

THE *Eng. Print*

REPORT, *3*

OF

THE PRESIDENT AND DIRECTORS

OF THE

WELLAND CANAL COMPANY

TO THE

STOCKHOLDERS.



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PUBLISHED BY ORDER OF THE BOARD.  
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YORK, U. C.

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1826.

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## REPORT, &C.

THE President and Directors of the Welland Canal Company, in submitting to the Stockholders a Report of the progress of the work under their superintendance, do not deem it necessary to enter into an exposition of the causes which led to the undertaking, or the advantages expected from its completion. These have been already in various shapes before the public, and their desire is now to afford such general information, in regard to the actual state of the Canal, and the affairs of the Company, as the Stockholders will naturally require, and the public, by whose countenance it has been materially aided, have a right to expect.

To enable themselves to judge more satisfactorily, the Directors have frequently inspected the whole line of the Canal, and in addition to such remarks as it occurs to them to offer, they have subjoined the last Report of Mr. Thomas, the principal Engineer, who has had much experience in similar operations; and this Report as it proceeds from a gentleman of established character for integrity, judgment and science, can scarcely fail to be received as a document entitled to the fullest credit.

The present Directors were chosen in April last, when great preparations had already been made for conducting the work during the season which had then commenced; it was consequently left to them either to prosecute the undertaking with the utmost vigor, which the means within their reach would admit of, or by contracting the intended scale of operations to disappoint public expectation, and increase the apprehensions of all, who had appeared to doubt of the completion of the Canal. Such a course would also have brought upon the Contractors the perplexity and confusion which must have followed such a step, after they had prepared to proceed with dispatch; and upon the Company the disadvantage, not easily estimated, of pursuing the least economical method for carrying so great an undertaking to its completion.

Whether the event shall prove that they have done right or wrong, they did not hesitate in their decision; and although the measures they have adopted in consequence have been attended with no little responsibility, and presented serious difficulties, they have persevered to this point, and they are happy to think successfully, without restraining the exertions of the

Contractors, from giving way to doubts either as to the result, or as to the possibility of finding means to meet so rapid and considerable an expenditure. The Directors are confident, that if resources are at hand to resume the work during the next season in the same spirit, it will at the conclusion, be apparent to the Company that economy, has been best consulted by the extraordinary exertion which has completed so large a portion within the present year.

After the public discussions which have taken place relative to the affairs and proceedings of the Company, it is to be presumed that it must be generally known to the Stockholders and to others, that of the £200,000, the amount of Stock authorized to be held by the Welland Canal Company, only one half, or £100,000, was actually subscribed when the Legislature in their last Session authorized the advance, by way of loan, of £25,000 in aid of the undertaking. The case is the same at present.—When it was determined upon the suggestion of the principal Stockholders that a Canal upon an enlarged scale, so as to admit of navigation by Schooners, would be much to be preferred both on the ground of utility to the public and profit to the Company, the Legislature was necessarily applied to for authority to increase the amount of Stock in order to meet the great additional cost.

The design appeared to be approved of in every quarter, and as soon as the requisite authority was obtained, those who had then the direction of the Company's affairs were eager to pursue, with the least possible delay, an undertaking which had now acquired so great additional interest and importance. It having been thought expedient to increase the number of Directors, Mr. Simon McGillivray and Mr. Irvine were added by Act of the Legislature to those who had been chosen for the year then current. Mr. McGillivray was at that time in this Province and had the opportunity of consulting with the other members of the Board: the Stockholders resident in New York had communicated their opinions very freely in regard to the interests of the Company, and with a liberality of conduct which has marked their proceedings in every step, had expressed their entire confidence in the propriety of whatever measures should be resolved upon. There cannot therefore be the slightest reason to question that the resolution which was then taken, immediately after the Act had passed, enlarging the Stock and materially changing the character of the undertak-

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ing, was one which appeared to the Directors to promise the most substantial benefits in every point of view.

