

7
INFORMATION

ADDRESSED TO THE

BOARD OF DIRECTORS

OF THE

City of Toronto and Lake Huron Railway Company,
LONDON,

ON THE

SUPERIOR ADVANTAGES OF GODERICH,

THE DISTRICT TOWN OF THE HURON, ON LAKE HURON, COMPARED WITH
THE VILLAGE OF SARNIA, ON THE RIVER ST. CLAIR, AS THE

LAKE HURON TERMINUS OF THE
PROJECTED RAILWAY.

BY DANIEL LIZARS, ESQ.,

*Clerk of the Peace of the Huron District, Director of the direct Ontario and
Huron Junction Railway Company, formed at Goderich, C. W., 3rd June,
1845, and Delegate from the Inhabitants of the said District.*

LONDON:

WILLIAM STEVENS, PRINTER, BELL YARD, TEMPLE BAR.

MDCCCXLV.

(For Private Circulation.)

*To the Board of Directors of the City of Toronto and
Lake Huron Railway Company.*

London, Oct. 14, 1845.

GENTLEMEN,

I DO myself the honour to transmit, for your perusal and attentive consideration, the accompanying information on the comparative merits of the town and harbour of Goderich, on Lake Huron, with the village of Sarnia, on the River St. Clair, to assist your determination in the selection of the Lake terminus for your projected railway.

In placing these documents before you, I am actuated alone by the conviction that Goderich is the best terminus of your contemplated undertaking, and by the desire that every information in my power to give, should be laid before you upon this important subject, alike affecting the interests of the stockholders, as of the colony.

I have the honour to be,

GENTLEMEN,

Your most obedient and very humble Servant,

DANIEL LIZARS.

*Comparative advantages of Goderich as the best Terminus
on Lake Huron, to the City of Toronto and Lake Huron
Railway.*

(Copy.)

London, 5 July, 1845.

*To the Governor, Deputy Governor, and Directors of the
Canada Company.*

GENTLEMEN,

IN accordance with your request I have the honour to submit to writing the substance of the information I had the pleasure to detail to you verbally on the 3d instant, relative to the projected Ontario and Huron railway.

In 1836 a charter was granted by the Provincial Legislature to certain parties to construct a railway from the township of Bertie, at the eastern end of Lake Erie, Niagara district, to Amherstberg, at the western extremity of that lake, in the western district; but as no further action took place, the Act expired by non-user.

About the same time an Act was obtained for a line between Wellington Square, outside of Burlington Bay, to Goderich, now expired as above.

A similar Act was obtained for another line, called the Great Western, to unite Hamilton, Brantford, London, and Windsor, near Sandwich. A clause was also inserted affording the Canada Company power to take a branch to Goderich. This Act also expired, but was renewed and extended during the last session of the Provincial Parliament.

At the same period (1836) the Act incorporating the Toronto and Lake Huron Railroad Company was obtained, but it also expired like the others, and has been, as the preceding one, renewed by the last session of Parliament.

To the two last especial attention now falls to be directed.

The renewed Act now gives to the Toronto Company the power to fix the terminus at such point as they may deem most advisable on Lake Huron ; while the select committee recommend it to be at the point which will make the route as short as possible, on some portion of the navigable waters of Lake Huron, so as to open up the unsettled country, and be calculated to invite to the province and through it foreign traffic and foreign commerce. The committee further emphatically recommend the terminus to be at Goderich ; and that such a route would possess many and superior advantages over any other.

On the publication of the Report of the Select Committee, the Corresponding Committee of the Huron District Meeting wrote to the Toronto Board of Trade offering our co-operation. The official answer received from Mr. Ridout, the president, and also his private letter, was against the Goderich line so strenuously recommended by the Select Committee, and in favour of a more *NORTHERLY terminus, viz., SARGIN.*

To correct an error so prejudicial to the interests of the Huron, a deputation proceeded to Toronto, and the gentlemen composing it had several interviews with the Board of Trade, and the Directors of the Railway Company, to whom they exhibited the documents afterwards published in their printed statement. The discussions at these interviews were so full, and, as we considered, so satisfactory, both from the character of the resolution passed unanimously by the Board of Trade, but also from the nature of the letter of Mr. Gamble, secretary to the Railroad

Company, that we were almost assured that Goderich would be the western terminus, as therein admitted to be pointed out by the Select Committee of the House of Assembly. We, therefore, at once agreed to "subscribe," as requested, "our quota" (agreed upon as one-fourth), *towards the expense of a preliminary "survey and chart of the southern shore of Lake Huron, with the sole view of selecting the most eligible harbour."*

Our printed statement, together with the facts and documents submitted, added to our local knowledge and personal observation as to the ineligibility of the line to Saugin, and the impracticability of ever constructing a safe harbour there, removed the erroneous opinions in favour of that terminus, industriously circulated by interested parties to the prejudice of the very superior advantages to be gained by the Goderich line. We, therefore, confidently awaited the promised visit of the *competent engineer unconnected with "Toronto or Goderich,"* to decide upon the eligibility of the respective harbours of Saugin and Goderich, as above stated.

These reasonable expectations, founded upon a positive compact with those we considered incapable of swerving therefrom, were not then destined to be realized. In vain we waited in good faith the advent of the "engineer," and it was not till undeceived by the tone of the Toronto Press, that we were led to understand the Goderich line, with all its superior recommendations, was to be set aside without further ceremony, or investigation, to give place to the pretensions of a new and hitherto unheard of terminus, as far south of Goderich as Saugin was north, viz. Port Sarnia, a village situated down the river St. Clair, about two miles (or perhaps more) from its entrance out of Lake Huron.

This place, not before mentioned, excepting casually in the Report of the Select Committee, as a point of distance, and as being at the head of the St. Clair river.

now appears to occupy the attention of the Toronto Company. Its pretensions were first brought into notice in an anonymous letter in the *Kingston Chronicle*, signed by "A Traveller," and supposed to be the production of a gentleman, the principal proprietor of the town-plot of Port Sarnia, and of other extensive property in that neighbourhood. Its principal recommendation as the Western terminus being its proximity to the State of Michigan, and consequent command of the "*winter travel*."

In this state of matters, a second Deputation from Goderich proceeded to Toronto. They waited upon Mr. Gamble, and proffered a meeting with the Railroad Directors, which was declined in the meanwhile, till the return of the engineers, Messrs. Wallace and Ross, then said to be upon their tour of observation towards Goderich and Saugin, in terms of Mr. Gamble's letter of 24th March. The surprise of the Deputation may, however, be more easily conceived than expressed, when they learned from Mr. Ross, who returned next day, that the sole object of their investigation was Port Sarnia, and the route by London thither, and that they had received no instructions whatever to visit Goderich. The Deputation having addressed a copy of the letter of their corresponding Committee to the Canada Company, of date 7th of May, to the Toronto Company, returned to Goderich on 17th May.

A few days after this juncture, Mr. Mercer Jones, then in Toronto, forwarded a copy of a Prospectus about to be issued by Mr. Gwynne, upon which a public meeting of the inhabitants of the district was called for the 3rd June, when, *inter alia*, it was resolved to dispatch a Delegate to London, to advocate the superiority of the Goderich line and the cause of the Huron District.

Having sketched the rise and progress of this measure thus far in Canada, I shall proceed to discuss its merits as they bear in particular upon Port Sarnia and Gode-

rich, and endeavour, at the same time, to point out the impossibility of reconciling the various interests of the places now before the public, owing to their conflicting Geographical positions. These are :—

1st. Toronto—Western Terminus—Goderich, or Port Sarnia.

2nd. Great Western, *viz.* Hamilton, Brantford, London, Port Sarnia; or,

3rd. Hamilton, Brantford, London, Chatham, Sandwich.

The Toronto Company's Charter binds the terminus of that line to some portion of the navigable waters of Lake Huron. But Port Sarnia is not so situated. It is at the head of the St. Clair river, below the rapids, after passing out of Lake Huron. Goderich, therefore, or some other portion of the navigable waters of Lake Huron, can be their only terminus in conformity with their present Charter.

It would be sacrificing the future interests of Toronto were she to coalesce with No. 2, as she would shortly cease to be the starting point, or eastern terminus, which would devolve upon Hamilton. Nor could they jointly carry the trunk line through any of the eastern portion of the Canada Company's lands towards Port Sarnia, without abandoning London, *which latter place the Great Western line is bound by its Charter to pass through.*

It appears to me self-evident that, in the present condition of the Province, two lines of Railroad running nearly parallel, *viz.* from Toronto to Port Sarnia, and from Hamilton by Brantford, London, and Chatham to Sandwich, would not only not pay, but would each be conducive to the other's ruin. They would both be running not only parallel with each other, but conterminous to the navigable waters of Lakes Erie, and St. Clair, and the rivers to Lake Huron; and in the case of the

latter, running alongside of the navigable Thames, and Lake St. Clair, from Chatham to Sandwich, a distance of 48 miles. Either of these lines would run in direct collision and competition, with the British and American steam ships on these waters during the travelling period of the year, viz. after the navigation is generally opened up over the entire country, when the spring ships begin to arrive from Europe. The consequence would be as in the case of the Clyde steam-boats, and the Glasgow and Greenock Railroad, the steamers would, by reduced rates, monopolize the entire SUMMER passenger trade.

