheat for the Eastern Markets; as well as give greater facilities to the Summer trade of Lake Huron.

These are the views which were adopted by this Board eighteen months ago. It may be well to consider how far their correctness has been borne out by the various occurrences, more or less affecting the trade in question, which have taken place during this period.

The Free Trade measures of England, now coming into practical operation; and the bonded system of the United States, have a general effect, either by stimulating the trade or throwing it into new channels. The opening a direct line of road from New York must necessarily change the direction of the existing trade on the St. Lawrence; and the commencement of Mining speculations on Lake Superior have opened up new interests on the North.

The free trade policy of England has not only given a great impetus to the provision trade generally, but has opened it to the American trader equally with the Canadian. This must drive the Quebec and Montreal merchants, especially, to seek not only a cheap, but the most rapid means of transit, for the produce of Western Canada, as well as of the Western States, to the St. Lawrence. Every reasonable facility that the British Government can give, may be confidently reckoned upon below, particularly as regards the safer navigation of the Gulf in the late autumnal months. The railroads must do the rest above. By affording an early means of transit, the harbor of Toronto will prove invaluable, as it is from that port that the first shipments can be made in spring, and the last in autumn. Could the produce of last harvest have been gotten to Toronto, instead of having to pass through the Welland Canal, or from the port of Hamilton, a far larger amount would have been sent down the St. Lawrence last autumn. All these circumstances must concur in stimulating traffic, and throwing it more and more on the Northern route.

Again, with respect to the Bonded system of the United States, by which unbroken packages are passed through duty free, one effect of this measure has already been, to throw the entire grocery trade of Canada and the North-western States into the hands of the merchants of New York; from whence all East and West India produce, as well as the tobacco and other products of the Southern States, must be necessarily forwarded by two routes,—the Hudson River and Erie Canal or Railroad, communicating with Ontario; and the Railroad already mentioned, from New York to Dunkirk, on Lake Erie.

Another effect of this measure has also been, to transfer the wholesale business of that part of the trade connected with the country round Toronto and west of it from the hands of the Montreal merchants to those of the merchants of Toronto. (Appendix 8.) In this change the Hamilton merchants have also, to a certain degree, participated; but should the contemplated road be accomplished, there will be this decided difference, that whereas the Toronto merchant will have no competitor, either north of him or along the whole line of his railway, the Hamilton merchant will have to contend, not only with the Toronto railroad on the north, but with the Buffalo and Dunkirk merchants on the south; who, receiving their goods by the cheapest and shortest routes, will compete for the supply of all places connected with Lake Erie, including not only London and Woodstock, but even Brantford, the nearest town to Hamilton, connected as it is with Lake Erie by its Canal.

With respect to the mining operations which have been commenced on Lake Superior and the upper waters of Lake Huron, the mineral wealth of this region has been proved to be very great—and the public attention has been so far drawn towards it as to secure their being carried on—thus increasing the importance, and therefore the profit of the more Northern line of Railroad.

Having thus set forth the general nature of the railroad traffic and interests of Western Canada, and the peculiar nature and interests of the line proposed by this Company, it now becomes necessary to consider how far, or in what manner a union with the Great Western Company may be beneficial—and if a union is found to be necessary, on what plan it may be based.

As far as regards the true interests of this Company, the foregoing statement clearly shows that a union, however it might benefit the Great Western Company, is of but little importance to this one; and any departure from the line first recommended by this Board must be deprecated. Still, however, as the London Board, representing the largest interest in the United Company, will have, under the terms of the union, to decide on the whole question, should it, either from taking another view of the subject arrive at a different conclusion, or from finding that the British capitalists, under the dread of the evils arising from the existence of two rival lines, refuse to subscribe the required amount of stock, decide differently, then this Board, rather than endanger the speedy commencement of the undertaking, will acquiesce in any arrangement that may be made, and to the utmost of its power carry it through, with reference alone to the general interests of the Company.

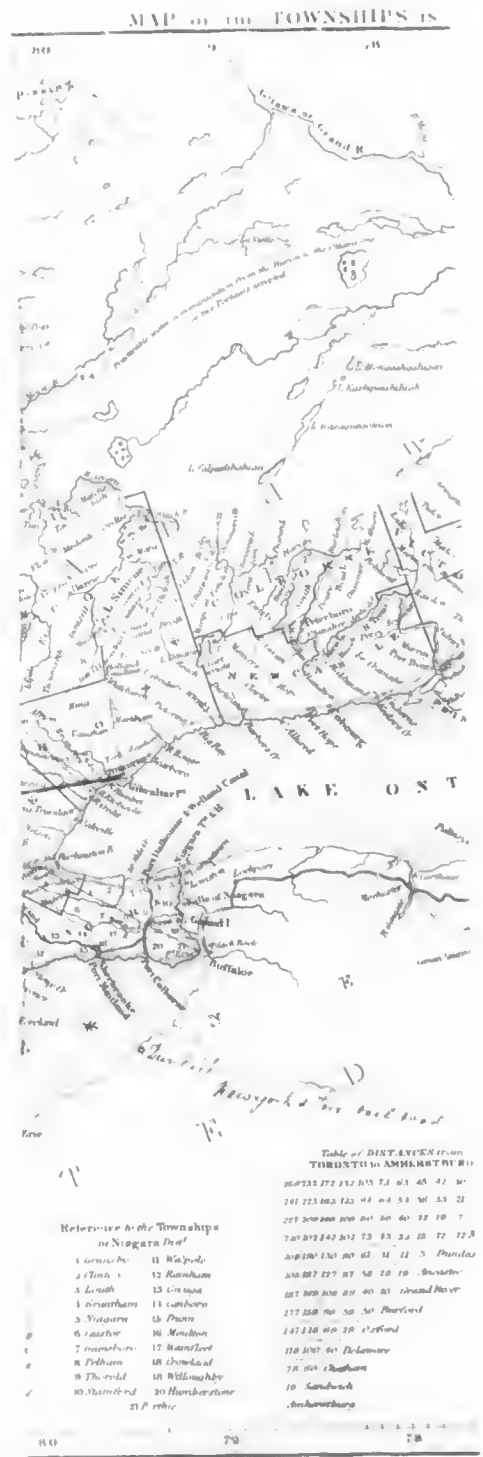
The views of this Board respecting the Western terminus, are confirmed by the opinion of the Board of Directors of the Great Western Company, expressed in their resolution dated, Hamilton, 6th January, 1847. "That one trunk line of railway, connecting the waters of Ontario with those of Huron, would confer the greatest benefit on the Province, and the largest advantage on the stockholders." There can therefore be no difficulty in settling the Western terminus of the United Company. It will be probably far otherwise, however, with respect to the first stage out of Toronto.