It was thought that the practicability of connecting our great inland waters by a most convenient navigation, and at a cost, moderate indeed when compared to the object, could be demonstrated to the entire satisfaction of our fellow subjects in England; and it was considered little doubtful that when the project could be made plainly to appear a safe and rational one, the same abundance of Capital and spirit of enterprise which were at that time leading to the formation of Companies, for objects comparatively visionary, and of which many regarded improvements in Foreign Countries, could be easily enlisted to the small extent required in aid of one of the greatest and most useful undertakings of modern times. Indulging this hope it was resolved to throw open no more than £100,000 for Subscription in these Provinces and the United States, and to reserve the remaining £100,000 to be subscribed in London. It was believed that through the intervention of Gentlemen who had commercial connexions and acquaintances in London, the project of the Welland Canal could be so favorably introduced as to meet that confidence which it was known to be entitled to here: that the small sum required would be immediately taken up, if the application were at all successful, was at least as probable, and it cannot be a matter of surprise that the Directors should feel a strong desire to associate British Capitalists in this Provincial undertaking, and thus make it the means of attracting the attention of persons who would have it so much in their power to promote the commercial interests of Upper Canada.

Under these impressions it must be presumed the Directors acted in April 1825, when they made this reservation of Stock, and, in pursuance of their plan, the President was instructed when he repaired to New York in order to confer with the Stockholders resident there, and to procure additional Subscriptions, not to accept of a greater amount of Stock than £50,000, which it was presumed would, in addition to that which had been, and might be subscribed in the British Provinces, make up £100,000. So far from meeting with difficulty in procuring the limited amount, the President was induced by the readiness exhibited, to extend the subscription to £75,000, which was instantly taken up, and he returned with the impression that if the whole had been thrown open it would

have been subscribed with equal facility. The reference to England, however, had been finally resolved upon, and it was necessary to await the issue.

The Directors of the Company for that year now commenced their work with spirit; they found a large amount of Stock readily subscribed, and they saw a confidence in the undertaking exhibited, which left no room to doubt that the remainder would have been taken in America if it had not been designedly reserved. They may be supposed also to have expected, confidently, that before the progress of the work required it, they would hear of the £100,000 being subscribed in England, and having this double assurance of being in a condition to meet their engagements they entered into Contracts for the completion of the Canal from the River Welland to Lake Ontario, for a sum exceeding by almost one third, the amount of Stock which was actually taken up.

This portion of the Canal, it must be observed, embraces the only serious difficulties which have been apprehended, as likely to present themselves—namely, the harbour on Lake Ontario, the descent of the Mountain which includes some rock excavation, and the deep cutting, which through a distance of nearly a mile and three quarters, averages a depth of excavation of 44 feet.

When completed it will afford a perfect communication with Lake Erie, by the descent of the Welland to the Niagara River, and for this reason, as well as from the desire to shew the practicability of the whole design as speedily as possible, by encountering at once the only difficulties to be dreaded, it was thought clearly expedient to devote the whole of the present means of the Company to the completion of that section, leaving the other to be undertaken so soon as the remaining funds should become available.

As the present Directors have adopted and persevered in the course which their predecessors had begun, it may be permitted them to say something, if it be necessary, in vindication of the resolution to proceed with the work, while so great a proportion of the Stock remained unsubscribed. Besides the expectation (amounting, under existing circumstances, to almost a moral certainty) of the remaining Stock being speedily filled up; it is, in the first place, to be borne in mind, that had the Stock at once been all taken, it would have been competent to the

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Directors, and they would doubtless have deemed it judicious, to have put both Sections, or the whole line under Contract at the same time. In that case the calls upon the present Sockholders would have been nearly the same, both in regard to periods and amount, as they have been in order to carry on the Section now in progress.

In the next place it is but justice to mention that the Directors of the present year, however much they might have been fairly influenced by these considerations, and notwithstanding their ardour to prosecute the work without delay, did not in fact proceed except under the fullest sanction of those Stockholders at least, whose share in the undertaking was so great as to make it proper to consult them before embarking in Contracts, which would call for greater and more rapid advances than might appear reasonable.

The Contracts were entered into in the month of July 1825, and considerable progress made in the execution of some of them during the Summer. The Contractors, after the experience that has now been had of them, are stated, with great confidence by the Directors, to be persons as eligible in all respects as they think the Board could have met with; and indeed with a few exceptions, and those not in cases of any moment, they have exhibited a knowledge of their several descriptions of work, and have practised to this time a regularity, economy, and a persevering industry in the conduct of it, which it is believed have not often been excelled.