The winter travel is an illusion now got up for the first time in the history of Canadian travel, to suit the purpose of certain proprietors of Port Sarnia, by landholders residing at Toronto interested in wild lands in the townships along that line, from London, and by the holders of Government Land Scrip desirous of speculating in these townships.

Another argument adduced in favour of the chimera of winter travel is, the fortuitous circumstance of Captain Richardson of Toronto having sailed his solitary steam-boat during last winter from thence to Niagara, an occurrence which may not, perhaps, happen again for the next ten years. One swallow does not make the summer.

It is notorious that, although the Atlantic is now open all winter from Europe to New York, Baltimore, New Orleans, and intermediate ports, yet emigrants do not avail themselves of it to settle in the Atlantic States, or those accessible by the Mississippi and its tributaries. The season is too inclement, even in the milder regions of Europe, to expose women and tender infants to its rigour, more especially as a laudable economy inclines the great bulk of emigrants to prefer deck passages on our lakes and rivers. But admitting that they might travel at such a season, they could not see the lands to judge of a location when veiled under the snow, and would require to wait

its melting, at great expense, to enable them to make a selection, and then put up a house or shanty, in order to commence operations. The genial weather fit to enable families of emigrants to travel with comfort and economy, does not set in till the middle of April, the period when the great travel of the country commences, whatever may be said to the contrary, notwithstanding. No trade exists during the winter between the Eastern and Western portions of the United States or Canada, and travelling at that period is of little or no importance.

To return to the "winter travel" at Port Sarnia, it is distinctly denied that the St. Clair river opposite, between it and the American town of Port Huron, is always open. In the winter of 1837-38, I was there for many weeks with the 1st Huron militia (of which I have the honour to be major), sent thither for the protection of that frontier against the pillage and incendiarism of the American brigands. The river was then often impassable; and it is notorious that it is sometimes so for days and weeks together for the general purposes of passage or commerce.

Again, during the entire season of navigation, Port Sarnia, from its being situated *below* the rapids of the river St. Clair on the banks of that river, and not upon the navigable waters of Lake Huron, vessels there are constantly liable to be wind-bound by the north-westers, which blow down the lake and rapids for nine months, at least, out of the twelve. Moreover, vessels from the lake cannot enter the rapids of the St. Clair river, so as to reach Port Sarnia with a south or south-west wind.

I have myself on different occasions been detained wind-bound at Port Sarnia for periods of four, six, or eight days. On one of these occasions the schooner *Gazelle*, Captain Newman, was asked by a steamer \$100 to tow her up into Lake Huron. At other periods I was twice detained there while proceeding to the lake in an open boat for upwards of five days on each occasion.

It is a fallacy to say that Port Sarnia is on Lake Huron. Goderich Harbour, however, is on Lake Huron; and when finished, as it easily can be at little expense, will be safe and secure to be entered by vessels at all times, by day or night, with any wind that can blow, where they may lie to the number of 200 sail, of 250 tons, in the most perfect security. The provincial Government is prepared to erect a first-class lighthouse at Goderich Harbour, at a cost of £500 during the ensuing season.—*Vide* Report of the Board of Works laid before the Legislative Assembly, Feb. 1845, pp. 17 and 64.

The fact of there being no water-power at Port Sarnia, or for many miles near it, is fatal to it ever becoming a useful or profitable terminus to a railroad, one of the principal sources of freight to the latter being flour; this article could not be manufactured there. On the contrary, there is unlimited water power at Goderich, not to be surpassed in North America. Vessels, therefore, reaching Port Sarnia from Lake Michigan would proceed from Lake Erie to the nearest great water power at Thorold or St. Catherine's on the Welland Canal, or would pass onwards to Kingston.

The passage to shipping through the tortuous channels and shallows of Lake St. Clair is rendering the navigation below Port Sarnia every day more precarious and expensive, owing to the frequency of vessels running a-ground, the loss of time by such detention, and the cost of lighterage to get them off, or, in all cases with large ships, to lighten them sufficiently to pass over the shoals in either direction, is altogether avoided at the Port of Goderich; Lake St. Clair is daily fast filling up, and at no distant period will be rendered useless for navigation. The above considerations are among the many reasons pointing out Goderich as the superior terminus.

By a railroad terminus at Port Sarnia, neither settlers, nor foreign traffic, and foreign commerce, would, in the

emphatic language of the report of the Select Committee, be invited to the province. These would instantly pass over to the American larger town of Port Huron, opposite, where the British terminus would be in reality, thereby rendering the province a mere stepping-stone erected by British capital for the sole conveniency, relatively speaking, of the citizens of the States of New York and those to the westward.

The land at Port Sarnia and the neighbouring townships is poor indeed compared with that of the Huron district, and the line from Goderich to Toronto, and consequently holds out fewer inducements for emigrants to settle on the former line. Whereas, from the superior richness of the soil of the latter, its water power, streams, and greater salubrity, owing to the total absence of swamps, which abound near Port Sarnia and the adjacent townships, vast numbers intending to proceed to the far West would be cheerfully attracted and absorbed along the Toronto and Goderich line, and among the splendid lands of the Huron District.

At port Sarnia a railroad would terminate within easy range of the American cannon of Fort Gratiot, and, in the event of war with the United States, would prove a source of daily annoyance, and of vast expense for its protection. During the last war a miscreant of the name of Westbrook, with a band of freebooters, established themselves on this very frontier, and made incursions into Canada for the purposes of plunder and kidnapping. Verily their chances of ransom would have been mightily improved by a railway terminus.

Even in time of peace it would be liable, if terminating at Port Sarnia, to constant interruption from the lawless characters at all times congregated on that frontier, who, from the reckless hatred they foster and encourage against everything English, would not scruple to break up the rails, demolish and destroy in mere wantonness against the "*Britishers.*" No police could control them, and the

laws of the United States are next to a dead letter. We, in Canada, have not yet forgotten the murderous and incendiary character of the American brigands of 1837, 8, and 9, on our south and western frontiers during a period of profound peace between the countries. The assassinations of Dr. Hume of the — regiment, Captain Usher, and many others. The midnight burnings of our houses and barns. The burning of the *Sir Robert Peel*, steam ship. The fiendish destruction of General Brock's monument; while at the same time the miscreants Lett, Bill Johnson, and other desperadoes, walked scathless at broad day, boasting of their iniquitous exploits, and lauded and encouraged in their infamous career by what may be considered the respectable portion of, their fellow-citizens, confederated, without a blush, into Hunter's Lodges for our destruction, and the conquest of devoted Canada.

A railroad from Toronto to Goderich would be secure from an enemy, and easily protected at all times, while, during war, in a military point of view, it would directly intersect the great peninsula of Upper or Western Canada, terminating at each extremity at harbours admirably fitted by nature and art for defence, as well as for naval depôts, from whence expeditions could be fitted out with secrecy and safety which would be altogether impracticable at Port Sarnia.

I come now to consider the claims of the contending termini in a commercial point of view, as far as distance and cost are concerned, and shall confine myself to Goderich and Port Sarnia; Sandwich, in my opinion, in the present condition of the province, being out of the question; remarking only, that the distance from

Toronto to Sandwich is	232 miles.
Ditto Goderich	109
	<hr/>
Difference in favour of Goderich	123 miles.

The line from Toronto to Goderich avoids all the deep ravines of the other line, by a gentle ascent to the level plains of the head waters of the rivers which are emptied into Lakes Ontario, Erie, St. Clair and Huron.

The Port Sarnia line would require bridges and viaducts of great altitude across the deep ravines of the rivers Humber, Credit, Sixteen-mile Creek, Twelve-mile Creek, Grand River, and various branches of the Thames, &c.

The terminus at Goderich would form a permanent depôt for British merchandize, and for the importation of United States produce—wheat, in particular, from the Ports of Sheboigan, Green Bay, Millwaukee, Racine, Chicago, Grand River, Kalamazoo, and St. Joseph's, in the States of Wisconsin, Illinois, and Michigan; besides being the national mart and point of despatch for the produce of the millions of acres to be brought into cultivation by the opening up of this splendid section of Canada by such a line of communication.

