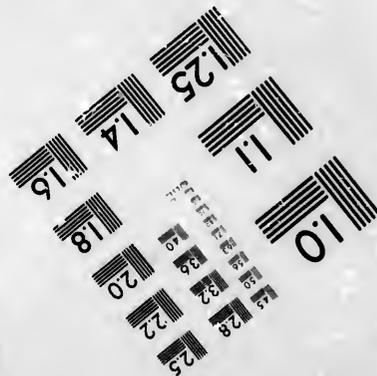
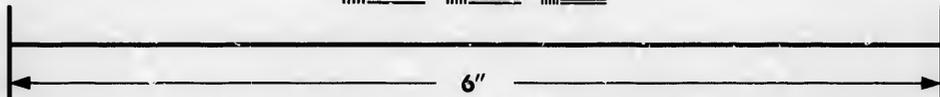
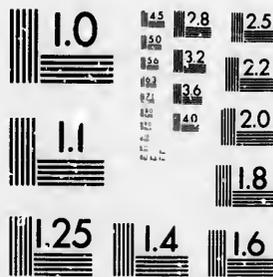


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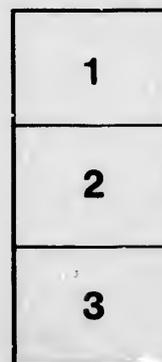
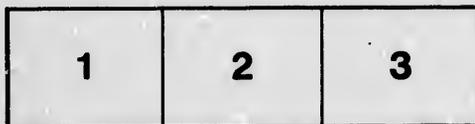
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PROSPECTUS

OF THE

CAUGHNAWAGA

Ship Canal Company.

Incorporated by a Special Act of Parliament
of Canada, 12th May, 1870.

LIMITED LIABILITY.

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Caughnawaga Ship Co

Incorporated by Special Act of the Dominion of Parliament

LIMITED LIABILITY

CAPITAL, \$3,000,000. - - - -

Directors.

HON. JOHN YOUNG, President Board of Trade

HON. JAMES SKEAD, Senator, Ottawa.

JOHN PRATT, Esquire, President People's
Company.

HON. LEVI UNDERWOOD, Burlington, Vt.

S. W. FOSTER, Esquire, Advocate, Knowlton

BENJAMIN P. CHENEY, Esquire, Boston.

D. N. SKILLINGS, Boston.

HENRY HOGAN, Esquire, Proprietor St. L.

BENJAMIN T. READ, Esquire, Boston.

Officers.

HON. JOHN YOUNG, President.

HON. LEVI UNDERWOOD, Vice-President.

Bankers.

THE BANK OF MONTREAL.

Ship Canal Company.

the Dominion of Parliament of Canada, 12th May, 1870.

ED LIABILITY.

SHARES, \$100 EACH.

Directors.

President Board of Trade, Montreal.

ator, Ottawa.

President People's Bank and President Richelieu Steamboat

D, Burlington, Vt.

advocate, Knowlton.

Esquire, Boston.

l.

e, Proprietor St. Lawrence Hall, Montreal.

quire, Boston.

Officers.

ident.

D, Vice-President.

Bankers.

MONTREAL.

LIMITED LIABILITY.

No shareholder in the Company shall be, in any manner whatsoever, liable for, or charged with the payment of, any debt or demand due by the said Company, beyond the extent of his, her, or their share in the capital of the said Company not paid up.

PROSPECTUS.