The road from Toronto to Guelph has been shown to be the most profitable part of the whole line, but the construction of such a road will have the effect of depriving Hamilton of a large amount of its most profitable business; and must therefore be viewed with jealousy, by a board composed entirely of people of that place. But what have they to offer, to induce this Company to sacrifice its best interests to those of a single town?

By consulting the map alone, the situation of Hamilton would appear to be the best for mercantile purposes, without any exception, in Western Canada. Situated at the head of the navigation of Lake Ontario, it is apparently the outlet of a larger and more populous tract of country than any other part West of Montreal. More than eighteen years ago it was a place of rising importance, and had the advantage of the Desjardins Canal to Dundas. Since then the country West and North of it has risen more rapidly than any other



part of Canada. Hamilton has also the advantage of the following planked or macadamized roads, made by



*Some of the roads are...  
...of the following...*

Appendix No. 1.

Statement of Lake Marine, from published Accounts and Customs House Returns.

LAKE MARINE, consisted of that in vessels trading on Lakes Ontario, Michigan and Superior, and the connecting waters in the year 1846.

Table with 2 columns: Vessel type and quantity. Includes Steamers (40), Steam-Propellers (20), Brigz (59), Schooners (270), and a Total of 409.

Vessels built at the various ports between Buffalo and Chicago—British as well as American—in 1846.

Large Steamers, 10; Propellers, 12; Sailing Vessels, 12.

BRITISH MERCHANT MERCHANT, employed on Lake Ontario, and employed in the inland waters of Canada—being exclusively those owned on the upper Lakes—in the year 1846.

Table with 2 columns: Vessel type and quantity. Includes Steamers (37), Lake Propellers (6), Ships (2), Brigantines (5), and Scls (31).

In the five years previous to 1845, there were built above the Falls of Niagara, 18 Large Steamers, 10 Propellers, 22 Sailing Vessels, and a total of \$2,000,000. Of these, 10 were Steamers and 8 Propellers.

Appendix No. 2.

Statement of Passengers and goods arriving at and leaving Detroit, by Steamers, according to Official State Returns—1844.

CARRIED AT DETROIT FROM BELOW

Table with 2 columns: Passengers (20,000) and Tons Merchandise (19,000).

PASSED BY CENTRAL RAILROAD FROM DETROIT

Table with 2 columns: Passengers (22,214) and Tons Merchandise (19,082).

Consequently, passed Detroit for the upper Lakes, by Steamers, exclusive of what was carried by propellers and Sailing Vessels.

Table with 2 columns: Passengers (45,000) and Tons Merchandise (38,000).

Statement made by E. B. CLARK, Collector of Customs at Port Huron, from Official Returns.

Respecting the number of vessels navigating the upper Lakes, touching at Port Huron. There is a daily line of Steamships from Buffalo and Chicago, employing 14 of the large class—boats averaging at least 600 tons each, making a total of 8400 tons, together with upwards of 200 sailing craft, and propellers engaged almost exclusively in the upper Lake trade from Oswego to Chicago. The travel upon these vessels will amount to about 550 passengers daily.

Statement of Passengers by Steamers and Propellers from Lake Erie, passing Detroit for the upper Lakes—1846.

Table with 2 columns: Steamers (60,000) and Propellers (13,250).

Appendix No. 3.

Vessels and Lives Lost on the Canadian Lakes and Waters.

In the course of the five years previous to 1845, according to the published statements, there were 400 lives lost—and property lost to the amount of \$16,000.

During the year 1846 there were driven on shore 36 vessels, of which 21 were totally wrecked, and four sunk. There were also 60 lives lost.

The greater part of the above losses occurred on Lake Erie. And in the sales of November 20th to 26th, 1846, in addition to losses in September and October of that year, the following vessels were driven on shore, many of which were entirely lost, with several lives:—

Table with 2 columns: Vessel type and quantity. Includes 2 Steamers, 1 Propeller, 7 Brigz, 11 Schooners, and 21 Vessels.

Appendix No. 4.

PORT SARINIA

Extracts from the Official Returns of the R. N. L. S. SARINIA, 11th July 1846.

There is a small harbor at Port Sarinia, situated on the western shore of Lake Ontario, about 15 miles from the mouth of the river. It is a small harbor, and is not a very good one. It is a small harbor, and is not a very good one. It is a small harbor, and is not a very good one.

There is a small harbor at Port Sarinia, situated on the western shore of Lake Ontario, about 15 miles from the mouth of the river. It is a small harbor, and is not a very good one. It is a small harbor, and is not a very good one.

There is a small harbor at Port Sarinia, situated on the western shore of Lake Ontario, about 15 miles from the mouth of the river. It is a small harbor, and is not a very good one. It is a small harbor, and is not a very good one.

Statement of E. B. WOOD, Master of Mail Steamer "COLUMBIAN."

The St. Clair River (Sarinia) is the best harbor on the western shore of Lake Ontario, and is a very good one. It is a small harbor, and is not a very good one. It is a small harbor, and is not a very good one.

Statement of C. BLAKE, Master of Steamer "1400."

There is no harbor on the western shore of Lake Ontario, and is a very good one. It is a small harbor, and is not a very good one. It is a small harbor, and is not a very good one.

Statement of S. WARD, Suppporter and Owner.

The harbor of Sarinia has no equal on the Lake—except in an East wind, when it is most to seek under the masts of the vessels in the St. Clair River. I have sailed the Lakes during the last 40 years, and am not aware that any serious accident has occurred during that time at or near the entrance of that River.

Appendix No. 5.