The manufacture of wheat into flour would create a demand for, and bring into profitable use, the immense mill-power of the river Maitland (at present almost dormant), which offers accommodation for eighteen mills of the first magnitude on the town-plot of Goderich, besides power to almost any further extent between the falls and the town, a distance by the road of about four or five miles.

Flour can be profitably transported by railway, but not wheat; the manufacture of flour at Goderich, therefore, would produce an article of transit, while it would encourage cooperages, founderies, shipping, &c. and attract large bodies of artificers, mechanics, and labourers. The surrounding country would fill up rapidly, and Goderich would become what it is destined to be, a large and flourishing city and port.

Deprived by nature of the vast hydraulic powers enjoyed by Goderich and its superior soil, does Port Sarnia in this

respect offer the same advantages as Goderich, as the terminus to a railway to benefit the province, or likely to create a like quantum of national wealth?

I shall not attempt to estimate the vast increase which the line to Goderich would bring to the population along the conterminus millions of acres, of the richest land in North America, which it would open up and settle, or the vast increase of produce which would assuredly follow. The Huron District, in the three years between the 1st of January, 1842, and 1st of January, 1845, has increased in population about 10,000 souls. The number of acres now under cultivation in the District, as near as the imperfect mode of return to my office enables me to calculate, may be about 50,000. The annual increase in 1844 (of acres cleared), was between 6 and 7000, brought into cultivation for that year: this is increasing in a progressive ratio commensurate with the annual addition to the population by immigration.

Until 1845, the surplus produce of the Huron was absorbed by the new settlers, and it was not till that year that cash was first offered by the storekeepers for wheat for exportation, and about 2600 bushels was all that could be scraped together. During the last season, however, (winter, 1844-5) 15,000 bushels have been exported, from the township of Goderich, and 20,000 from the township of North Easthope. Open up this fine country by a railroad to the eastern markets, and 100,000 BARRELS of flour will soon be annually produced.

The manufacture of pearl ash, now successfully introduced into the Huron, will, in a few years, form an important article of trade and transit.

The demand for fat cattle for the Toronto market is now attracting the attention of our Huron farmers, and during the current year, Mr. Jas. Hutcheson, of Tuckersmith, had, up to May, driven thence upwards of 150 fat oxen.

The saving of value on cattle sent by Railway instead of being driven, is calculated at 10 per cent. Notwithstanding Mr. H. received remunerating prices. This trade can be increased to an incredible extent, and likewise that of all manner of live stock and provisions, either for home consumption or exportation.

The inexhaustible fisheries of Lake Huron, hitherto in abeyance, will claim a large share of railway traffic. Any given quantity of the Huron herrings, from 1 up to 50 or 100,000 BARRELS, can be taken during each season; 600 Barrels have been taken at one haul of the seine; salmon trout, white fish, pike, pickerel, maskonongé, and sturgeon, are likewise cured for commerce, thereby creating a demand for a large annual importation of salt.

The ten populous townships pointed out in the Report of the Select Committee in the Home and Wellington District, through which this line would pass, would yield an immediate way travel for the first 55 miles, and when completed to Goderich, its prosperity would be beyond doubt. A new country like it does not, cannot retrograde, but steadily advances in prosperity for centuries.

I shall now close this communication with calculations of the difference of distance, and of expense of construction of the various routes.

The exact distance, by calculation on a M.S. plan from actual measurement by W. Hawkins, Esq., D.P.S., from Toronto to Goderich, is . . .	109 miles.
The Distance from Toronto to Port Sarnia, cal- culated by John M'Donald, Esq., D.P.S., is . . .	185
	<hr/>
Balance in favour of Goderich	76
Estimated cost at £3,250 per mile.	
	£
From Toronto to Port Sarnia, 185 miles . . .	601,250
„ „ Goderich, 109 miles . . .	354,250
	<hr/>
Balance in favour of Goderich	£ 247,000

Interest at 6 per cent. on line, from

	£
Toronto to Port Sarnia	36,075
Toronto to Goderich	21,255
	<hr/>
Balance of interest in favour of Goderich	£ 14,820

It is obvious, therefore, that the Toronto and Port Sarnia line would have to realize, clear of all expense, wear and tear, the sum of £14,820 by its "winter travel," before it would begin to pay an interest equal to that on the Goderich route.

The amount of £3,250 per mile is the sum estimated by the Toronto Directors. But in conversing with engineers of eminence in the province, they are of opinion that a railroad in Canada should be essentially *British*, including the most modern improvements which combine solidity, durability, and rapid travelling, with heavy loads. They therefore advise an estimate at £5,000 per mile, *viz.*—

	£
Toronto to Port Sarnia, 185 miles	925,000
Toronto to Goderich, 109 miles	545,000
	<hr/>
Balance in favour of Goderich	£ 380,000

Interest at 6 per cent. on line, from

	£
Toronto to Sarnia	56,500
Toronto to Goderich	32,700
	<hr/>
Balance in favour of Goderich and against Port Sarnia line for "winter travel"	£ 23,800

Supposing both lines actually made and in operation, I am firmly of opinion that Goderich would enjoy almost exclusively the summer travel, while Port Sarnia would be welcome to that in winter.

The traffic on the line of railroad from Toronto to Goderich would be extended westward by steam vessels, the destination of the parties being the ports on Lake Michigan, or *vice versa*. This would be effected by one transshipment, and would be definitive to any of these ports. Mark the difference between the above and a route by Port Sarnia.

By Port Sarnia you increase the distance 76 miles at the lowest additional cost of £247,000, and on arriving there you are 70 miles more distant by water to your destination than by the Goderich line, or an increased distance beyond the Goderich route of 146 miles.

The advocates for the Port Sarnia line maintain, that there is a railway communication from Port Huron opposite to Port Sarnia, with the Detroit Railroad to St. Joseph on Lake Michigan.

This is not the case, there being *no* railroad from Port Huron to the Detroit line, and even this Detroit line to St. Joseph is only finished for 100 miles, or as far as Marshall, leaving 94 miles of this line yet to be completed.

It is true as regards the Port Huron and Detroit imaginary junction, that a sort of survey was completed some years ago, not to Detroit, but of the Northern Railroad, to commence at Port Huron (opposite Port Sarnia), and to extend to Grand Haven on Lake Michigan. Length, 201 miles. But this line is now totally abandoned; the Governor of the State having publicly declared that no appropriation will henceforth be made to any line north of the Detroit until the latter line is completed. This last is a poor concern, the rate of travel being from 14 to 18 miles per hour; 15 miles have only been completed within the last five years, and to keep it in anything like repair, I have been informed that the Public School Tax has been diverted from its original intention to that purpose.

Now then, to show the fallacy of the Toronto winter travel *viâ* Port Sarnia, you must have a destination by

land exclusively, and in the present state of the enterprize we shall assume this to be St. Joseph's, on Lake Michigan.

The distance by railroad will be as follows:—

Toronto to Port Sarnia	185 miles.
Port Sarnia to Detroit	60
Marshall to St. Joseph	94
	<hr/>
Line <i>not yet made</i>	339
Detroit to Marshall (made)	100
	<hr/>
Length of railroad required to be travelled	439

Further, the great rush of settlement is, however, pouring into the western coast of Lake Michigan and Wisconsin; taking, therefore, the intermediate Port of Millwaukee, the distance from St. Joseph thither by steam-boat across Lake Michigan is 105 miles. Making the extreme distance from

Toronto to the west side of Lake Michigan, with 4 changes or transhipments	544 miles.
---	------------

The same destination by Goderich will be,

Toronto to Goderich by railroad	109 miles.
Goderich to Millwaukee by steam-boat	457
	<hr/>
With one transhipment	566
	<hr/>

The distance from Toronto by Goderich to She- boigan in Wisconsin is	516 miles.
---	------------

Should parties, however, be desirous to reach Detroit, the distance from Toronto is as follows:—

Toronto to Port Sarnia	185 miles.
Toronto to Goderich . . . 109 }	179
Goderich to Port Sarnia . . . 70 }	
	<hr/>
Difference in favour of Goderich	6 miles.

Having, I trust, satisfactorily discussed the matter of

distance to the grand destination from Toronto, I proceed to examine the cost of the roads actually to be made by both routes and at the lowest rate,—

Toronto to Port Sarnia	185	miles.	
Port Sarnia to Detroit in Michigan	60		
Marshall to St. Joseph's	94		
	<hr style="width: 50px; margin: 0 auto;"/>		
	154		
	<hr style="width: 50px; margin: 0 auto;"/>		
Making	339	miles	
of road to be made, which, at £3,250 would cost			£1,101,750
Miles		£.	
In Canada	185	601,250	
In State of Michigan	154	500,500	
	<hr style="width: 50px; margin: 0 auto;"/>	<hr style="width: 50px; margin: 0 auto;"/>	
	339 miles cost		£1,101,750
Toronto to Goderich	109	,,	354,250
			<hr style="width: 50px; margin: 0 auto;"/>

230 miles in favour of Goderich, or
£747,500 in favour of Goderich.