In 1847, several merchants, of the city of Montreal, memorialised His Excellency the Earl of Elgin, then Governor of Canada, stating their intention to apply for a charter to construct a canal to connect the St. Lawrence with Lake Champlain, and they prayed that His Excellency, in council, would order a survey of the proposed work, which was granted, and J. B. Mills, Esq., Civil Engineer, was named to make the required survey. On the 19th February, 1848, he reported, that the terminus on the St. Lawrence should be above Lachine, near the Indian village of Caughnawaga, about 8 miles from Montreal. The level of Lake Champlain by this route would only be 25 feet above the St. Lawrence, whereas the route via Montreal to Lake Champlain, would be 129 feet of lockage instead of 25 feet. The distance between the two points is about 80 miles, and the then estimated cost was \$1,814,408 for locks of 200 feet long by 45 feet wide, with 9 feet water on the sills. In 1849, a Bill was introduced and passed, incorporating a Company for the construction of the canal, but, unfortunately, the point of departure, from the St. Lawrence, was not fixed, and differences having arisen as to whether Mr. Mills was correct, or whether the point of departure should not be opposite Montreal, the Bill finally expired from non-use. In 1854, another survey was made by Mr. J. B. Jarvis, Civil Engineer, of New York, who reported, in 1855, strongly in favour of the canal, and approved of Mr. Mills' views as to the point of departure from the St. Lawrence. In 1855, Mr. Gamble, Civil Engineer, at the instance of the Canadian Government, also surveyed and reported on the work, and arrived at the same conclusion. Mr. W. H. Swift, Civil Engineer, of Boston, was also consulted, and he recommended, in a report dated June, 1855, the line proposed by Mr. Mills. Lastly, Mr. Gamble, in 1856, in pursuance of instructions from the Government of Canada, examined the country lying between Lake Champlain and Lake St. Francis, both below and above the Beauharnois canal, and reported that its formation was not favorable to the construction of a canal. The Commissioners of Public Works, in their report of 1859, approved by Government, finally settled the question of route, by declaring that "after a patient and mature consideration of all the surveys and reports, we are of opinion that the line following the Chambly canal and then crossing to Lake St. Louis, near Caughnawaga, is that which combines and affords, in the greatest degree, all the advantages contemplated by this improvement, and which has been approved by Messrs. Mills, Swift and Gamble."

During the last Parliament of the Dominion of Canada, application was made for a renewal of the Charter of 1849, and to incorporate a new Company, which, after due consideration on the part of the Government of Canada, the charter, under which the Company is now incorporated, passed both Houses, "the Senate and Commons," and is now the law of the land.

The Company's Act of Incorporation is in every respect complete and comprehensive in its details. It empowers the Company to survey, to take appropriate, have and hold, to and for the use of them and their successors, the line and boundaries of a canal between the St. Lawrence and Lake Champlain, to build and erect the same, to select such sites as may be necessary for basins and docks, as may be considered expedient by the Directors and to purchase and dispose of same, with any water power, as may be deemed best by the Directors for the use and profit of the Company.

It also empowers the Company to cause their canal to enter into the Chambly canal and to widen, deepen and enlarge the same, not less in size than the present St. Lawrence canals; also, the Company may take, hold and use any portion of the Chambly canal and the works therewith connected and all the tolls, receipts and revenues thereof upon terms to be settled and agreed upon between the Company and the Governor in Council.

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canals from boats of 78 to 210 tons, while the St. Lawrence and Welland canals have also been enlarged since their first construction. A further enlargement of the Erie and Champlain canals is now strongly urged in consequence of the want of the necessary facilities of transport for the ever increasing western trade.

The extent of this trade will be realised by the fact that from the ports of Chicago, Milwaukee, Toledo, Detroit and Cleveland, the wheat, corn, oats, barley, rye and flour (reduced to bushels) was equal, in 1869, to 121,815,250 bushels, independent of provisions, ores, &c. The great bulk of this vast trade found its way to New York and the New England States by canal and railway, via Buffalo and Oswego. The shipments of ore at the ports of Marquette and Escanaby, on Lake Superior, have increased from 1,500 tons in 1855, to 723,000 tons in 1869. The lumber received at Buffalo, principally from Western Canada, in 1869, exceeded 224,000,000 feet, while at Oswego, the receipts from Canada were 284,539,533 feet.

The object of the Caughnawaga Ship canal is to connect Lake Champlain with the St. Lawrence by the least possible distance, and with the smallest amount of lockage. When built, it will enable the vessel or propeller to sail from the head of Lakes Superior or Michigan without breaking bulk, and will enable such vessels to land and receive cargo at Burlington and Whitehall, from whence western freights can be carried, to and from Boston, and throughout New England, by railway cheaper than by any other route.

It will possess the advantage when the Welland canal is enlarged and the locks of the St. Lawrence canal lengthened of passing vessels of 850 tons burthen, and with that size of vessel (impossible on any other route) of improved model, with facilities for loading and discharging cargoes at both ends of the route, in the length of the voyage without transhipment, in having the least distance between any of the lake ports, and a sea port, and in having the shortest length of taxed canal navigation.

The construction of the Caughnawaga canal, when carried out, will remedy the difficulties which now exist and stand in the way of an interrupted water communication between the Western States, and the Atlantic seaboard.

The important question, however, is, will the canal be remunerative and what return will it give in dividends to those who invest capital in the enterprise?