It was perceived very early in the operations of 1825, that to continue them with the dispatch, which the Contractors pressed upon the Company; and which it was evidently the interest of the latter to facilitate, would demand an expenditure which could not be provided for from the Funds expected to be raised in England, unless the reference for that purpose were promptly attended with success. For giving effect to that reference, it seems that much reliance was naturally placed on the zeal and intelligence of one of the Directors appointed by the Legislature; who desired before he could pledge himself satisfactorily for the success of the undertaking, to acquire from personal observation a more intimate knowledge of it. Circumstances put it out of his power, it appears, to make the desired inspection before the month of September, 1825; and other occurrences to which it is painful to allude, shortly after combined to render his services of little avail.

At this time, however, viz. in September, 1825, it was determined that Mr. Boulton, another of the Directors should proceed to England for the purpose of endeavoring to raise subscriptions of Stock, and he was to be furnished with the necessary powers and instructions. In the month of November such instructions as the Board considered necessary were transmitted to Mr. M'Gillivray, in Montreal, to be forwarded immediately to Mr. Boulton, then in London; but from the unfortunate occurrences already alluded to, they were omitted to be sent, and in the absence of such authority, no direct attempt was made, or could be made by Mr. Boulton, to procure subscriptions.

It is not, however, very probable that this delay was of material consequence, for in the first place, means were taken by Mr. Boulton to attract favorable attention in England to the measure, and moreover, that unhappy reverse had occurred in the Commercial World, which not only had disabled many from lending their aid, who might a few months before have cheerfully granted it, but which had the much more general and decided effect of producing an universal suspicion of all such undertakings, and a disinclination to invest Capital in them.

Before, however, it could be known that the application for subscriptions in England was not likely to meet with immediate encouragement, it was thought unsafe to rest in entire dependence upon it. The delay in making it, for which the reasons have been assigned, left it no longer prudent to await its result without attempting to provide other means for prosecuting the work with dispatch, according to the Contracts into which the Directors had entered; and under this impression, relief was sought by applying to the Legislature for an advance of £25,000, by way of Loan, in anticipation of the Company's Funds.

The ready acquiescence of the Legislature has been of infinite use—it has not only enabled the Directors to proceed through the Season in the manner thought most desirable, and to which indeed they were pledged; but it served at a critical moment to give a character to the undertaking and a confidence in its success, for which the Company is most grateful, and for which they trust the Province will at no distant day receive an ample recompence.

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With the aid of this advance the Directors have had it in their power to make such arrangements for calling in the Stock as the Stockholders have been enabled to meet, although so great has been the pressure during the last few months upon persons engaged in Commerce, that if it could have been foreseen the Directors would probably have felt it incumbent upon them to have restricted their operations, in order to avoid those frequent calls for large instalments, which they are sensible have borne most heavily upon those Gentlemen at New-York who hold the greatest proportion of Stock, but who have nevertheless answered those calls with a promptness and punctuality in the highest degree honorable.

In the midst of the operations of last Summer, which it required an average monthly expenditure of nearly £7000 to maintain, the Directors found a good deal of uneasiness was naturally excited by the long delay in filling up the Stock. The reference to England had been hitherto ineffectual, and it was strongly pressed by those Stockholders who were sustaining the great weight of expenditure, that a period should be put to this indefinite expectation, and measures speedily taken for completing the subscription in America. The Directors in deference to representations, certainly not unreasonable, determined, though reluctantly, to send instructions to England, that if, within fourteen days after the receipt of their letter, the required amount of Stock was not subscribed, the Books should be closed, and an immediate communication made to this Country, in order that instant measures might be taken for soliciting subscriptions here, and in the United States.

Although sufficient time has elapsed no answer has been returned, and a hope arises, which has been suggested by another circumstance, that the original expectations of the Directors may yet be fulfilled.

Not long after the Directors had written to England in the terms already mentioned, a letter was received from Mr. Galt, Secretary to the Canada Company, apprising them that the following very respectable Gentlemen, Directors of that Association, viz :—

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| CHARLES BOSANQUET,     | } Esquires, |
| JOHN HULLET,           |             |
| JOHN EASTHOPE, M. P.   |             |
| MARTIN TUCKER SMITH, & |             |
| HART LOGAN,            |             |

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had consented to act as a Committee in behalf of the Welland Canal Company. Upon this intimation, so gratifying to the Directors, no time was lost in transmitting to Mr. Bosanquet, the Chairmain, the necessary powers and instructions to enable the Committee to act, and these documents were accompanied by an account of the present state of the Company's affairs, and of the nature and progress of the Canal. The Communication of the Directors was sent from New-York on the 24th September, and it is to be supposed that a long time will not elapse before some intelligence is received from the Committee in London.