Or at the higher rate of £5,000 per mile, would cost,
viz.—

	Miles.	£.	
Toronto to St. Joseph, as above	339	1,695,000	
Toronto to Goderich	109	545,000	
	<hr style="width: 50px; margin: 0 auto;"/>	<hr style="width: 50px; margin: 0 auto;"/>	
Balance in favour of Goderich line			£1,150,000

According to the rate charged per ton on the Great Western United States Railroad, *viz.* 1½ cent. per mile per ton, flour might be delivered between Goderich and Toronto, taking the distance at 109 miles for 9*d.* per barrel.

I have been informed by Mr. Counter, late mayor of Kingston, who is extensively engaged in the export trade of flour from Canada, that the freight and Welland Canal toll from Detroit to Toronto would cost 1*s.* 4*d.* per barrel.

Every handling or transhipment of flour will cost 3*d.* per barrel, at the very lowest rate. The present charge

on the American railways being 10 cents per barrel, or 6*d.* provincial currency.

The line from Toronto to St. Joseph's, *viâ* Port Sarnia, would require 4 handlings per barrel. That from Toronto, by Goderich, would require 2 only. Difference against Port Sarnia, 6*d.* per barrel additional.

The loss by shake on the barrel in the transit of large cargoes of flour is increased by the distance of railway carriage.

Extreme distance by railway from

St. Joseph's to Toronto, <i>viâ</i> Port Sarnia	. . .	439 miles.
Extreme railway distance by Goderich line	. . .	109

Balance of loss by shake against Port Sarnia line 330

I now close this communication in the hope that the facts and arguments adduced will confirm you in the recommendation of the Report of the Select Committee of the House of Assembly, and adopted by the Ontario and Huron Railway Company formed in London, "*that the contemplated Railroad should have its termination at Goderich, a route which would possess many and superior advantages over any other.*"

I have the honour to be,

Gentlemen,

Your most obedient humble servant,

(Signed) DAN. LIZARS.

Delegate from the meeting of the Huron District held at Goderich, Western Canada, 3rd June, 1845.

Letter from John Stewart, Esq., Barrister, Chairman of Committee of the Western Canada, Ontario, and Huron Junction Railway Company, formed at Goderich, 3d June, 1845, for the purpose of co-operating with the Company of the same name formed in the City of London, and now designated, "The City of Toronto and Lake Huron Railway Company."

In a matter of so vast provincial as well as local importance, as the selection of the termini of a work of such magnitude as the connexion of Lakes Ontario and Huron by railway, it might have been expected that the claims of all contending parties would be fairly and openly discussed, and that point adopted, without prejudice or favour, which, from its natural position, its qualifications as a harbour, and the facilities which it might offer, over any other, for the extension of provincial manufactures and mercantile pursuits; yet, throughout the whole contest betwixt Saugeen, Goderich, Sarnia, and Windsor, the prejudice against Goderich has been most notorious. Its inhabitants have been branded with "rashness and precipitancy," because that, when all faith was broken with them, they dared to express their opinion of the treatment they had received, and send a delegate to England to attend to their interests: and yet we find, from the *Hamilton Gazette* of the 18th instant, that the people of Hamilton also complain of Toronto for want of courtesy and breach of faith.

The friends and advocates of Goderich have been stigmatised as "ignorant and interested;" while all opposed to it are held up to the public, by a portion of the press, as the only parties possessing sufficient intelligence and information to be competent to form an opinion on the subject. The Goderich Harbour has been sneered at as a place unfit for "embarking on Lake Huron," and for no other reason

than because it is unknown. There is a vulgar adage, that “none are so blind as those who will not see,” which seems aptly applicable in this case. The Goderich party have not only courted inquiry, but offered to pay for it, in order that the whole truth might be known; but, notwithstanding an agreement to this effect with the parties in Toronto supposed to be particularly interested in having the harbours on the British shore of Lake Huron thoroughly examined, the promised survey was not permitted to take place, nor any reason given.

We have also been told that no one “outside the town-plot of Goderich” would ever think of such a thing as making this the terminus; and merely because “everybody says so.” And yet this same “everybody” will not take the trouble to make himself acquainted with the subject; anything, however, against Goderich being most readily believed on hearsay.

We shall now see how the fact is as to this assertion.

In 1836, the Great Western Railway was chartered, and the members of the then House of Assembly of Upper Canada were so impressed with the favourable position and natural advantages of Goderich for a western terminus, that they appended a clause to the bill to enable the Huron to take a branch from any point between Oxford and London. In 1838 his Excellency Sir George Arthur visited Goderich; and, after carefully examining the town site and harbour, he voluntarily expressed himself to those around him in nearly the following words:—“This place is well adapted for a fortification and naval depôt, the harbour being so well sheltered on the north and south. In the event of war, military and stores could be at once dispatched to any point on the lakes; but to be complete, there should be a railroad from this to Hamilton or Toronto.” In which sentiments Deputy-Quartermaster General Colonel M’Kenzie Fraser most warmly concurred. In 1840 the late Sir Richard Downes Jackson, then commander of the forces, visited

this place ; and, on viewing the lake and harbour from the heights on the south side of it, he declared that “Goderich, with its noble harbour, is one of the prettiest situations I have ever seen ; and in a military point of view, it could, at comparatively little expense, be made a second Gibraltar.” And subsequently to that period, Sir Richard did again and again revert to the subject, and express his opinion of the importance to which Goderich would one day arise, when its natural advantages should be drawn out and improved by art.

A few, therefore, “outside the town-plot of Goderich”—and those few most capable of judging—did, in these days, think it worthy of being made the western terminus ; but nothing south of Saugeen would satisfy the Toronto folks at that time, nor indeed until about four months ago, because that some “surveyor” had told them that large vessels could sail twenty miles up the river, and they believed him, although the fact is that no large vessel can enter it.

When the committee of the House of Assembly, during last session, again impressed with the natural and varied claims of Goderich to be the Huron terminus, reported in its favour, a meeting was held in Toronto on the 5th of March, to consider the report, when, after expressing the greatest liberality towards Hamilton and Goderich, it was still determined “to form a railway from Toronto to Saugeen, or some other point in that direction ; one great object being to open up the back country north of Toronto, and to afford the shortest and speediest means of passing to and fro between the Lakes Ontario and Huron.”

Some two or three weeks, however, after the above meeting, a certain “traveller,” after some well-timed compliments to Toronto, in the *Kingston Chronicle*, tells its citizens that none but the “ignorant and interested” would ever think of taking a railroad to Goderich ; insinuates that they alone possess the intelligence (as before stated)

fit for judging in such matters; asserts that by going to Port Sarnia they will secure such a quantity of American winter travel as will pay for any amount of capital laid out. Each Toronto press repeats the story, and they, of course, believe it. They inform us in their prospectus that they believe the state of Michigan will build some sixty odd miles to connect theirs with the St. Joseph's railroad near Detroit; but, with the "ignorant and interested," that is somewhat doubted, considering, from the fact that the Detroit and St. Joseph's railroad has been seven years in making, and that only 110 miles out of the 200 are yet completed, that the state of Michigan is not in a condition at present to undertake any new work of the kind.

Mr. Gwynne, of Toronto, then in England, on seeing the report of the House of Assembly before referred to, and satisfied of the feasibility of the scheme, issued a prospectus, under the name of the "Ontario and Huron Junction Railway Company,"—"Toronto and Goderich" to be their termini,—and exerted himself so effectually in the money market that, before the day appointed for the allotment, three times the requisite number of shares were applied for. But this does not satisfy the "Toronto and Lake Huron Railroad Company;" they cut the Hamilton junction scheme, do their utmost to upset Mr. Gwynne's, and resolve, not only to risk a contest with Sir Allan N. M'Nab, W. H. Merrit, Esq., and their respective supporters, but to jeopardise the character of all Canadian railroad speculations in the eyes of English capitalists, by thus, in effect, giving the lie to Mr. Gwynne's prospectus.