PORT HURON

Statement furnished by the Collector of Customs, and taken from Official Returns.—July 2, 1845.

In reply to question 18—Amount of travel between Port Huron and Port Sarinia. There have been reported at this office within the last month, 60 tons, averaging 1000 lbs. to a team, from Sarinia to Detroit, and an equal number returned East.

2d. Good roads (land and water) road from a distant country to a line of lands 13 1/2 miles. I have no means of ascertaining correctly, but know the amount to be numerous.

3d. Of the actual state of the road from Port Huron to Detroit. There is a good "topographical" road constructed by the United States Government, which is the best in the country, especially in winter, it is the best in the country.

4th. It is a town at Port Huron. It is a thriving town containing above 1,200 inhabitants, from which the three towns of Cleveland, Lexington and Beachville, all close by, but 20 miles, in my district as a whole, were exported in the year 1844 produce to the value of the above \$182,000.

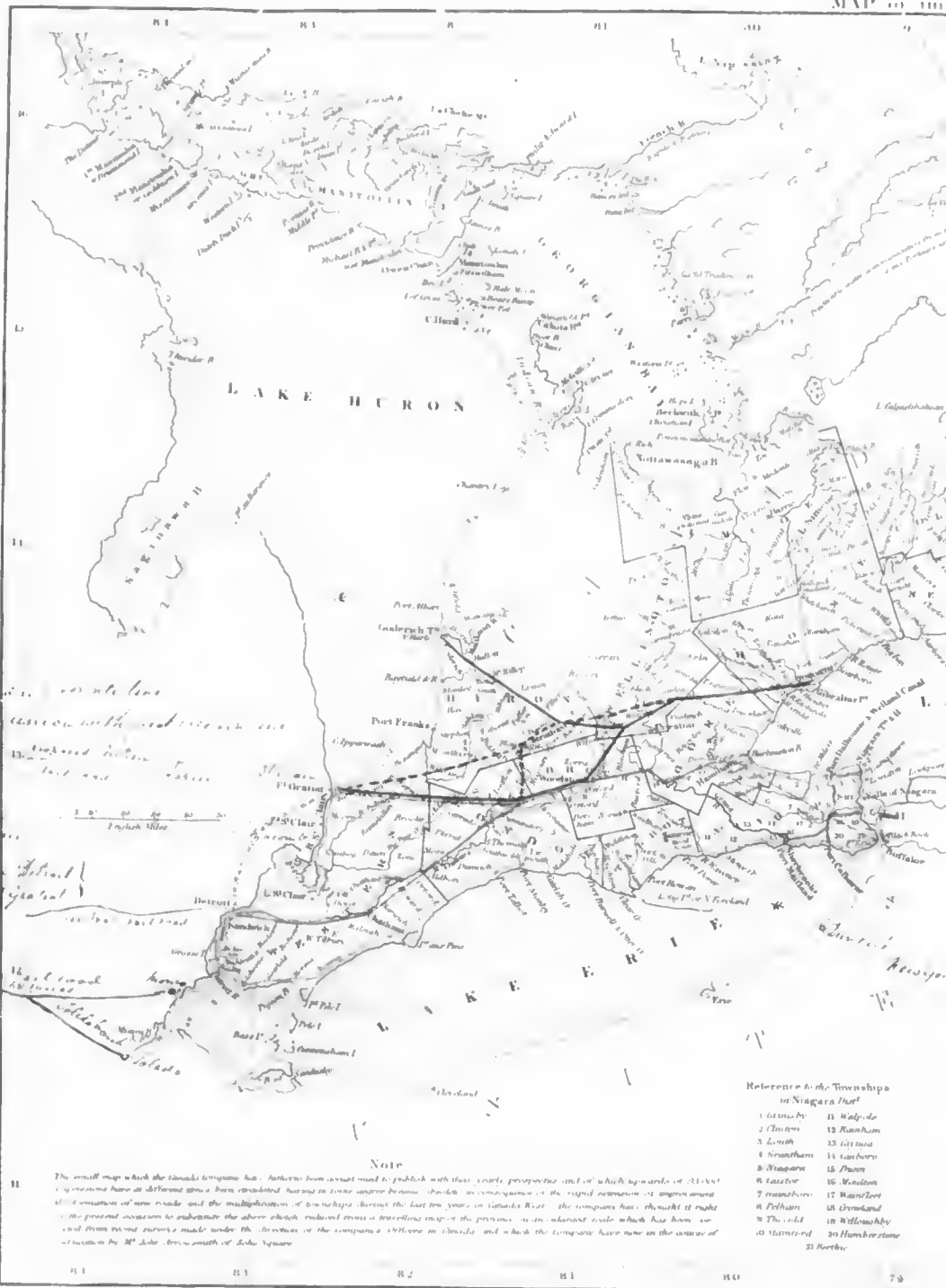
Statement, August 11th, taken from Official Returns.

COUNTY IMMEDIATELY ROUND PORT HURON.

COUNTY ST. CLAIR—33 square miles—2 of farming land, has 18 mills, 3 tanners, and other manufactures.

COUNTY LAKE—325 square miles—particularly fine country, with water—most of the land is in the hands of the State.

COUNTY MICHIGAN—405 square miles—next to Wayne county [Detroit] the most important county of the State, it densely peopled, contains 14 flouring mills, besides woolen manufactories and tanneries.



*Original in... with red lines*

*Transcribed in... with red lines*

*English Miles*

*100*

*0*

*10*

*20*

*30*

*40*

*50*

- Reference to the Townships in Niagara Dist
- |               |                |
|---------------|----------------|
| 1 Cayuga      | 11 Walpole     |
| 2 Clinton     | 12 Randolph    |
| 3 Lewis       | 13 Cayuga      |
| 4 Seneca      | 14 Seneca      |
| 5 Niagara     | 15 Putnam      |
| 6 Essex       | 16 Madison     |
| 7 Oneida      | 17 Hamilton    |
| 8 Fulton      | 18 Genesee     |
| 9 Dutchess    | 19 Westchester |
| 10 Ulster     | 20 Albany      |
| 11 Rensselaer | 21 Herkimer    |
| 22 North      |                |

NOTE

The small map which the Canada Company has... authors has... with their... and of which... of 1850... have at different times been... having in some cases become... in consequence of the rapid extension of... and the multiplication of townships during the last few years... the company has thought it right... to substitute the above which... from the... which has been... made under the direction of the company... and which the company have now in the... of... south of Lake Erie.