A brief history of the Erie canal, and a comparison of the circumstances connected with the trade operations of that great work will furnish sufficient data to justify the conclusion, that the Caughnawaga Ship Canal when completed will yield a revenue on the business which will pass through it, sufficient to pay on the capital invested, at the lowest calculation, a dividend of at least 10 per cent per annum. By the official report of the report of the State Engineers of the canals, of New York for 1869, it appears that the entire cost of the Erie and Champlain canals from their inception, including the cost of maintenance and legal interest thereon, was \$154,000,218, while during the same period the gross receipts, with interest thereon, were \$192,455,799, not only sufficient up to, and including 1866, to pay the entire cost of construction with the interest, but leaving a surplus in favour of the State Government of at least \$38,000,000.

Mr. Mills, Civil Engineer, estimates the cost of the construction of the Caughnawaga Ship canal at \$2,500,000. Interest thereon at 10 per cent. per annum is \$250,000, and estimating the annual maintenance and repairs at \$20,000, will require an income of \$270,000 to pay 10 per cent. on this capital. The question is, how is this amount to be realised? The amount of the receipts of cereals at five of the Great Western ports have already been stated, and also the receipts of lumber at Buffalo and Oswego on its way east.

But no mention has yet been made of the vast and growing exports of lumber from the great valley of the Ottawa. In 1869 the export of lumber from the Ottawa and its tributaries exceeded 400,000,000 feet. The greater part, of this lumber is cut for and is sold in the markets of the United States. At present, it is taken from the Ottawa, past Caughnawaga to Montreal, thence to Sorel, and again up the river Richelieu, and through the Chambly canal to St. John's, a distance of 112 miles with 129 feet lockage by canal, when the same lumber can be taken through the proposed canal from Caughnawaga to St. John's with 29½ feet lockage, and 25 feet lockage. It necessarily follows that the whole

rence and Lake Champlain. As a general principle a large vessel can carry freight cheaper than a small one. A vessel loading at Chicago or elsewhere on the upper lakes, has now to tranship cargo into canal boats at Oswego or Buffalo, not exceeding 165 tons on the average. When the Caughnawaga canal is built, and the route completed to its intended capacity, propellers of 850 tons may load at Chicago or Duluth on Lake Superior, and proceed direct, without breaking bulk, on to Lake Champlain, and be at Burlington or Whitehall in six days less time than the cargo by the Buffalo or Oswego route can be in Albany. By the one route on the downward voyage, by descending the rapids, there is only 57 miles canal, by the other 360 miles of canal, and more than 200 feet of extra lockage. Is it not evident from this statement of facts that the proposed new route would be far superior than the present one, and that when opened it would command a large share of the Western trade. Suppose, however, that only one fourth of this 4,000,000 tons is attracted to it, and that the same toll as is now charged on the Welland for vessels and general freight, say for

1,000,000 tons at 30 cts.....	\$300,000
Vessels, 1,000,000 at 2½ cts.....	25,000
	\$325,000

This sum added to the amount from Canadian trade would give the large sum of \$661,891 annually or 37% on the capital, shewing that the rate of toll now named could be reduced 50%, and yet leave sufficient to pay the stockholders of the canal a dividend annually on their investment of 13%.

Again, when the propeller of 850 tons has once broken its way into Lake Champlain nothing can prevent the railroads from Burlington and Whitehall carrying throughout New England and to Boston the products of the Western States and Canada, far cheaper and in six days less time than if sent by the Erie Canal route, either from Buffalo or Oswego.

The point of transhipment will simply be transferred from Buffalo and Oswego to Burlington and Whitehall, and the State of New York will then see the necessity of enlarging her Champlain canal into the Hudson and thereby secure a through route from the upper lakes without breaking bulk to New York, when she, as well as Boston and New England generally, will become contributors to the trade of the St. Lawrence.

The only way, therefore, by which the greatest saving in the cost of transportation can be effected within the shortest period, and at the least outlay of capital, is by the construction of the Caughnawaga Ship canal, and its fullest measure of success will be secured, when the Welland canal is enlarged, a work now about being carried out by the "Ontario and Erie Ship Canal Company."

The opinions herein expressed will be found fully borne out by the following extracts from reports of the most eminent engineers on the continent, and speeches at various times by statesmen of the highest ability.