In the "Toronto and Lake Huron Railroad Company's" prospectus, it is stated that "the provisional committee of the company formed in England for the purpose of accomplishing the same object which this (Toronto) company has in view have collected most accurate statistics (which they have embodied in a prospectus) of the transit both of passengers and goods on the present tedious and circuitous route by

Lake Erie;" and that "the directors (Toronto) have availed themselves to a certain extent of the information afforded by that prospectus, (Mr. Gwynne's) not only on account of its general correctness, but from the clear and forcible manner in which the facts are set forth therein:" but they (Toronto) have not the candour to inform the public that they have made an almost verbatim copy of that (Mr. Gwynne's) prospectus; that Goderich was named by the English company as the Huron terminus; that the "statistics and facts" so "correctly and forcibly set forth" were in favour of a line of road very different from that to which they (Toronto) have applied them, and that the large amount of subscriptions boasted of in the *Patriot*, &c., were made to that English company, and not in the books of the "Toronto and Lake Huron Railroad Company," these books not having been opened in England to this day. Must not the question, therefore, arise, to which of the proposed lines of road are the arguments in the prospectuses most justly applicable—the long or the short one? and may not this cause a suspicion to arise against both?

The Toronto Company seem to think that, because money is plenty in England, the capitalist will speculate as readily in a long road as in a short one; but the "ignorant and interested" settlers of Huron conceive that it was the evident propriety and judiciousness of the scheme advertised by Mr. Gwynne, and the fair prospect of success which it held out, that drew forth such a host of applications for shares; and that the capitalist will require to be well assured that a project requiring nearly double the amount of capital to carry it into effect will receive a proportionate increase of support to make it pay, before he will embark his money in it.

The following extract from the COLONIAL GAZETTE of the 12th ult. very justly shows what revenue would naturally accrue to a railroad from the incalculable hydraulic power of the River Maitland:—"The terminus at Goderich will form a permanent depôt for British merchandise, and for the impor-

tation of American produce. In particular, large quantities of wheat will be brought from the states of Wisconsin, Illinois, and Michigan. As flour, but not wheat, can be profitably transported by railway, the demand for the former would bring into profitable use the immense mill power of the River Maitland. The mills and traffic would again encourage the establishment of cooperages and foundries, and create a demand for shipping. And, besides being the natural depôt for an extensive foreign trade, and the natural seat of an active manufacture, the district around Goderich has resources of its own," &c. This is no imaginary or doubtful source of profit, nor is it necessary to build some sixty miles additional railway to secure it, as has to be done for the phantom of winter travel.

The annexed document* on the comparative merits of the proposed routes by Sarnia and Goderich has been submitted to this committee by a gentleman, the nature of whose employment for the last 17 years has afforded him facilities for collecting information, and a knowledge of the country possessed by very few. And as it so emphatically speaks for itself, we give it in his own words :—

“ Comparative advantages of the Port Sarnia and Goderich routes for the proposed Great Western Railway ; assuming the rate of travel to be, by railway, 15 miles per hour, or about that of the Utica and Buffalo one, and by steamboat 10 miles per hour.

“ I conceive it to be more than doubtful whether we shall ever secure, for a Toronto and Lake Huron Railway, the American travellers intending to take the railway across the peninsula of Michigan. I am equally doubtful whether those intending to take the lake boats for Chicago would proceed by the Toronto and Sarnia route, were a railroad made in that direction. But I think the greater

* We are not at liberty to name the author ; but we can assure our readers that there is not in America a gentleman whose judgment and opportunities of discriminating better entitle him to confidence.—ED. LOND. COL. GAZ. OCT. 4, 1845.

portion of the western travel from the eastward, directed to the boats travelling Lakes Huron and Michigan, would avail themselves of a railway from Toronto to Goderich, were it constructed; and my opinions are founded on the following facts.

“ The great object of the Toronto and Lake Huron Company is to open such a line of communication as shall afford the western travellers from the northern and eastern states of America the most expeditious communication, and thus to ensure the emigrant, and travelling community generally, taking it in preference to the circuitous one of the great lakes.

“ The present line of communication between New York and Boston, and the rapidly advancing settlements of Wisconsin and Illinois, is the River Hudson and the Boston Railway to Albany; and thence by railways or the canal to the ports on Lake Ontario, or to Buffalo at the foot of Lake Erie; and thence by the circuitous routes of Lakes Erie, St. Clair, Huron, and Michigan; or, stopping at the head of Lake Erie, by the railway and stages across the peninsula of Michigan, and thence by steamboats to the various ports on Lake Michigan.

“ The south-westerly and westerly portion of Canada West forms a large peninsula, which has to be rounded by the traveller on the lakes; and to avoid this it is proposed to carry a railroad across the peninsula from Toronto, at the head of Lake Ontario, to Lake Huron; thus reducing considerably the distance to be travelled to the head of Lake Michigan, and avoiding Lake Erie altogether.

“ Lakes Erie, St. Clair, Huron, and Ontario, and one of the contemplated lines of railroad, viz., that from Toronto to Goderich, form a rude triangle, the railway being the base, 109 miles, the lakes the remaining sides, 500 miles; and as these sides would have to be coasted, the railway would have in its favour 391 miles.

“ We will now contrast the two lines which have been lately most prominently before the public, viz., that to Port

Sarnia, at the very foot of Lake Huron, and the other to Goderich, 60 miles further up, or nearer Michigan, with the lake routes.

“A traveller, arrived at Buffalo by the New York and Buffalo, *en route* to Detroit, and thence to Chicago by the Michigan Central Railway, assuming the Toronto and Port Sarnia Railway to have been constructed, would then have two routes open to him:—

Buffalo to Lewiston . . .	28 miles railway	2 hours.
Lewiston to Toronto . . .	40 miles steamboat	4 hours.
Toronto to Sarnia . . .	159 miles railway	10 hours.
Sarnia to Detroit . . .	60 miles steamboat	6 hours.

287

22 Canadian

route. Buffalo to Detroit 254 miles steamboat, 21 hours; American route. Which route would an American be likely to take?

“But we will assume that the Americans make a railroad running parallel with the Detroit and St. Clair waters, in order to save two hours out of six, of a pleasant, interesting and chiefly river navigation, then the two routes, relatively to each other, would stand thus; American, 21 hours; Canadian, 20 hours.

“But it must be borne in mind that at Buffalo the traveller embarks in the conveyance that lands him at Detroit in 21 hours; whilst, if he takes the Canada route, he has the following changes:—

“1st, railway to Lewiston; 2nd, steamboat to Toronto; 3rd, railway to Port Sarnia; 4th, ferry-boat to Port Huron, with the river to cross, one mile in width,—and which, at the lowest calculation would, in changing from each position, occupy one hour, I think I might say, and still be within the mark, three hours; but if I say one, that added to the time required for merely passing over the route, makes 21 hours, thus placing the two routes on a par, as regards the time required for the journey. This being the case, would not an American travel-

ler patronise his own national routes and conveyances in preference to those of a foreign country?

“ So much for time. Now for expense :—

AMERICAN.		Doll.
Steamboat	Buffalo to Detroit (including board)	7 1 15 0
CANADIAN.		
Railcar	Buffalo to Lewiston . . .	1
Steamboat	Lewiston to Toronto . . .	2
Railway	Toronto to Sarnia . . .	6·35
Ferryboat	Sarnia to Port Huron . . .	0·25
Railway	Port Huron to Detroit . . .	2·40
		12 3 0 0
Difference in favour of the American or Lake route		£1 5 0

Which route will an American be most likely to take?

“ The New York and Boston Railway terminates at Buffalo, and there is no branch from it to Lewiston. It is a distinct line from Buffalo to Lewiston. The probability, therefore, is, that a traveller, when once on the railway, would continue on to Buffalo. But we will assume that at Rochester he takes the steamboat to Toronto, and the railway from thence to Sarnia, Detroit, &c., in preference to continuing on to Buffalo, and from thence taking the steamboat to Detroit. The two routes would then stand thus in regard to each other :—

		Hours.	Doll.
Rochester to Buffalo	93 miles railway	6	Fare, 3·75
Buffalo to Detroit	254 miles steamboat	21	„ 7
347 miles.		27	10·75
Rochester to Toronto	86 miles steamboat	9	Fare, 4
Toronto to Sarnia	159 miles railway	10	„ 6·35
Sarnia to Detroit	60 miles steamboat	6	„ 2
The port of Rochester is four miles from the town, so that carriages to the steamboat, embarking, &c., would be hardly less than			
		1	
		26	12·35

Then add the time necessary for all the following changes, and the two routes will again, in point of time occupied, be on a par ; whilst, in point of expense, the saving is, in the one case, 50 per cent., and, in the other, 20 per cent., in favour of the American or Lake route.

“ I again ask, which route would an American be likely to take ?

“ My conclusion, therefore, is, that on the proposed line to Sarnia the American travelling would be confined to the winter.

“ Let us now consider the Goderich route, which has been so contemptuously repudiated in Toronto.