To enable the Stockholders in America to bear with the less inconvenience the additional delay of awaiting this intelligence, the Directors have authorized the Agent for the Stockholders in New-York, either to negotiate in the meantime for a Loan on the credit of the Company; or to procure subscriptions to the amount of £25,000, and they have apprised the Committee in London of this step, and of the necessity, in case the £100,000 should be subscribed there, of its being accepted, subject to the contingency of a proportional abatement in the subscription of each Stockholder, in case the £25,000 should be subscribed in America.

To facilitate the negotiation for a Loan, if that were thought advisable, the Directors preferred an application to His Excellency the Lieutenant Governor in Council, praying that the Company might receive an immediate grant of the tract of Land in Wainfleet, comprising 13,000 Acres, of which, upon His Excellency's intercession, His Majesty's Government in England had authorized a grant to be made to the Company, but which, it had been understood, would not issue until there appeared a reasonable assurance that the objects of the Company would be fulfilled.

His Excellency has been pleased to consider the great exertions which have been made, and the actual state of the work, a sufficient assurance of its completion, and the Grant has accordingly been directed to be perfected, which additional mark of public countenance and support, the Directors cannot but regard as highly favorable to the Company.

Having thus explained the situation of the Company's affairs, and by what means they have been enabled to complete their engagements, the Directors proceed to give some account

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of the present state of the Canal, and the hopes which, so far as they can judge, may be reasonably indulged, in regard to its completion.

It was a recommendation strongly urged upon the Directors, by the principal Stockholders, that no necessary expense should be spared in procuring Engineers of competent ability and of known character; and accordingly, early in this season, Mr. Alfred Barrett, long employed on the Erie Canal, was engaged as the principal resident Engineer, under whose immediate and constant superintendance the whole of the work has proceeded.

Mr. David Thomas, the principal Engineer, whose reputation and experience were satisfactorily vouched for, has been also engaged at an annual salary, to visit the work at stated intervals, report its state and progress, and offer suggestions of any improvements on the original design which might appear desirable. The Directors have and no reason to regret their selection in either case.

Without descending to unnecessary details the Directors now Report to the Stockholders that up to the 10th November last there has been expended the sum of £69,404: 1: 10, and that they have with that expenditure, fully complied with their engagements of every description.

The Report of Mr. Thomas states concisely what proportion of the work is done, and what remains to be executed, with the expense which will be necessary to complete it.

The plan which the Directors have appended to this Report exhibits the route and profile of the Canal, and it is thought it may not be uninteresting to inform the Stockholders also, of the names of the Contractors who have undertaken the several sections, 35 in number. This information is given in Appendix [No. 2.]

Of the first section, which commences at the River Welland, and is 66 chains in length, one half is completed, the Canal is filled and the towing path finished, so that it exhibits a fair specimen of this great navigable Channel as it will appear when perfected.

The 2nd, 3rd, 4th, 5th, and 6th, Sections comprehend the Deep Cut, and on this part of the Canal the greatest portion of labor has been employed, and the most persevering exertions

of the Contractors have been applied to it throughout the season, which has been very favorable to their operations.

The present appearance of the work sufficiently proves how great these exertions have been, at the same time that it affords the means of judging, with tolerable accuracy, of the labor necessary to complete this most arduous part of the undertaking.

It has been already stated in this Report that the extent of what has commonly been called the Deep Cut, is nearly 1 mile and 3-4—the greatest depth of excavation necessary is 56 feet, and the average depth about 44 feet.

In one part of it they have attained the bottom level—in every section great progress has been made, and taking the whole cut through, the average depth of excavation, completed on the 1st November last, is estimated at about 18 feet.

It must be expected, of course, that the labor of excavating and raising each cubic yard will be greater as they descend; but on the other hand it is to be considered that as the Canal contracts greatly towards the bottom, the completion of the first 18 feet has required the removal of a vast deal more of earth than will be necessary for descending an equal distance beyond the present excavation.