Huron tract, one of the... of...

*load*

*of... in... to...*

MAP OF THE TOWNSHIPS IN CANADA WEST

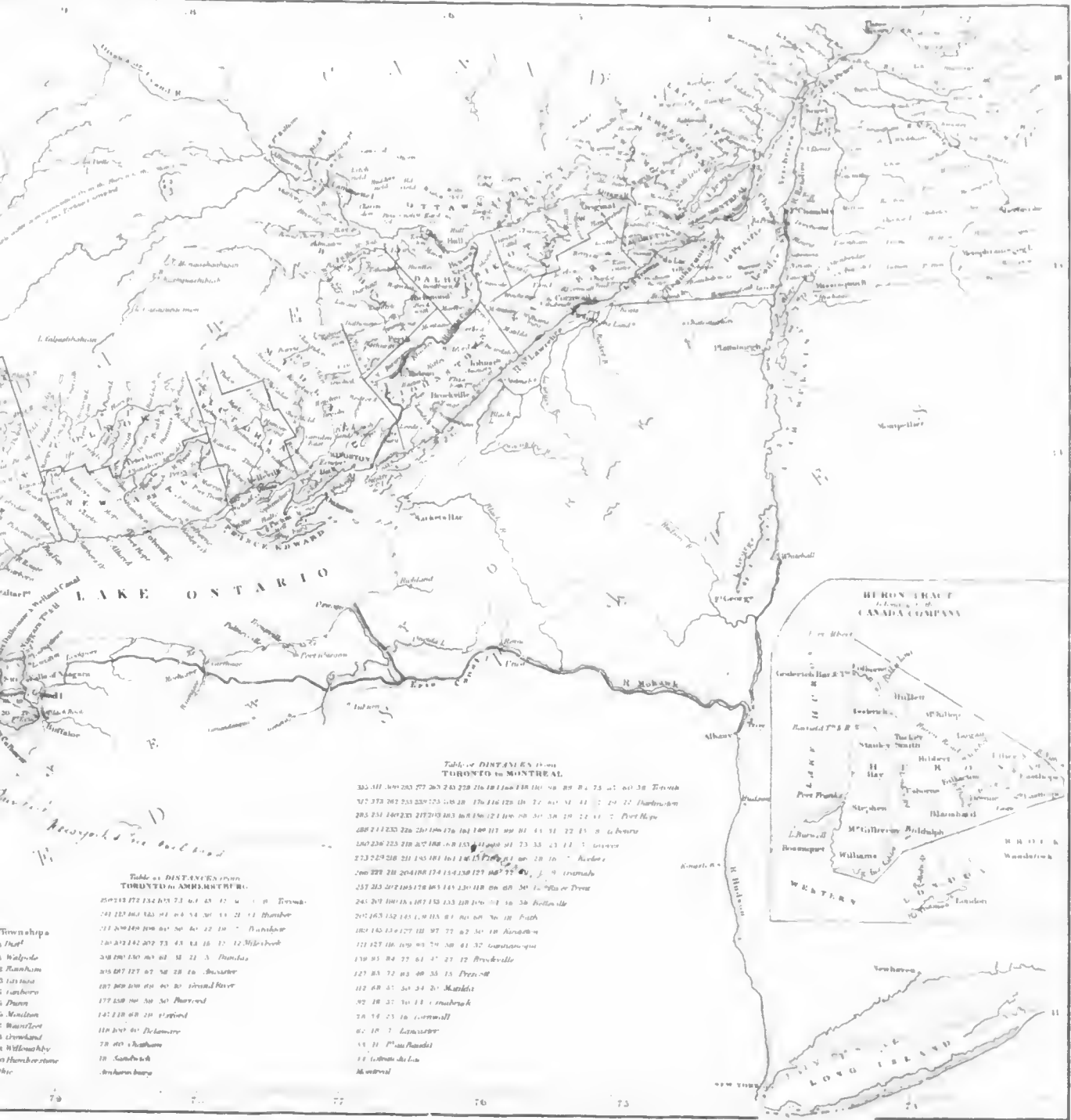


Table of DISTANCES from  
TORONTO to MONTREAL

365	311	309	283	277	267	243	239	216	188	166	144	124	106	88	73	51	30	Toronto			
347	378	362	335	329	319	295	291	268	240	218	198	178	160	142	124	106	88	73	51	30	Charlton
283	251	189	233	217	213	183	168	156	121	106	90	74	58	42	26	10	22	11	7	5	Port Hope
288	211	230	226	201	186	176	161	149	113	99	81	65	51	32	15	8	4	2	1	1	Belleville
180	236	225	218	207	188	178	163	151	115	99	81	65	51	32	15	8	4	2	1	1	Belleville
273	249	216	211	185	181	161	146	135	100	84	67	51	35	19	10	5	3	2	1	1	Belleville
266	278	28	204	198	174	154	138	127	96	77	62	46	31	16	9	5	3	2	1	1	Belleville
257	215	212	189	178	165	145	130	118	86	68	50	34	19	10	5	3	2	1	1	1	Belleville
245	269	180	181	167	153	133	118	106	74	56	38	22	14	7	4	2	1	1	1	1	Belleville
210	163	152	145	130	115	91	80	68	36	18	10	5	3	2	1	1	1	1	1	1	Belleville
180	140	134	127	112	97	72	62	50	18	10	5	3	2	1	1	1	1	1	1	1	Belleville
171	127	116	109	93	79	58	41	32	10	5	3	2	1	1	1	1	1	1	1	1	Belleville
170	95	84	77	61	47	27	12	7	2	1	1	1	1	1	1	1	1	1	1	1	Belleville
127	85	72	65	49	35	15	10	7	2	1	1	1	1	1	1	1	1	1	1	1	Belleville
112	68	57	50	34	20	8	4	2	1	1	1	1	1	1	1	1	1	1	1	1	Belleville
92	48	37	30	14	8	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	Belleville
74	34	23	16	10	5	3	2	1	1	1	1	1	1	1	1	1	1	1	1	1	Belleville
60	18	7	4	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Belleville
55	11	5	3	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Belleville
44	10	5	3	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Belleville
33	10	5	3	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Belleville
22	10	5	3	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Belleville