“ The New York, Boston, and Buffalo Railway passes through Rochester, on Lake Ontario, from whence there is a daily line of steamboats crossing and passing up the lake ; and it is optional with the traveller to the westward whether he proceed by the railway or take the steamboats. My calculation will, therefore, be made from that port as a starting point.

Rochester to Buffalo	.	93 miles railway	6 hours.
Buffalo to Goderich, or a position on the lake as far advanced towards Chicago as Goderich	.	364 miles steamboat	36 ..
		<u>457</u>	<u>42</u>
Rochester to Toronto	.	86 miles steamboat	9 ..
Toronto to Goderich	.	109 miles railway	7 ..
		<u>195</u>	<u>16</u>

“ A traveller, therefore, from Rochester to the settlements of Milwaukie and Rock River, to which nearly the whole of the American and foreign European emigration is directed at present, and has been so for several years past, by taking the Goderich route, would save—In time 26 hours out of 42, and in distance 262 miles out of 457 ; and would avoid the whole of Lakes Erie and St. Clair—310 miles of lake navigation, and also 60 miles of Lake

Huron ; or, in other words, 16 hours' travelling from Rochester to Goderich brings him within 480 miles of Chicago, placing him in as favourable a position as 42 hours would have done by the way of Buffalo and Lake Erie.

“ We will now see what would be the relative expense.

	Doll.	
Rochester to Buffalo, railway . . .	3·72	
Buffalo to Goderich, steamboat . . .	10·30	Doll.
	14·2	
Rochester to Toronto, steamboat . . .	4·00	
Toronto to Goderich, railway . . .	4·36	
	8·36	
In favour of Goderich expense . . .		5·66
Time	26 hours.	
Distance	262 miles.	

“ And when one route, contrasted with another, has in its favour economy in time, labour, and money, avoiding 364 miles of lake and river navigation, it is no difficult task to decide upon the preferable route.

“ Again, say that there are steamboats waiting at Goderich for the conveyance of travellers to Detroit as well as Lake Michigan, how would a traveller bound for Detroit stand in regard to time occupied and distance travelled, by taking the Goderich route as compared with the Sarnia one ?

Toronto to Sarnia . . .	159 miles railway	10 hours.
Sarnia to Detroit . . .	60 miles steamboat	6 hours.
	219	16
Toronto to Goderich	109 miles railway	7 hours.
Goderich to Detroit	120 miles steamboat	12 hours.
	229	19

“ The difference against Goderich in time being only three hours, and in distance 10 miles, whilst the length of railway to be constructed is one-third less than the Port Sarnia route.

“ The estimated extent and cost of each proposed line is as follows :

The Goderich route	109 miles, at £4,500—£490,500
Port Sarnia route	159 „ „ £715,500

“ And the annual interest on that outlay would be—

The Goderich one	£29,430
Sarnia „	42,930

“ Which, then is the preferable route ?

“ And would the winter travelling, and other supposed advantages of the Port Sarnia route, be so great as to give the receipts and profits upon it an advantage equal to 33 per cent ?

“ My answer to the former question emphatically is—Goderich.

“ To the latter—Decidedly not.

“ The great object of attraction to the Southerners of the United States, who travel over Lakes Huron, Erie, and Michigan, every season, after seeing the Falls of Niagara, is Mackinaw ; and many from the eastern states, I have been told, visit it for the benefit of bathing during the summer. They, of course, must proceed thither by water, at all events, on Lake Huron. Those who defend the Sarnia route, as likely to secure the American railway travelling through Michigan, do so on the ground—being beaten out of every other plausible position—that the dangers of Lake Erie are so great, they would avail themselves of any route saving them that perilous voyage. We might, therefore, look to securing all such for the Goderich route who were going to Mackinaw. And it will not be denied that by far the largest portion of the emigration westward is directed to Lake Michigan ; and, if that be admitted, it will also be conceded to me that such extensive territories must be the seats of correspondingly extensive trade, and leading to extensive travel in connexion with it. And since time, money, and personal fatigue would be saved by taking the Goderich route, may I not reasonably assert the Goderich

route will secure to itself by far the larger portion of the western and south-western travellers during the summer season, or whilst the lake navigation is open?"

This committee is aware of many instances of gratuitous misrepresentation of the Goderich Harbour, which it shall not at present allude to; but one instance of recent occurrence it cannot help noticing, viz., that an individual in Sarnia should tell Earl Cathcart* that "no vessel can, with any certainty of safety, enter the harbour of Goderich;" at which assertion his lordship expressed himself much surprised when he was here on Tuesday last, and had an opportunity of judging for himself.

As we have said, again and again, let an experienced and disinterested engineer examine our harbour, and if he shall declare it unfit for what we propose, we shall not utter another word on the subject.

Before concluding, notwithstanding the length of this article, we cannot but allude to the editorial of the *Toronto Patriot* of the 15th instant; and, since the subject has been broached, we most emphatically assert that it is not more the "bounden duty of our legislators to check any unwise spirit of rivalry between particular localities," than to disallow any farther amendment to the charter of a company of such vacillating propensities as the "Toronto and Lake Huron Railroad Company," and to grant one to the English Company, who are unfettered by partisanship and locality, and who have the capital ready to complete the work, provided it can be shown to the Assembly that the object of such new company is rational, and for the public good, as it will, in this case, unquestionably be, notwithstanding the systematic detraction of the enemies of Goderich.

I am, Sir, your most obedient servant,

JOHN STEWART, Chairman,

Ontario and Huron Railroad Committee.

* Commander in chief of the forces in Canada.

Extracts from the Report of the Select Committee of the Honourable the Legislative Assembly of the Province of Canada, on the Petition of the Toronto and Lake Huron Railroad Company, Montreal, February, 1845.

“ Your Committee beg leave to recommend, in pursuance of the prayer of the petitioners, that the said Act may be farther amended, by leaving it in the discretion of the said Company, to fix the terminus of the proposed road to Lake Huron, at such point as they may deem most advisable, without confining it to the *Home District*, and that the time limited for the completion of the said Road, which will expire in less than two years, be extended to a period of four years.

“ Your Committee have been led to recommend the terminus of the said Road to be in the discretion of the said Company, not only from a conviction that it will be important to make the route as short as possible, but that it will be desirable to lay it down in such a manner as will, in addition to the benefit which will be derived from it in opening an unsettled country, be calculated to invite to the Province and through it, foreign traffic and foreign commerce.

“ Upon the subject as regards its bearing in these respects, and with a view to the advantage of all sections of that vast and fertile portion of Canada which lies between Lakes Huron and Ontario, in a *northerly and westerly direction from Toronto*, your Committee have devoted a good deal of time and consideration. The prominent places on the southern shore of Lake Huron, within the limits of this Province, which are now attracting much attention, are *Penetanguishene, Owen's Sound, Saugin, and GODERICH*. The main travelled road leading from Toronto to the interior of the country in a northerly direction, is the natural

line of communication in connection with the inland waters of Lake Simcoe with Penetanguishene on Lake Huron. This road has been much improved within the last four years, and from its being one of the main travelled roads of the province, there can be little doubt but that this route in a short time will be made complete.

“A road has been also laid out and made passable by the government, from the township of Nichol, a distance westerly of about 55 miles from Toronto to Owen’s Sound on Lake Huron, and it has been suggested, and your committee have reason to believe that it is in contemplation, to lay another road from the township of Woolwich, about 10 miles farther west, to Saugin on Lake Huron, about 20 miles above Owen’s Sound. These two roads, when the latter is completed, will pass through a most fertile and eligible tract of country for settlement, and which is yet in the hands of government, and in an entirely wild state. *In the course of their inquiry it was suggested to your committee, and they see every reason to approve of the suggestion, that the contemplated road proposed to be constructed by the TORONTO and LAKE HURON RAILROAD COMPANY SHOULD HAVE ITS TERMINATION AT GODERICH, a town and harbour established by the Canada Company upon the tract of land purchased by them from the government some years ago, and that it ought to be undertaken and completed as a portion of the public works of the province. Should this route be ultimately determined on and adopted, IT WOULD POSSESS MANY AND SUPERIOR ADVANTAGES OVER ANY OTHER.* The roads already mentioned from Owen’s Sound and Saugin, on Lake Huron, would intersect it, and thereby afford the inhabitants who may hereafter occupy the section of country, through which they may pass, the facility of an easy access to market; and besides they will enhance four hundred-fold the present value of the public lands in that section, which may be estimated in round numbers at 5,000,000 of acres.