The Directors felt it indispensable, in order to adapt the Canal to navigation by Schooners, to enlarge very materially the dimensions of this Deep Cut beyond the original design. They have been so extended as to afford 15 feet in depth at the bottom level, and the banks rise from thence to the towing path 12 feet, with a slope of nearly 2 feet to 1. The towing path is to be 10 feet in width, and on the opposite side there will be a berm of 7 feet. From thence the Canal rises with an angle of  $45^\circ$  to the surface. These dimensions give a surface of 43 feet of water on this portion of the Canal, viz. for a mile and 3-4 which it is calculated will admit the passing of 10,000 cubic feet of water at the rate of 1-2 a mile per hour, and thus afford an abundant supply of water for all hydraulic purposes. In the judgement of the Engineer the slope at the bottom is ample, and as there appears to be no reason to apprehend the slipping of the banks, he is of opinion the steeper the cut can be made above the towing path the better, as the less will be the surface exposed to the action of rains and frost.

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tion could have been met with. There is no rock to impede the excavation, and although the soil, a stiff clay, is more expensive to remove than lighter earth, that difficulty is amply atoned for by the solidity and tenacity of the banks, and the assurance there seems to be that they will sustain, without material alteration, the influence of the weather. Experience has given no reason for apprehension on this head. When the excavation of the Canal is finished, so that the margin can be dressed, and the water led off from it by small drains, it is not probable that any considerable quantity of earth will be crumbled by frost and thaw or washed down by torrents; and it is conceived that whatever portion shall be from time to time detached from the sides, will be conveniently intercepted by the towing path on the one side, and the berm on the other, and be removed from thence in scows with little difficulty.

The alteration in the dimensions of the Deep Cut, has rendered an additional excavation necessary of 115,090 cubic yards, but it is conceived that the obvious advantages of it will fully justify the measure. It will be seen in the Engineer's Report, before referred to, in what state of advancement the Locks now are. The Contractor has had difficulties and disappointments to contend with, but has, nevertheless, proceeded with much activity, and from present appearances there is every reason to trust that this important part of the work will be executed to the satisfaction of the Company.

Three Locks of 32 feet in width, and 125 feet in length with 5, 7, and 9 feet, lifts between the village of St. Catharines and Lake Ontario, on a level of 5 miles, will, it is expected, be completed this autumn and will be navigable by means of a feeder from the West Branch of the 12 Mile Creek. On the section including the ascent of the Mountain 4 Locks will be finished also this season, with the exception of the gates.

It has been a matter of much consideration with the Directors, whether it would not be advisable to construct the Locks throughout of the width of 32 feet, in order to admit of a continual navigation by Steam-boats from the one Lake to the other, but they found that the increase of expense would be more than they dare venture to incur; besides that from the greater length required, there would not be room to descend the Mountain without a combination of Locks, which it is very desirable to avoid. The object however is so important of admitting navigation without transshipment by Steam-boats

which, it is to be supposed, will in time be almost exclusively employed in transporting the productions of the Upper Countries, that the Directors deem it right, notwithstanding this apparent inconvenience, to call the attention of the Sctockholders to the subject, while the progress made in the Locks is not yet such as to increase greatly the difficulty of the alteration. To make the suggestion the more intelligible, it is to be observed, that Steam-boats entering the Canal from the Welland, would, from the large scale on which it is made, have no difficulty to encounter in passing through the Deep Cut and along the Canal to the 1st Lock, from whence, in the course of 4 miles and 32 chains, including the descent of the Mountain, there will occur 32 Locks of 100 feet in length and 22 in width, dimensions too small to admit of Steam-boats; and this distance of 4 miles and 32 chains, so long as these 32 Locks remain of these small dimensions, will constitute the only interruption to the passage of a Steam-boat from the one Lake to the other, and indeed from Lake Huron to Prescott. on the St. Lawrence.

From the foot of this chain of Locks to Lake Ontario, there are indeed three other Locks; but the Directors have thought it advisable to construct these of such a width as to admit Steam-boats, which will therefore have no difficulty in ascending the Canal to the Village of St. Catharines, a distance of 5 miles. Throughout the greater part of this distance, such is the peculiar make of the banks along the 12-mile-Creek, that the navigation will rather resemble, in some places, a basin, and in others, a large river, than a Canal. The additional cost of constructing these Locks on the enlarged scale, is about £125 each Lock, an expence which, it is believed, will be amply compensated by the increase of tonnage on the Steam-boats, and by the convenience they will afford to navigation.