Table of DISTANCES from  
TORONTO to ANNIWATER

207	153	122	132	108	73	67	45	31	16	10	5	3	2	1	1	1	1	1	1	1	Toronto
191	125	104	132	101	66	54	30	14	11	11	11	11	11	11	11	11	11	11	11	11	Ann Arbor
191	104	100	106	87	56	46	22	16	11	11	11	11	11	11	11	11	11	11	11	11	Ann Arbor
180	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	132	Ann Arbor
208	180	150	160	141	111	91	51	31	15	11	11	11	11	11	11	11	11	11	11	11	Ann Arbor
205	187	175	167	148	118	100	58	38	18	11	11	11	11	11	11	11	11	11	11	11	Ann Arbor
187	169	156	143	124	94	80	40	20	10	11	11	11	11	11	11	11	11	11	11	11	Ann Arbor
177	158	146	133	114	84	70	30	15	11	11	11	11	11	11	11	11	11	11	11	11	Ann Arbor
145	118	106	93	74	44	30	15	11	11	11	11	11	11	11	11	11	11	11	11	11	Ann Arbor
118	100	88	75	56	26	12	11	11	11	11	11	11	11	11	11	11	11	11	11	11	Ann Arbor
78	60	48	35	16	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	11	Ann Arbor
18	10	8	6	4	3	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Ann Arbor
8	6	4	3	2	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	Ann Arbor



2. Distance from class

part of Canada. Hamilton has also the advantage of the following planked or macadamized roads, Government :

- From Hamilton to Dover, on Lake Erie, 39 miles,
- Hamilton to Brantford, 23½ miles,
- Brantford to Woodstock, 27 miles,
- Woodstock to London, 32½ miles,
- Hamilton to Galt, 25 miles.

Yet, its population now only amounts to little more than 7000 inhabitants.

Toronto is the outlet of a tract of country less extensive and populous, and in a large portion of lately settled. Macadamized or planked roads extend no more than nineteen miles to the West, the North, and sixteen to the East; to which may be added a planked road lately made, extending six to the North-west, made as a private speculation, at the risk and expense of a private company. Of which, the Board is rejoiced to find, prove very great. But the population of Toronto was but 20,000 inhabitants—the increase alone in seven years being more than the entire population of 1847. It may be said that Toronto had, for many years, the advantage of being the Seat of Government; but of Government has been removed six years, and the material increase in the mercantile wealth of the taken place since then.

Hamilton, then, although it has risen to be a place of considerable extent, has not risen so rapidly as it must have done had it really possessed the advantages which its situation would seem to indicate, and instances are at this moment arising round it, which still further threaten its future relative importance. It has been said that if a railroad were carried through Hamilton, to Toronto, it would have the effect of rendering the traffic from the former to the latter place: to grant this would be to affirm that the harbour of Hamilton is utterly worthless. In truth, carrying the line from Toronto through Hamilton, would have the effect of fitting the latter town alone, at the expense of the Railroad company, as in that case NO PART OF THE line from the magnificent agricultural country round Guelph would touch on the Railroad at all, EAST OF HAMILTON,—but would be carried through Galt, and Plumborough West to Dandae, and from thence through the Desjardins Canal, which it is now determined shall be made a ship canal, past Hamilton, through Bay, until some wiser and more enterprising parties constructed a railroad from that district to the harbour of Toronto. (Appendix 9.) At this moment, the Gore District Council is negotiating with the Hamilton District Council for the construction of a macadamized or plank road from Guelph to Hamilton.

Following the Great Western line westward, from Hamilton, it does not appear to offer any advantage over a road carried westward from Guelph.

For these reasons, this Board should resist any departure from the line to Guelph, in its negotiation with the Great Western Company. As, however, it is desirable to avoid rivalry, this Board is prepared to recommend a junction or union based upon such a plan as without sacrificing the interests of either Company, will retain the more valuable portions of each, and which may probably be done by Woodstock as the place of junction.

The Toronto main line would then be—from Toronto to Guelph, 43½ miles, and from Guelph to Woodstock, direct, 39 miles. The Great Western line would be,—from Hamilton to Brantford, 23½ miles, and from Brantford to Woodstock 23 miles, or as there appears to be great difficulty in crossing the Grand River at Brantford, the Great Western line will probably be carried from that place to Paris, 6 miles, and from Paris to the junction at Woodstock, 21 miles. The United line to be carried from Woodstock to London, 32 miles, and from London to Sarnia, 61 miles, each Company reserving to itself its own branches. Those of the Great Western would be, from Hamilton to Fort Erie, and from London to Windsor,—should that Company make them. The first branch from the Toronto line would be from Guelph to Stratford, 39½ miles, thence to Goderich, 45 miles. Or, by a trifling divergence from the direct line between Guelph and Woodstock, so as to cross the south-east part of the Township of Wilmot, which would place the road on a more level line, a point may be gained, from whence the branch to Stratford would be only 25 miles.

The different lines on this plan would be as follows :

The Toronto line—Toronto to Guelph.....	43½ miles	} 83½ miles
Guelph to Woodstock.....	40	
Branches—Wilmot to Stratford.....	25	} 70
Stratford to Goderich.....	45	
Great Western—Hamilton to Brantford.....	23½ miles	} 50½ miles
Brantford to Paris.....	6	
Paris to Woodstock.....	21	
Branches—Hamilton to Fort Erie.....	53	} 165
London to Windsor.....	112	
United Line—Woodstock to London.....	32 miles	} 93 miles.
London to Sarnia.....	61	

Or, should it be considered more advisable to carry the United line from London to Windsor, the Toronto Company would have the power of running a branch to Sarnia. The act now gives this almost unlimited time—twenty years—to complete its branches.