“Such an undertaking would unite all the various local interests in the north-western portion of this province, which hitherto have been, as your committee are willing to admit, of necessity neglected. The distance from Toronto to Goderich, in the probable direction which such a road would take, is about 120 miles. On extending it from Toronto, it would pass through the townships of York, Etobicoke, Toronto, Esquesing, Trafalgar, Nasagawaya, and Eramosa, a distance of about 55 miles. The land in these townships is of the best quality, and the lots are almost all occupied and in a state of advanced improvement; from thence it would pass through the township of Nichol, which is also thickly inhabited, having the flourishing town of Guelph about 6 miles to its south, and from thence it would pass through the townships of Peel and Maryborough, both of which are set apart for the support of the clergy, though the former is as yet unsurveyed; thence its course would be through the unsurveyed and unappropriated lands of the crown for the distance of about 50 miles, until it would reach the Huron Tract, the property of the Canada Company as before mentioned; through this part it would pass about 14 miles, till it reached the harbour of Goderich.

“The general advantages which this route would confer upon the country, by affording increased facilities to trade, commerce, and agriculture, would be immense. The foreign trade, as well as travel, which would, by the construction of such a road, be drawn through the province, would of themselves abundantly repay a much greater outlay than would be required. The course of trade from Chicago and the western shores of Lake Huron, is through Lake Huron and Lake St. Clair into Lake Erie, thence to Buffalo or through the Welland Canal into Lake Ontario. The length of time required to accomplish this journey has been found a great drawback to trade. After passing through Lake Huron to Sarnia, at the head of the St.

Clair, the distance to Buffalo is upwards of 400 miles, and by water to Rochester nearly 500 miles. The distance from Chicago to Sarnia is about the same as from Chicago to Goderich.* The distance from Goderich to Toronto has already been stated at 120 miles, making in favour of the proposed route over the present a saving in distance of upwards of 200 miles. The ordinary time which is now taken by a steamer to go from Sarnia to Buffalo is from 72 to 84 hours, whereas a traveller by way of Goderich, in the event of the proposed improvement being made, would be able to reach Rochester in 20 hours.

“Besides, it is estimated, and your committee believe correctly, that, exclusively of the said townships set apart for the support of the clergy, there would be at least 70,000 acres of land at present unsurveyed and ungranted adjoining the said road, the value of which, even if an ordinary road were constructed through it, would not be more than 5s. an acre, or £17,500, would be immediately increased in value to £70,000 at least; and the land 6 miles in depth on either side of such a road, comprising upwards of 400,000 acres, would be thereby trebled in value, and become densely populated, whereas it is now a perfect wilderness, and likely to remain so for many years to come, unless some efforts are made by the government and legislature to bring about the improvement to which your committee have now called the attention of your honourable House, all of which is respectfully submitted.”

* The distance from Chicago to Goderich is 70 miles nearer than from Chicago to Sarnia.

GODERICH HARBOUR.

A report being industriously circulated at Toronto that there is NO harbour at Goderich, although the Canada Company has expended £17,000 on the present excellent one, the following documents are likewise submitted:—

Statement by the Deputation of Gentlemen from Goderich to Toronto, with preliminary remarks by the Editor of the Toronto Globe newspaper of 25th March last.

LAKE HURON AND ONTARIO RAILROAD.

Of all the routes in Canada likely to be profitable, none can compare with the Huron and Ontario line. Not a doubt can exist as to its triumphant success; and we are glad to find that at last it is likely to be taken up in earnest. The charter of the company, we doubt not, has passed both Houses ere this, and the moment it receives the assent of the Governor General, the company will be re-organised, and energetic measures taken for commencing operations.

We are glad to find that in the western sections of the route, the inhabitants are keenly alive to the importance of the work. The Goderich people especially, have held meetings,—discussed the question,—subscribed funds,—and sent on a deputation to Toronto, with a view of bringing the claims of Goderich to be the Huron terminus fairly before the public. The gentlemen deputed, Messrs. Lizars, McDonald, and Galt, have been in town for nearly a week, and have had several interviews with the directors of the company, the board of trade, and many leading citizens.

We confess we were prejudiced against Goderich—we thought it would be a much longer route than the Saugeen

line—that Hamilton would intersect Toronto, and prevent any benefit flowing to this city—and that from the small proportion of waste land through which it would pass, the cost of making it would be much greater than the other line. The statements of the Goderich deputation have gone far to remove these difficulties, and should they be borne out by the survey of the company (which we have no reason to doubt), we are convinced that Goderich will be the Huron terminus.

The Deputation have prepared a statement for publication, which we now lay before our readers. In deciding the question of a terminus, all considerations must be laid aside but the one—What is best for the public interest? We bespeak for the Goderich gentlemen an impartial hearing, as we shall for all other places, preferring their claims. It certainly is one great argument in their favour—the very spirited manner in which they have commenced agitating. The following document is their

STATEMENT.

Pointing out the superior advantages possessed by Goderich, as the best terminus to a Railroad between Lake Huron and the City of Toronto, by the Deputation from the Huron District Meeting held at Goderich, 3rd February, 1845; and containing the Declarations of the Captains of Vessels trading from Port Goderich, and others, on the impracticability of forming a Harbour at Saugeen.

We, the undersigned composing the Deputation to Toronto, to forward the interests and views of parties desirous of connecting the lakes Huron and Ontario by railroad, conceive it to be our duty to call the attention of the Toronto public to a few matters of vital importance connected with the enterprise.

First—The public have been led to believe that Saugeen

would make a better terminus than Goderich, and have been told that the distance is greater to the latter than the former. Now, this is not the case, but the reverse is the fact. The exact distance, per calculation on manuscript plan from actual measurement by Wm. Hawkins, Esq., D. P. S., between Toronto and Saugeen, is 114 miles; that by Goderich 109; so much for distance. Now for the

NAVIGATION :

The whole coast from Point Clark to the end of Nottawasaga Bay, changes its feature, and instead of lofty clay banks and a clay bottom, the limestone rock crops out. The banks are composed of it, and so is the bottom of the lake. Large rocks and reefs rise out of the water in many places at a distance of ten or twelve miles from the shore, and in water of a depth from ten to twenty fathoms. This has only to be pointed out, and proved to be the case, to convince every one at all acquainted with maritime affairs, of the impolicy of making a terminus that labours under these disadvantages. In proof of which we submit the following declarations, merely premising that we are intimately acquainted with the parties, and the most implicit confidence may be placed in their statements.

DECLARATION.

“JASPER K. GOODING of Goderich, a partner of the firm of W. F. and I. K. Gooding, merchants and shipowners there; declares, that he has been resident in the Huron Tract since the year 1829, during which period of sixteen years, he has had many opportunities of becoming thoroughly acquainted with the whole British coast of Lake Huron—not only by having visited the different harbours in schooners and boats—having for years spent several months annually in the fishing trade among the islands of the Lake—but also from personal experience as a trader with the Indians for furs; along the whole coast from Sarnia to Lacloche.”

“J. K. GOODING.”

“DAVID HAY, Captain of the *Agnes Ann* Schooner, of Goderich; declares, that he has been in command of vessels trading on Lake Huron, since 1830, and has many times visited the different harbours from Sarnia to the Great Manitoulin; and that he has been annually engaged in the fishing trade among the islands, and is thoroughly acquainted with the whole coast.”

“DAVID HAY.”

“DUNCAN M^cGREGOR LAMBERT, Captain of the Schooner *Elizabeth*, of Goderich; declares, that since 1836, he has been engaged as commander of vessels trading on Lake Huron; that he has three times acted as pilot on board vessels chartered by Government, to convey ‘Indian presents’ from Amherstburgh to Penetanguishene, and from thence to Haywood Sound in the Great Manitoulin; and, in short, knows the whole coast from Amherstburgh to Sault St. Marie.”

“DUNCAN M^cGREGOR LAMBERT.”

“ALEX. MURRAY M^cGREGOR, Captain and Owner of the Schooner *Fly*, of Owen Sound; declares, that he has been engaged as a seaman on Lake Huron, since 1839; has been in command of the *Fly* for two years trading from Amherstburgh to Owen Sound and Penetanguishene; and is perfectly acquainted with the whole coast betwixt these places.”

“ALEX. M. M^cGREGOR.”

“We, the above-named Jasper K. Gooding, David Hay, Duncan M^cGregor Lambert, and Alexander Murray M^cGregor; interested alike with all Her Majesty’s subjects in the western portion of the Province, in so important an undertaking as a railroad communication between Lakes Ontario and Huron, and believing, as we do, that the success or failure of such a work must entirely depend

on the efficiency of the harbour at either terminus, do trust that it will not be considered presumption to offer the following remarks on the different points that have been brought before the public, as to the proposed Huron terminus.