The dimensions of the Canal, with the exception of the Deep Cut, are as follows: 26 feet on the bottom, with slopes of 2 to 1 up to the towing path; and a breadth of 56 feet on the water line. These dimensions are sufficient for vessels of 22 feet beam to pass each other, and none of larger size can enter the Locks. The ordinary depth of water will be 8 feet.

For the progress of the intervening sections of the Canal, which present no particular feature, the Directors refer to Mr. Thomas's Report. It will be seen by it that the distance of 4 miles and 61 chains from the harbor at the 12-mile-Creek up-

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ward, will most probably be completed, even before the operations of this season are absolutely closed. And when this is considered, in conjunction with the labor done at the Deep Cut, and the proportion of the work performed along the whole line, it cannot but be admitted, that immense progress has been made during the last year in this most desirable undertaking.

In regard to the harbor itself, so far as the opinion of several Engineers can be depended upon, and which opinions, it is said, are confirmed by the concurring testimony of Col. Sir James Carmichael Smith, of the Royal Engineers, who visited the work last year, during his tour through this Province—so far also as the judgment of the Directors, unskilled as they certainly are in matters of this kind, can be thought of any value, they are happy to express their belief that there is no good reason to doubt its successful completion. Great progress is made in it, all that has been done appears to be sufficiently substantial, and they expect early in the next year it will be finished, and present a capacious and secure port, the access to which will have a depth of water of 12 feet.

Reviewing at once the whole of the line now in progress from the Welland to Lake Ontario it is estimated that 1,330,704 cubic yards of earth have been excavated, and 202,707 yards of embankment made, besides finishing a culvert of solid masonry, and it is expected that at the end of the present month ten miles of the Canal will be finished. It appears also, by Mr. Thomas's estimate, that on the 1st November last there remained still to be excavated 1,126,534 cubic yards and 155,445 yards to be embanked. The greater part of the materials for the Locks is in readiness, and also the timber for piers at the harbor.

The erection of buildings, stables and out-houses, necessary in the conduct of so great a work, forms no inconsiderable part of the operation. This labor is surmounted—every section of the Canal is in a state of forwardness, and the clearing and grubbing is now completed.

Many of the Contractors commenced late in the season, and yet they had on the 1st of November last excavated 204,176 yards, and embanked 47,262 yards more than remained then to be done; so that unless some unforeseen obstruction occurs, there seems every reason to anticipate that the work will be completed, or certainly very nearly so, during the next year.

The full amount of Stock being not yet subscribed, the Directors have not proceeded to Contract for the Western section of the Canal, leading from the Welland to the Grand River, but so soon as the necessary funds are available they will enter upon this part of the work; as it is sufficiently evident that neither the Company nor the public will reap the full benefit of what is now doing, until this part of the Canal is also finished.

According to the provisions of the Statute passed last year, an arbitration was held at St. Catharines in August last to determine the amount of damages to be paid by the Company to proprietors of land along the course of the Canal from the Welland to Lake Ontario. With the exception of a very few individuals (one of whom, and the only one whose claim can be considerable, has since been settled with for the sum of £600,) all persons, who can have demands upon the Company, in respect to that portion of the Canal, submitted them to the arbitrators, and a final award has been made, which directs the Company to pay claims amounting in the whole to £1,794.

The Directors cannot close this Report without desiring to pay a just tribute to Mr. Merritt, the Agent of the Company, to whose indefatigable exertions, intelligence and uncommon perseverance, displayed from the original conception of the work, to the present moment, it would be most unjust not to ascribe, in a great measure, its present encouraging state.

They can best appreciate the difficulties he has had to encounter, and have had the best opportunity of judging of his conduct and motives. Of the latter they would not take the liberty of speaking, if they were not sensible that injustice has been sometimes done to them, which makes it a duty to declare their entire approbation of Mr. Merritt's proceedings in all that has fallen under their observation.

The Directors have acquired information of several facts tending to demonstrate that an immense intercourse through the Welland Canal must necessarily and speedily follow its completion; and to hold forth every motive, both of public feeling and of private interest, to the people of this Province, to desire the success of this work, with an ardor of which they cannot but remark how small a degree has on this occasion been hitherto exhibited by the inhabitants of the Country generally, and even by many who reside in the vicinity of the Canal.