Or, a complete union of the two companies may be arranged, for the purpose of carrying out the above plan, as may be considered most advisable, completing the most profitable portions of the plan, and carrying out or modifying the remainder, as circumstances may hereafter point out.

THE CITY OF TORONTO AND LAKE HURON RAILROAD OFFICE, }  
TORONTO, 16th FEBRUARY, 1847. }



amized roads, made by

large portion of it more to the West, the same to be, extending eight miles to the company. The profits into was in an above valuation of 1840. It is a great benefit to the Government; but the Sent's wealth of the city has

not risen so rapidly as it is to indicate, and circumstantially important. It has the effect of conveying the harbour of Hamilton is to have the effect of benefiting the East or West of and from thence by the Hamilton, through Burlington, that district to the better negotiating with the Welland to offer any advantage

Alph, in its negotiations this Board is prepared to interests of either Kan. and to be done by selecting

from Guelph to Woodford, 23 1/2 miles; from Woodford to London, 32 1/2 miles; from London to Guelph, 39 1/2 miles, and from thence to Woodford, 32 1/2 miles. Those of the Great Western Railway Company see fit to place the road on a much better ground than the present one, only 25 miles.

83 1/2 miles } 153 1/2 miles  
70 } 153 1/2 miles

50 1/2 miles } 215 1/2 miles  
165 } 215 1/2 miles

93 miles.

London to Windsor, the Toronto and Hamilton, now gives this company

of carrying out or modifying the same in any of the following portions first; and

### Appendix No. 1.

#### Statement of Lake Marine, from published Accounts and Custom House Returns.

LAKE MARINE—List of British vessels trading on Lakes Ontario, Michigan and Superior, and the navigation of the same in the year 1846.

Steamers	60;	aggregate tonnage, 21,500 tons.
Steam-Propellers	24;	" " " " " "
Brigs (sailing vessels)	51;	" " " " " "
Schooners	274;	" " " " " "
Total	319	81,000 "

Vessels built at the various ports between Buffalo and Chicago—British as well as American—in 1845.

Large Steamers, 10; Propellers, 12; Sailing Vessels, 12

BRITISH MERCANTILE MARINE, employed on Lake Ontario, and employed in the inland waters of Canada—exclusive of those owned in the upper Lakes—in the year 1846.

Steamers (two of them)	37	Farges	—	210
Lake Propellers	—	Lower Propellers	—	—
Brigs	—	—	—	—
Brigantines	—	—	—	—
Sch'rs above 30 tons em.	91	—	—	—

In the five years previous to 1845, there were built above the Falls of Niagara, 18 vessels, of an aggregate tonnage of 58,245 tons, and cost of \$2,000,000. Of these, 31 were Steamers and 8 Propellers.

### Appendix No. 2.

#### Statement of Passengers and goods arriving at and leaving Detroit, by Steamers, according to Official State Returns—1844.

ARRIVED AT DETROIT FROM BELOW

22,000 Passengers per month for 5 months	—	1,100,000 persons.
19,000 Tons Merchandise	—	3,100,000 tons.

PASSED BY CENTRAL RAILROAD FROM DETROIT:

Passengers	—	22,211
Tons Merchandise	—	19,083

Consequently, passed by Detroit for the upper Lakes, by Steamers, exclusive of what was carried by Propellers and Sailing Vessels.

Passengers—above	—	45,000
Tons Merchandise	—	35,000

#### Statement made by E. B. CLARK, Collector of Customs at Port Huron, from Official Returns.

July 2nd, 1845. Respecting the number of vessels navigating the upper Lakes, touching at Port Huron.

There is a daily line of Steamboats from Buffalo and Chicago, employing 11 of the largest class—each averaging at least 600 tons each, making a total of 840 tons, together with upwards of 200 sailing craft, and propellers engaged almost exclusively in the upper Lake trade from Oswego to Chicago. The travel upon these vessels will amount to about 550 passengers daily."

#### Statement of Passengers by Steamers and Propellers from Lake Erie, passing Detroit for the upper Lakes—1846.

Steamers, daily for 5 months, averaging 400 per day	—	60,000
Propellers, 2 per week, 22 weeks	—	13,250
Total	—	73,250

### Appendix No. 3.

#### Vessels and Lives Lost on the Canadian Lakes and Waters.

In the course of the five years previous to 1845, according to the published statements there were 400 lives lost—and property lost to the amount of \$1,000,000.

During the year 1845 there were driven on shore 36 vessels, of which 20 were totally wrecked, and four sunk. There were also 60 lives lost.

The greater part of the above losses occurred on Lake Erie. And in the cases of November 20th to 25th, 1846, in addition to losses in September and October of that year, the following vessels were driven on shore, many of which were entirely lost, with several lives:—

- 2 Steamers,
- 1 Propeller,
- 7 Brigs,
- 11 Schooners
- 21 Vessels

### Appendix No. 4.

#### PORT HURON.

#### Statement furnished by the Collector of Customs, and taken from Official Returns—1845.

1st. "Is there a town at Port Huron?" It is a thriving town containing above 1,200 inhabitants, from which with the three towns of Cayuga, Lexington and Beachville, all close by, being comprised in my district as collectors, were exported in the year 1844 produce to the value of the above \$180,000.

2d. "Is there a town at Port Huron?" It is a thriving town containing above 1,200 inhabitants, from which with the three towns of Cayuga, Lexington and Beachville, all close by, being comprised in my district as collectors, were exported in the year 1844 produce to the value of the above \$180,000.

3d. "Of the actual state of the road from Port Huron to Detroit?" There is a good turnpike road constructed by the United States Government, which most of the year is in good condition, especially in winter it is not surpassed by any road in the country—distance 36 miles—in winter a daily line of stage runs—fare \$2.50—in summer a daily line of two steamers—distance by water, 64 miles—fare \$1.75.

4th. "Is there a town at Port Huron?" It is a thriving town containing above 1,200 inhabitants, from which with the three towns of Cayuga, Lexington and Beachville, all close by, being comprised in my district as collectors, were exported in the year 1844 produce to the value of the above \$180,000.