J. B. MILLS, *Civil Engineer*, 1849.

It is in the power of the Canadian Government, by the construction of the Champlain canal, to say in what direction the people of the North Western States shall go to market, and in 1869,—“the time has arrived when the trade and traffic referred to must have greater means and facilities for its interchange, or the outward bound products of the Western States will and must find other channels, than what the *State of New York* affords, to the Atlantic coast.”

~~Hon. W. E. Rensselaer, Com. of the State of New York~~

Public Works Report, 1849.

That the early completion of this canal is imperatively called for to complete the chain of canals already in use, and to render them profitable as well as a convenience to the public.

HON. CHANCELLOR WALWORTH, of New York, 1849, on behalf of the American part of a Convention at Troy, said:—

One source of revenue from the canal is the transportation of large quantities of coal from Pennsylvania and other States situated on the great Western lakes for the manufacture of iron, and the transportation of such iron for the use of the Western States. It is well known that a very considerable region of country in Northern New York is filled with the richest and most extensive beds of iron ore in the United States, or perhaps in the world. Many of these beds which have been opened, and are now being worked, are situated upon the very borders of Lake Champlain.

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all the products of the west, can, by means of the railroads now in course of construction, be distributed in the interior, and also be landed at Boston at a less expense, with less depreciation in value by transport, and in a shorter period than by any other route. This has been proved by Mr. Young of Montreal, in his tables of comparative freight. To the city of New York the construction of this work is of the greatest possible importance. With the Champlain canal of 66 miles to Troy or 72 miles to Albany, enlarged to the same size as the proposed canal, vessels from any western lake port could, without breaking bulk, discharge at the port of New York and could there load with emigrants and merchandize for the west. From Lake Erie to New York, by the St. Lawrence, on the downward voyage, there would be 123 miles of canal with 504 feet of lockage, against 363 miles canal with 698 feet lockage by the Erie canal. In the one case no transshipment of cargo, in the other two transshipments.

From these and other facts, it has appeared to the Committee that the canal in question is of too much magnitude not to receive the attention of Northern and Southern New York, and Northern New England as well as of the Canadas; and viewed as a source of income merely, that it cannot fail of richly rewarding those who embark in its construction.

MESSEURS YOUNG AND KILLALY, *Commissioners of Public Works, 1851.*

We beg to point out to Your Excellency that until this work is completed, our canals will fail to compete successfully with the Erie canal and the railroads of New York, in transport from the West to the East, but when this canal is constructed a route will then be opened which will admit of *through transport* without transshipment, between the great commercial emporium and the lakes, and such a route will inevitably take the lead of all existing or possible communications during the season of inland navigation.

THOMAS C. KEEFER, *Civil Engineer, 1851.*

By connecting Lake Champlain with the St. Lawrence, we will not only be able to pour Canada-breadstuffs into the heart of the best market in America before supplies can come from any other quarter, but also so reduce the cost of transport that our farmers will receive a higher price for all they have to sell.

HON. MR. KILLALY, *Civil Engineer, 1856.*

The absolute necessity for this connecting link in the chain of the immense inland navigation through this Province and the United States, becomes more and more important every succeeding year.

HON. WM. H. MERRITT, W. P. *from a published letter to Hon. Mr. Chabot, Commissioner of Public Works, 1852.*

The construction of this Canal has become a national object. It cannot with safety to the trade, be delayed a single year. Its construction will secure a large revenue for Canada and enable us to further reduce tolls. It was not till 1849, when the Hon. John Young (the projector of the work,) explained it to me, that I became convinced of its necessity; and I respectfully urge it on your attention as Commissioner of Public Works.

JOHN C. JARVIS, *Civil Engineer, 1855.*

This route, from the upper lakes through the St. Lawrence and Lake Champlain, has no equal on the globe. The idea of a vessel of 850 tons loading at an inland port and proceeding, without breaking bulk, 2,000 miles to the Atlantic seaboard, and thence to the West India Station in advising the immediate construction of the proposed canal from the St. Lawrence into Lake Champlain as a work important for the interests of Canada, and which cannot fail to yield a large return on the capital invested.

JOHN PAGE, *Chief Engineer, Public Works, 1859.*

The project of constructing a canal to connect Lake Champlain with the St. Lawrence has my entire approval. Western produce, as well as the lumber from Upper Canada and the Ottawa would thus find an easier and cheaper conveyance to the markets of the United States and the large upward freight of heavy goods for supplying the populous Western States would be attracted through the St. Lawrence.