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But they do not consider this the proper occasion for entering into detailed calculations necessary to illustrate the value of the object which the Company is endeavouring to obtain.

JOHN H. DUNN, PRESIDENT.

W. ALLAN,

JOHN B. ROBINSON,

H. J. BOULTON,

JOHN CLARK.

} DIRECTORS.

York, 18, Dec. 1826.

Since the Report was put to Press, a most gratifying letter, of which the following is a copy, has been received by the President, from Major Hillier, Secretary to His Excellency the Lieutenant Governor, enclosing a copy of a Despatch from the Right Honorable Earl Bathurst, His Majesty's Provincial Secretary of State, which being communicated at a Special Meeting of the Board, it was directed that they should be added to the Report. Nothing could be more agreeable, and more highly satisfactory to the Directors, than to have it in their power thus to conclude their Report, by recording another act of the munificence of the British Government, extended to this highly favored Colony. An act the more gratifying, as it has been entirely unsolicited on the part of the Company, and adds, at a moment when it was unlooked for, the encouraging patronage and support of the Imperial Government, to an undertaking which had before experienced the assistance of the Government and Legislature of this Province.

The Directors have resolved immediately to prefer a petition to the Legislature for the enactments necessary to carry into effect His Majesty's most gracious intentions.

GOVERNMENT HOUSE }  
21, DECEMBER, 1826. }

SIR,

I am commanded to convey to you, for information of the Directors and Stockholders of the Welland Canal Company, the enclosed copy of a Dispatch from His Majesty's Government, from which I am to assure you His Excellency the Lieutenant Governor has derived the highest gratification; and has charged me to lose no time in communicating it to you.

I have the Honor to be

Sir,

Your most Obed't. Humble Servant,  
G. HILLIER.

THE HON.  
J. H. DUNN.

↪ C.

DOWNING STREET, }  
September 30th, 1826. }

SIR,

His Majesty's Government having granted the Sum of Twelve Thousand Pounds, in aid of the expense of constructing the La Chine Canal in Lower Canada, upon condition that all Boats and Vessels with Public Stores should be permitted to pass without the Payment of any Toll or duty; and considering that the Welland Canal, now in progress on the Niagara Frontier, will afford great facility in forwarding Stores to Lake Erie and the upper parts of the Province of Upper Canada, and that by constructing the Locks of the width of twenty-two feet, it would become a work of much greater public utility. I am to desire that you will acquaint the Directors that His Majesty's Government would be willing to afford the same degree of assistance towards the expense of the Welland Canal which was given to that of La Chine, which was about a ninth of the estimated sum required in its completion; and as the estimated expense of the Welland Canal is One Hundred and Forty-seven Thousand Two Hundred and Forty Pounds, the Sum to be contributed by the Public for the privilege of forwarding Government Stores, &c. would be Sixteen Thousand Three Hundred and Sixty Pounds.

In the event of the Directors agreeing to this proposal, it is necessary that a Provincial Act should be passed, in which the Company shall engage to construct the Locks of the Canals of the width of at least twenty-two feet, and securing the use of the Canals to all Vessels and Boats, the property of His Majesty; and also to all other Boats and Vessels, when engaged in carrying Government Stores, without the payment of any duty or toll, in consideration of the Sum of Sixteen Thousand Three Hundred and Sixty Pounds; to be paid in four equal annual instalments, or sooner, if the Canal should be completed at an earlier period.

I have the Honor to be,

SIR,

Your most Obedient,  
Humble Servant,

(Signed)

BATHURST.

*A True Copy.*

MAJOR GENERAL SIR PEREGRINE MAITLAND, K. C. B.  
&c. &c. &c.

## APPENDIX.

(No. 1.)

*To the President and Directors of the Welland Canal Company,  
the Subscriber respectfully Reports,*

THAT on Sections No. 1, 2, 3, 4, 5, 6, which include the Deep Cut, there has been excavated 692,699 cubic yards, and there remains to be done 796,021 cubic yards, which, at the Contract price, will amount to £60,878 15.