#### Statement of E. B. WARD, Master of Mail Steamer "Clyde."

January 1st, 1846. "The St. Clair River (Spring) at the Port Huron is the most accessible and safe passage for any point on our Lake—no part of the lower Lake is so safe as this passage. It has been stranded at Port Huron during the last 20 years, and it is a great advantage for vessels during a storm to avoid Lake Huron ever since commerce began on the Lakes.

"I have been sailing on the Lakes for the last 13 years and never heard of any accident entering Port Huron."

#### Statement of C. BLAKE, Master of Steamer "Junius."

January 2nd, 1846. "There is no harbour in our Lakes superior or more easy of access in all weathers than Port Huron—I have sailed the Lakes for 10 years and never heard of any difficulty or danger in entering the River."

#### Statement of S. WARD, Shipmaster and Owner.

22nd January, 1846. "The harbour of Sarnia has no equal on the Lakes—vessels and steamers often return 100 miles to seek shelter from storms in the St. Clair River.

"I have sailed the Lakes during the last 40 years, and am not aware that any serious accident has occurred during that time at or near the entrance of that River."

### Appendix No. 5.

#### PORT HURON.

#### Statement furnished by the Collector of Customs, and taken from Official Returns—July 2, 1845.

In reply to question 1st—Amount of travel between Port Huron and Port Sarnia?" There have been reported at this office within the last month, 60 teams, averaging 6 persons to a team, from Sarnia and about an equal number returned East.

2d. "Goods imported and exported from a district of country north of a line of latitude 43° 30'?" I have no means of ascertaining correctly, but know the amount to be immense.

3d. "Of the actual state of the road from Port Huron to Detroit?" There is a good turnpike road constructed by the United States Government, which most of the year is in good condition, especially in winter it is not surpassed by any road in the country—distance 36 miles—in winter a daily line of stages runs—fare \$2.50—in summer a daily line of two steamers—distance by water, 64 miles—fare \$1.75.

4th. "Is there a town at Port Huron?" It is a thriving town containing above 1,200 inhabitants, from which with the three towns of Cayuga, Lexington and Beachville, all close by, being comprised in my district as collectors, were exported in the year 1844 produce to the value of the above \$180,000.

#### Statement, August 11th, taken from Official Returns.

#### COUNTIES IMMEDIATELY ROUND PORT HURON.

- COUNTY ST. CLAIR—35 square miles—25 of farming land, has 18 mills, 3 tanneries and other manufactures.
- COUNTY TAYLOR—28 square miles—partly dairy fine country, well watered—is part of the great Michigan coal field.
- COUNTY MACOMB—68 square miles—next to Wayne county [Detroit], the most important county of the State, is densely peopled, contains 14 flouring mills besides woolen manufactures, and tanneries.

Appendix No. 6.

Population of Guelph and the surrounding Country exclusive of Galt and the Township of Dunfries.

	Population.		Cott. Mills	Saw Mills	Villages
	1845	1846			
Guelph (Town)	1,114	1357	1	2	
Guelph (Township)	3400		1	2	
Fuslinch "	1800			5	
Nassagaweya "	1417		1	3	
Faquesing "	4000		4	11	3—Norval, 200 inhabitants. Hornby. Georgetown. 700 inhabitants.
Eramosa "	1122		2	6	2—Strange's Mills Little Italia
Garafraxa "	387		1	2	
Nicholl "	1323		2	4	2—Flora, 100 " Fergus, 180 "
Woolwich "	1210		2	2	1—Woolwich.
Waterloo "	5309		9	20	7—Preston, 600 " Waterloo, 200 " Little Germany Glasgow, 100 " New Hope, 100 " Beria, 100 " Bridgeport, 100 "
Peel "	1790				
Wellesley "	31				
Wilmot "	2604		3	9	2—Hamburgh 300 Haysville.
Dunfries, N. W. } corner }					1—Ayr, 250
	25,177	26,13	29	66	18 Villages.

TOWN OF GUELPH—YEAR 1845.

Goods (exclusive of Iron) imported to the Town of Guelph alone,	475 tons.
Iron—wrought and cast,	100 "
Flour Exported,	8,090 barrels.
Pork do.	60,200 lbs.
Deposited in Emigrant's Saving Bank,	£3577 0 0
Remitted to assist friends in emigrating from the Mother Country,	438 14 0

Table of Statistics of the three Townships, West of Toronto, to be immediately supplied and benefited by the line to Guelph—Showing the increase in two years, from 1844 to 1846.

	Ares Cultivated.	Flour Mills Run of Stones.	Merchant Shops and Stores.	Rateable Property.
Etobicoke—1844	12516	12	6	£38,339
1846	13224	16	9	42,096
Increase	708	4	3	3,667
Toronto—1841	28468	10	23	79,585
1846	31587	14	27	85,226
Increase	3119	4	4	5,641
Chinguacousy—1841	26680	2	9	59,952
1846	29990	2	16	68,766
Increase	3330	0	7	8,814
Total increase	7157	8	14	£18,122*

\*Note.—The "Rateable Property" is that part of the various descriptions of Property subject to direct taxation, according to the rate, ad valorem, established by Act of Parliament—the amounts therefore included under this head, represent only a part of the existing property, and include cultivated lands and buildings, real estate, as well as chattel property—but as the property is stated far below its real value, the figures in this column do not represent even the value of the chattel goods. Still as the rate is fixed, the ratio of increase is fairly shewn—and gives an increase of Ten per cent. in two years.

Appendix No. 7.

VILLAGE OF STRATFORD.

Population	1842	1843	1844	1845	1846
		36	111	213	391

VILLAGE OF ST. MARY—TOWNSHIP OF BLANCHARD—situated twelve miles from STRATFORD, and laid out in 1844.

Population in 1845 - - - 121 - - - in the year 1846 - - - 239.

POPULATION OF TOWNSHIPS ROUND STRATFORD, SHewing THE INCREASE.

Names	Aeres.	Population in Decemr. 1840.	Population 1846.	Increase.
North East	1,000	241	1350	806
South East	2480	384	831	462
Dowrie	4250	391	1530	1136
Ellice	3,198	208	753	531
Logan	5,170	9	171	162
Hullarton	1,000	48	608	560
Hibbert	1,170	39	156	117
Blanchard	4,911		1239	1239
Total	35,050	1629	6614	5015

According to Census taken in August, 1846, the population of these Townships amounted to 7,887.