HON. MR. J. MCALPINE,

JAMES P. KIRKWOOD,

CAPTAIN JOHN CHILDS,

} *Civil Engineers, 1858.*

HON. JOHN YOUNG, President.

HON. LEVI UNDERWOOD, Vice-President.

Bankers.

THE BANK OF MONTREAL.

THE NATIONAL PARK BANK,

THE SHAWMUT NATIONAL BANK,

THE HOWARD NATIONAL BANK.

Engineer.

J. B. MILLS, Peekskill.

Consulting Engineer.

WALTER SHANLY,

Treasurer.

JOHN PRATT, E.

Secretary.

JAMES STEWART, M.

Directors.

President.

W. D., Vice-President.

Bankers.

MONTREAL.

PARK BANK, NEW YORK.

NATIONAL BANK, BOSTON.

NATIONAL BANK, BURLINGTON.

Engineer.

W. H. MILLS, Peekskill, N. Y.

Consulting Engineer.

WALTER SHANLY, M. P.

Treasurer.

JOHN PRATT, Esq.

Secretary.

W. H. STEWART, Montreal.

appropriate, have and hold, to and for the use of them and their successors, the line and boundaries of a canal between the St. Lawrence and Lake Champlain, to build and erect the same, to select such sites as may be necessary for basins and docks, as may be considered expedient by the Directors and to purchase and dispose of same, with any water power, as may be deemed best by the Directors for the use and profit of the Company.

It also empowers the Company to cause their canal to enter into the Chambly canal and to widen, deepen and enlarge the same, not less in size than the present St. Lawrence canals; also, the Company may take, hold and use any portion of the Chambly canal and the works therewith connected and all the tolls, receipts and revenues thereof upon terms to be settled and agreed upon between the Company and the Governor in Council.

The various surveys that have been made since 1848, are now deposited in the office of the Dominion Board of Works, which, by the Act of Incorporation, are placed at the disposal of the Company.

The cost of the canal with locks of 300 feet by 45 and with 10 feet 6 in. the mitre sill, is now estimated at \$2,500,000, and the time for its construction may not exceed two years after breaking ground.

Probably, no question is of more vital importance to Canada and the Western and Eastern United States than the subject of transportation. The increasing commerce of the Great West, the rapidity with which the population has of late flowed into that vast tract of country to the West and North West of Lakes Erie, Michigan, Huron and Superior, have served to convince all well informed commercial men that the means of transit between that country and the seaboard are far too limited even for the present necessities of trade, hence it becomes a question of universal interest how the products of the field, the mine, and the forest, can be most cheaply forwarded to the consumer.

Near the geographical centre of North America is a vast plateau two thousand feet above the level of the sea, drained by the Mississippi to the south, by the St. Lawrence to the east and by the Saskatchewan and McKenzie to the north. This vast territory would have been valueless but for the water lines which afford cheap transport between it and the great markets of the world.

Canada has improved the St. Lawrence by canals round the rapids of the St. Lawrence, and by the Welland canal, connecting Lakes Erie and Ontario, 28 miles in length with a fall of 260 feet—capable of passing vessels of 400 tons. The St. Lawrence, from east end of Lake Ontario, has a fall of 220 feet, overcome by seven short canals of an aggregate length of 47 miles, capable of passing vessels of 650 tons. The Richelieu River is connected with Lake Champlain by a canal of 12 miles from Chambly. A canal of one mile in length, at the outlet of Lake Superior, connects that lake with Lake Huron, and has two locks which will pass vessels of 2,000 tons. New York has built a canal from Buffalo, on Lake Erie, and from Oswego, on Lake Ontario, to Albany, on the Hudson River, of 360 and 209 miles, capable of passing boats of 210 tons; and she has also constructed a canal from the Hudson River into Lake Champlain of 65 miles, which can pass boats of 80 tons.

Such is the nature of the navigation between tide water on the Hudson and St. Lawrence and the upper lakes. The magnitude of the commerce of the North-west has compelled the enlargement of the Erie and Oswego

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and repairs at \$20,000, will require an income of \$270,000 to pay 10 per cent. on this capital. The question is, how is this amount to be realised? The amount of the receipts of cereals at five of the Great Western ports have already been stated, and also the receipts of lumber at Buffalo and Oswego on its way east.