One half of Section No. 1 (66.71 chains in length) is finished, and the other half is cut within 5 feet of bottom. The remainder of these Sections (1 mile 55 chains) is excavated to the average depth of 18 feet, and another year will be required for its completion. Nothing unfavorable has occurred during the progress of the work.

On Sections No. 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, extending down to the first Lock, 233,812 cubic yards have been excavated, 67,365 cubic yards have been embanked, and a Culvert of 307 perches of masonry, constructed. The Contract prices for 174,679 cubic yards of excavation, and 26,500 cubic yards of embankment yet remaining to be done, will be £5,532.

Of this part, 2 miles 75 chains are bottomed. On the remainder (1 mile 18 chains, the grubbing is chiefly done, and but a small part of the ground is unbroken.

The distance from the first Lock down to St. Catharines includes 14 Sections. On these 252,329 cubic yards have been excavated, and 28,327 cubic yards embanked. To finish them, 135,710 cubic yards of excavation, and 104,745 cubic yards of embankment will be required with the sum of £7,286 17.

Only 58 chains of this part are finished. Of the remainder, 1 mile and 49 chains are unbroken; and about  $\frac{1}{2}$  of the work on 2 miles and 5 chains is done, with all the grubbing, except half a mile.

On this part, 32 Locks are located. Of 4 Locks,  $\frac{3}{4}$  of the work is done; and of the remaining 28 Locks,  $\frac{3}{4}$  of the timber is delivered.

To render the Locks more permanent, it has been deemed proper to have hollow quoin posts, braces, lining in the chambers, an increase of iron about the paddle gates and culverts, an extension of the mitre sills, a greater depth for the upper gates, and one additional foot to the height of the Lock walls. These extras on all the Locks, with the increased dimensions of those below St. Catharines, added to the Contract prices, will amount to £5,991 2 11.

Between St. Catharines and Lake Ontario, there has been done 151,864 cubic yards of excavation, and 107,015 cubic yards of embankment. There remains 20,124 cubic yards to be excavated, and 24,200 cubic yards to be embanked, which will require £5,300, including the expense of the harbor, the extension of the piers, and the excavation between them into 12 feet water.

On this part, three Locks are located, which will probably be completed in a month. The distance of 4 miles and 61 chains are nearly finished, and 25 chains are yet to be embanked, but it is intended to finish the whole this Season, with the exception of the harbor.

DAVID THOMAS,

*Principal Engineer.*

ST. CATHARINES, 11 Nov. 1, 1826.

(No. 2.)

*Names of the Contractors on the Welland Canal, with the Sections opposite thereto. The Sections are numbered from the River Welland, and vary in length according to the depth of cutting and amount of work.*

| SECTIONS.                               | CONTRACTORS.                                                                             |
|-----------------------------------------|------------------------------------------------------------------------------------------|
| Nos. 1, 2, 3, 4, 5, & 6, the Deep Cut.. | Messrs. Beach, Ward & Hovey.                                                             |
| 7,.....                                 | Kennedy & Co.                                                                            |
| 8,.....                                 | James Simpson.                                                                           |
| 9, & 10,.....                           | Hall Davis,                                                                              |
| 11, 12, 15, 16, 20, 21, & 25,.....      | { Wallace Bell, Thomas Griffith-<br>William Richardson, Nichol<br>Walton, & Joseph Carr. |
| 13,.....                                | William Simpson.                                                                         |
| 14, 17, 18, 19, 21, & 22,.....          | { John Gooding, Levi Taylor, Ri-<br>chard Hathaway, & — Saye                             |
| 23,.....                                | James Simpson.                                                                           |
| 26, & 27,.....                          | Davis & Simpson.                                                                         |
| 28,.....                                | Hanan, & Co.                                                                             |
| 29, & 30,.....                          | Houg, & Co.                                                                              |
| 31,.....                                | Davis & Simpson,                                                                         |
| 32,.....                                | Gooding, Houg, Biglow & Jon                                                              |
| 33,.....                                | Porter & Donaldson.                                                                      |
| 34,.....                                | John Tenbrock.                                                                           |
| 35,.....                                | Beach, Ward & Hovey,,                                                                    |
| The Harbor,.....                        | Beach, Ward, & Hovey,                                                                    |
| The Locks,.....                         | Oliver Pheips, & Co.                                                                     |

WILLIAM H. MERRITT,  
*Agent, W. C.*