Appendix No. 8.

From Custom-House Returns IMPORTS AND EXPORTS OF TORONTO, YEAR ENDING 31st JAN., 1847.

IMPORTS.—Among other articles.		
Coffee, cwt.		1917 0 4
Molasses, "		1128 1 13
Muscovado Sugar, "		14971 3 7
Tens, lbs.		405 5 11
Tobacco, "		299,926
Cigars, "		5886
Snuff, "		1663
Books and Paper, packages,		125600
Kaunas, lbs.		
Total value of goods imported,		£174,377

(Exclusive of Spices amounting to £104,645 16s. 8d., being an increase over the Imports of last year of 25 per cent.

EXPORTS.

		Increased export on some of the principal articles, over 1845.
Flour, bbls.	191,856	bbls., 41,630
Wheat, bus.	108,116	bus., 54,329
Pork, bbls.	4,133	bbls., 2,076
Beef, "	80	
" "	65	
" "	9	
Hams, tons.		
Ashes, casks,	283	
Butter, kegs,	200	
Lard, "	283	kegs, 165
Timothy Seed, bus.	176	
Oats, "	3,000	
Peas, "	1,000	bus., 475
" "	690	boxes, 310
Starch, boxes,		feet, 130,000
*White Pine Boards, feet,	1,680,000	
*Bricks, number,	1,030,000	
*Horstups and Seraps, tons,	11	
Woolen Cloths, yards,	40,000	
Blankets, pairs,	130	
*Sheep's Pelts, number,	10,750	
*Fins and Peltries, value about	£2,000	
*Fish, "	500	
Total value of Exports,	£301,000	

Increased value of Exports over preceding year (1845), £72,909, or 23 per cent.

\* Exported to United States

Appendix No. 9.

Amount of Goods imported to, and passing through, Galt to places immediately round it exclusive of Guelph--in the year ending 1st January, 1847.

FROM BURLINGTON BAY.	
Goods, Wares, and Merchandise	1298 tons
Salt	1539 bush

EXPORTS--TO BURLINGTON BAY.	
Flour manufactured in Galt from harvest of 1845--	22,182 bbls.
Flour passing through that place for exportation	57,366 bbls.
Butter	65 tons
Whiskey	741 bbls.
Pork and Beef	62 bbls.
Pot and Pearl Ashes	41 bbls.

Present cost of transportation to and from Burlington Bay to Galt.

1298 tons of Goods at 2s. per ton	£1,622 10 0
46 tons Butter at 2s. per ton	92 0 0
1539 bush Salt at 1s. 3d. p. bush	95 12 6
1432 bush Whiskey, Pork & Ashes, 6d. p. bush	197 8 0
7887 bush Flour at 1s. 3d. p. bush	4,929 12 6
Suppld imports of Salt, Goods and Merchandise to supply the Northern part of Dumfries, Waterloo, Wilmet, town of Stratford and immediate neighbourhood; and Exports of Produce therefrom, abt at equal to 50,000 bush Flour, at 1s. 3d.	3,125 0 0
	£9,937 13 0

The Town of Brantford was laid out by Government on land surrendered by the Indians in 1830. The population in 1841 amounted to about 2000 inhabitants.

The navigation of the Grand River is completed to within three miles of Brantford and when complete will carry three and a half feet of water all through. The Canal gives a fall of thirty feet in the vicinity of the town. Steamers ply daily to and from Buffalo to the entrance of the canal.

Quantity and Description of certain Goods, part of those passing through the Welland Canal and Grand River Navigation from and to Brantford, in the year 1845, taken from Official Report, dated.

BRANTFORD, 28th April 1846.

Flour	12,061 bbls.	Wheat	91,163 bush
Pork	197 bbls.	Fig Iron	598 tons
Whiskey, Beer, &c	281 bbls.	Master Paris	598 tons
Salt	2,141 bush	Merchandise	136 tons

The Tolls collected by the Grand River Navigation Company in 1845 show an increase in the trade of Brantford of 25 per cent in the year ending Decr 31st 1845, above that of 1843 and a much farther increase must follow on the completion of the Canal two and a half miles farther to Brantford.

Tolls collected in 1845, £1231 16s. 8d. in 1846, £1560.

Tolls from Brantford to St. Catharines, clearing the Welland Canal per bush Flour - - - 2d.

Freight per bush Flour, (present 1s 2d, including 4d carriage past unfinished part of the Canal) on Canal being finished - - - 1s. 1d.

Tolls on Desjardins Canal from Dundas, bush Flour - - 1 d.

Tolls on Burlington Bay, entrance Canal bush Flour - - 2d.

Tolls and Freight from Brantford to Buffalo, nearly the same as to St. Catharines, but the returned freight is necessarily low, indeed, almost nominal, in consequence of the vessels carrying down bulky produce on which their freight is made, and returning comparatively empty.

*[Faint, illegible text, possibly a title or header for a table.]*

Item	Quantity	Unit Price	Total	Remarks
Wheat	91,163	...	...	
Flour	12,061	...	...	
Pork	197	...	...	
Whiskey	281	...	...	
Salt	2,141	...	...	
Merchandise	136	...	...	
<b>Total</b>			<b>1008 708</b>	

Average cost per bush \$2.25 (one and a half pence) and the cost of the canal is 1/2d.

*[Detailed handwritten notes and calculations, including:]*  
 Estimated value of the goods...  
 Estimated value of American coffee through...  
 Changes on...  
 Total...  
 Estimated value of the goods...  
 Estimated value of American coffee through...  
 Changes on...  
 Total...  
 Estimated value of the goods...  
 Estimated value of American coffee through...  
 Changes on...  
 Total...



Breighton, Estimated expense of road to ... 1884.  
 add cost of road to ...  
 and ...  
 at 1883 15. per ...  
 total expense ... £ 2,015 2 8

Breighton ... } £ 223 5 0  
 ... }  
 ... } £ 70 7 6  
 ... } 1995 7 9 4 17  
 ... } 128 0 0 0  
 ... } £ 2,187 17