But no mention has yet been made of the vast and growing exports of lumber from the great valley of the Ottawa. In 1869 the export of lumber from the Ottawa and its tributaries exceeded 400,000,000 feet. The greater part, of this lumber is cut for and is sold in the markets of the United States. At present, it is taken from the Ottawa, past Caughnawaga to Montreal, thence to Sorel, and again up the river Richelieu, and through the Chambly canal to St. John's, a distance of 112 miles with 129 feet lockage by canal, when the same lumber can be taken through the proposed canal from Caughnawaga to St. John's with 29½ miles canal, and 25 feet lockage! It necessarily follows that the whole exports from the Ottawa for the United States must pass through the proposed work.

At a meeting lately held at Ottawa where the principal parties interested in the lumber trade, here present it was unanimously resolved that the saving in transport which would be effected by the construction of the Caughnawaga Canal "would exceed one dollar per thousand feet, compared with the rate now paid by the present circuitous route to Lake Champlain" besides the great saving in time. Instead of one dollar per M. feet, suppose the toll on the new canal to be 30 cts. per M. feet, the same rate as is now charged on the Welland Canal, about of the same length. Thirty cents per thousand on three out of the four hundred thousand feet would be..... \$90,000

Add to this the other business *now* done on this route at Welland canal rates

Vessels, 425,465 tons at 2½ cts. per ton.....	10,636
Agricultural products, manufactures and merchandises	
78,486 tons at 30 cts. per ton.....	23,548
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	\$124,184

Add again to this say two-thirds of the lumber *shipped from Canada West* in vessels, and transhipped at Buffalo and Oswego, which, no doubt, would go through Lake Champlain by the new canal.

Lumber, at Buffalo and.....	
Oswego, 405,690,000 at 30 cts. per M. feet....	141,707
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Grain, say 6,000,000 bush. equal to 200,000 tons at 30 cts.	60,000
Vessels, 643,000 tonnage at 2½ cts.....	16,000
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	\$341,891

or 13% interest on capital on Canadian business alone, and that business only including grain and lumber. The trade of the North Western States arriving at Buffalo and Oswego, and moving by canal and railroads to tide water, on the Hudson as well as the upward trade on same route, may in round numbers be estimated on the average of the last five years at 4,000,000 tons.

The question arises as to what proportion of this vast trade will be directed from its present channel through this new route of the St. Law-

Public Works Report, 1849.

That the early completion of this canal is imperatively called for to complete the chain of canals already in use, and to render them profitable as well as a convenience to the public.

HON. CHANCELLOR WALWORTH, of New York, 1849, on behalf of the American part of a Convention at Troy, said :—

One source of revenue from the canal is the transportation of large quantities of coal from Pennsylvania and other States situated on the great Western lakes for the manufacture of iron, and the transportation of such iron for the use of the Western States. It is well known that a very considerable region of country in Northern New York is filled with the richest and most extensive beds of iron ore in the United States, or perhaps in the world. Many of these beds which have been opened, and are now being worked, are situated upon the very borders of Lake Champlain, or within a short distance from it. The present capabilities of the iron works in the vicinity of these mines, or on the shores of the lake, are about 60,000 tons of iron annually, the production of which quantity will require 120,000 tons of coal. The future capabilities of these extensive mines for the production of ore, and the extent to which iron works may be erected in that region where water power is so abundant, are incalculable, and can only be limited by the wants of the country, and this canal, by opening up a direct communication with the Great Western States, and the fertile region of Upper Canada will furnish a new and constantly increasing market for the iron of Northern New York, and will supply return cargoes for the vessels which bring down the coal.

Again: connected as this canal would be with the Ottawa as well as other rivers which flow into the St. Lawrence, either above or below Montreal, the shores of which rivers are now lined with immense forests of the most valuable pine timber, it would bring to Lake Champlain, and through the Champlain canal to the Hudson river, the product of these forests; and will thus cheapen that species of lumber, which, from its scarcity, is now commanding exorbitant prices. This of itself would, for many years, afford a handsome revenue to the canal. A large branch of trade, through the Richelieu river, would be opened up with Newfoundland, Labrador and Nova Scotia, for there is no doubt, as Mr. Young has stated, that their fish, oil, gypsum, coal, &c., would be delivered on Lake Champlain and at Troy at a less expense for transportation, than the same articles are now delivered at these points via Boston and New York. But when you add to this the trade of Northern Pennsylvania, from Lake Erie, the trade of Ohio, Michigan, Illinois, Indiana, Wisconsin, Iowa, &c., and the fertile peninsula of Upper Canada, and when it is considered that the lands now cultivated there are only in a small proportion to the wild lands, and that such will be the gradual increase of production there, that the Erie and Oswego canals, even when enlarged, will be totally inadequate to such increased commerce, there cannot be a doubt but that the contemplated canal will be constantly adding to the value of its stock in proportion to the increase of the population in the Western and New England States and in the Canadas. By this single improvement, steamers and vessels, from all the upper and western lakes, as well as from the Gulf of the St. Lawrence, can reach Burlington, Whitehall, and all the other ports on Lake Champlain without breaking bulk. The flour, pork, beef, coal, and

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loading at an inland port and proceeding, without breaking bulk, 2,000
 in advising the immediate construction of the proposed canal from the St.
 Lawrence into Lake Champlain as a work important for the interests of
 Canada and which cannot fail to yield a large return on the capital
 invested.

JOHN PAGE, *Chief Engineer, Public Works, 1859.*

The project of constructing a canal to connect Lake Champlain with the
 St. Lawrence has my entire approval. Western produce, as well as the
 lumber from Upper Canada and the Ottawa would thus find an easier and
 cheaper conveyance to the markets of the United States and the large
 upward freight of heavy goods for supplying the populous Western States
 would be attracted through the St. Lawrence.

HON. MR. J. MCALPINE,
 JAMES P. KIRKWOOD,
 CAPTAIN JOHN CHILDS, } *Civil Engineers, 1858.*

From their Report to Harbour Commissioners of Montreal.

The construction of the proposed Caughnawaga canal from the St.
 Lawrence, opposite Lachine, to Lake Champlain, will allow the large lake
 vessels, to continue their voyage to Whitehall, (two hundred and ten miles
 from New York, and one hundred and thirty-seven miles nearer the sea-
 board, than can be done by the way of Oswego), at less cost, even if the
 Champlain canal should not be enlarged so as to allow the vessels to go
 to New York. It may not be generally understood that the vessels which
 would take the Caughnawaga canal would pass by the mouth of the La-
 chine canal within seven miles of the city of Montreal, and when at Bur-
 lington and Whitehall would be nearer any of the towns in New England
 than when at Albany.

The economy of time and transport by Lake Champlain could not fail to
 attract a very large share of the trade between the Western States, New
 England and Boston, as well as a considerable share of New York trade.
 HON. ROBERT J. WALKER, *formerly Secretary of the Treasury, 1863.*

Vermont upon Lake Champlain, by the said enlarged system of canal from
 the Hudson to Lake Superior, connecting her not only with the Hudson
 but the St. Lawrence and the lakes, would be greatly advanced in wealth
 and population. But with cheapened transportation to and from Lake
 Champlain on the Hudson, and not only Vermont but all New England,
 in receiving her coal and iron, and her supplies from the West, and in
 sending them her manufactures, will enjoy great advantages and the
 business of her railroads be greatly increased. So also, New England in
 the scound, and in fact, the whole seaboard and all its cities, Bridgeport,
 New Haven, New London, Providence, Fall River, New Bedford, Port-
 land, Bangor, Belfast and Eastport, will all transact an immense increased
 business with New York, Philadelphia, Baltimore, and the West. As the
 greatest consumer of Western breadstuffs and provisions, and of our iron
 and coal, and the principal seat of domestic manufactures, the augmented
 reciprocal trade of New England with the South and West will be enor-
 mous. The products of New England in 1860, exclusive of agriculture
 and the earnings of commerce, were of the value of \$494,074,498, but
 in a few years after the completion of these enlarged canals, this amount
 will be doubled. Such is the skilled and educated industry of New
 England, and such the inventive genius of her people, that there is no limit
 to her products, except markets and consumers.

M A N

SHOWING ROUTE OF Caughnawaga Ship Canal Company's PROPOSED CANAL

NOTE

Total distance from Lachine, via Sorel, to St. Johns.

Canal 21 miles.

River 31 "

Total 52 miles.

Total distance from Lachine, via Caughnawaga to St. Johns.

Canal 27 1/2 miles.

Lockage &c. via Lachine and Sorel, to St. Johns. 129 feet

Do. Caughnawaga. to St. Johns. 25 feet

Difference.

In Length 27 1/4 miles

In Lockage 104 feet