“Concurring, as we most sincerely do, in the opinion of the Select Committee of the House of Assembly, that ‘*The foreign trade, as well as travel, which would, by the construction of such a work, be drawn through the Province, would of themselves abundantly repay a much greater outlay than would be required*’—and convinced as we are, that *this branch of the revenue of such a work will be its principal support*—the fact forces itself upon us, that no harbour (the natural position of which subjects it to be shut up with ice more early in the fall, or which is later in being open in the spring) should be selected in preference to others, that are in every other respect equally advantageous. For this single reason, we cannot for one moment believe that any harbour in the Georgian Bay will be adopted as the Huron terminus, for the numerous islands, rocks, shoals, and reefs, which stud the entrance about Cape Hurd, Isle of Coves, and Bear’s Rump, &c. &c., renders it most dangerous and difficult at all times, either to enter or leave it, besides which, we have seen ice there long after Lake Huron was entirely free of it—even in June and July. Assuming that *fact* to be admitted, the competition then lies betwixt Saugeen, Portage Bay (about three miles south of Cape Douglas), and Goderich.

“*No harbour can ever be formed in the Saugeen river, for although vessels could get over the bar (which varies from 4 to 8 feet, and shifts with every gale), there is not room to work even two of them in the basin. The only way therefore in which a harbour of any extent can be formed there, would be by a breakwater or pier from a reef on the main land, which runs in a westerly direction from the north side of the river to a reef, which runs at a right angle with the*

former from the north end of Chantry Island ; and this to be of sufficient strength to resist the surge that would roll full against it in every north and north-west wind, and which could not be constructed under an enormous expense. The entrance then must be at the southern extremity of the island, and here again a reef runs W. S. W., and another from the main land runs W. N. W., thereby forming a most dangerous channel five miles in length and not half a mile in width, exposed to all winds ; vessels entering the harbour would thus have to beat against all northerly winds, and those leaving, would have to beat against all westerly and southerly winds. Moreover, the whole shore is strewed with rocks, bolders, and shoals, many of them not three feet from the surface, for at least two miles outside the island and entrance channel. It must be a crack vessel indeed, that draws six feet water and can leave Saugene with the wind from any point of the west.

“ The main land from Cape Douglas to the Sable River (some three miles south of Chief’s Point) trends from south-west to north-east, so that when the lake is agitated by westerly winds, the surf sweeps in between the island and mainland with such fury, that no vessel can hold her anchor, the bottom being rocky.

“ Portage Bay could possibly be made a harbour, by a pier run out from the point on the north-side of it, but the anchorage here is also very bad, there being merely a thin coating of sand on a rocky bottom ; and the above objection holds here also, the surge rolls up the Bay with great violence during a storm. The country in this neighbourhood is exceedingly rough and swampy, and unfit for establishing a town upon. Besides all this, to add to the dangers of this place as a harbour, a reef runs from Point Clark (about 15 miles south of it), for about four miles west of north, with but one narrow channel through it, near to the middle.

“ In 1838, the schooner *Rob Roy*, 30 tons burthen, twice struck the above-mentioned reef, at the least three miles from shore. In 1839, the brig *Queen Charlotte*, of Buffalo, when beating up the lake, struck fast on it, full three miles from shore, and had to throw 300 barrels of salt overboard, ere she could get off. In 1843, the schooner *Agnes Ann*, 51 tons, touched the same reef when supposed to be outside of the places where the others had struck.

“ But, supposing that either of these places could be made a harbour for shelter, *the whole coast from Point Clark to Cape Hurd is so full of reefs, rocks, shoals, and bolders, and that, too, to such a distance from shore, as to render it all but impossible for vessels to approach the shore in safety in thick weather, or during night, whatever lighthouses may point the way—thereby aggravating the perils of the precarious life of the seaman, by depriving him (in the event of shipwreck on any of these places in a storm) of the sailor’s last hope—the chance of getting on shore.*

“ The distance from Point Clark to Goderich is 20 miles, from Goderich to Sauble Bay (Bosanquet), is 30 miles, in all an extent of 50 miles of straight coast, without promontary, rock, shoal, or reef, to prevent any vessel that can cross Lake St. Clair approaching within one mile of the shore at any place.

“ The Goderich Harbour is thus situated on an open seaboard, with neither rock, shoal, or reef to hinder the entrance of vessels in any wind. The space between the piers, (which lay about West South West) is 164 feet. The depth of water on the bar has not been less than $9\frac{1}{2}$ feet for years, at present it is $10\frac{1}{2}$ feet, although the piers have not yet been carried out within 100 feet of the extent contemplated in the plan to be completed by the Canada Company. Vessels can leave this harbour with any leading wind, to go up or down the Lake. It is easily taken in a storm ;

we have repeatedly entered it in safety in the roughest possible weather. The Basin inside is at present sufficient to accommodate a large number of traders; but, if it were found necessary to enlarge it, and similar means adopted as at the Oswego harbour, the island in the centre (which is merely composed of the sludge and debris of the river accumulating for ages) could be dug or dredged out, and an area of near 15 acres of water would be thereby opened up, sheltered from every wind that can blow, by banks 150 feet high on the north and south.

“ We are perfectly aware that our statements will be looked upon by some as prejudiced; our sincere hope, however, is, that they may lead to inquiry in the proper quarter, before any expense is otherwise incurred. We fearlessly pledge our characters for veracity that they will be found in principle to be correct.

“ J. K. GOODING,

“ DAVID HAY,

“ D. MCGREGOR LAMBERT,

“ ALEX. M. MCGREGOR.”

“ Benjamin Miller declares that he has been resident in Goderich since 1828; that he has been many times at Saugeen; that he knows the above statements, as far as regards the coast from Goderich to Saugeen, to be correct; that he was on board the Schooner Agnes Ann with thirteen men, and materials for finishing a government contract at the latter place, when she struck the reef off Point Clark as above mentioned; that he accompanied the Hon. Mr. Elmsley to Saugeen, and back to Goderich last fall, at the time he examined the river, &c., as to the practicability of making a harbour there; and in many conversations on the subject heard him express an unfavourable opinion of it for that purpose, although a good site for a town.

“ BENJAMIN MILLER.”

“ Alexander Robertson, Esquire, of Goderich, declares that he was employed on behalf of the Indian Department to inspect the buildings erected at Saugeen by Mr. Miller, and to report thereon,—that he accompanied the Hon. Mr. Elmsley to Saugeen, and also returned in his company to Goderich, and corroborates Mr. Miller’s statement of Mr. E.’s opinions on the subject of Saugeen Harbour in every respect.

“ ALEXANDER ROBERTSON.”

“ Goderich, March 13, 1845.

“ I hereby certify that the above-named persons, viz. I. K. Gooding, David Hay, D. McG. Lambert, A. M. McGregor, Benjamin Miller, and Alexander Robertson, personally appeared before me, and solemnly declared that the above statement is correct, to the best of their knowledge and belief.

“ ARTHUR ACLAND, J. P.

“ *Huron District.*”

We conceive that little need be said by us to point out the advantages that would accrue to a work of the nature contemplated, terminating at a settled place instead of an uninhabited forest. Goderich now contains 800 inhabitants, and is the district town to a district that has, within the last three years, increased from less than 6000 inhabitants to nearly 15,000,—has a good harbour, in the construction of which the Canada Company have laid out £17,000. Goderich is 60 miles to the south of the Saugeen, and surrounded by a fertile, well-cultivated country. The line of road from Toronto to Goderich might be constructed at much less expense, from the nature of the land it would pass over, as a large portion of the land on the route to the Saugeen is well-known to be of a most impracticable description, particularly through Caledon, Mono, and

Amaranth; and, also, from the working parties being supplied with provisions and other necessaries at less cost.

That the distance vessels trading from Detroit to Lake Michigan would have to deviate from their course to touch at Goderich would not delay them above two hours, whereas the same could not be done at Saugeen under six or seven, and at a greater risk from the rocky nature of the coast, &c., already pointed out. That in going before capitalists to raise the means necessary for the construction of such a work, were Saugeen the terminus, it would immediately suggest itself to them that nothing from internal trade could for some years be looked for, whereas at Goderich, the whole internal trade of the Huron District would find its way down the road; that from the manner in which the country is settled through the Wellington District through which it would pass, a large quantity of produce would be forwarded along the line of that end which would not be the case from Toronto to Saugeen.

That there is even now a large surplus of produce at Goderich to be removed—that there is a harbour there already constructed capable of containing many vessels—that it is in the direct route from the Eastern to the Western States, in fact a straight line from Oswego to Toronto, and continued will lead to Goderich. That there would be a saving to the travelling community going from Oswego west to Chicago of 360 miles, on a line that is open much sooner than by way of Buffalo.

These are a few of the many advantages that might be pointed out to notice to prove the decided superiority of Goderich over Saugeen in every respect, and we would add, that the matter under view is of sufficient import to require the inspection and decision of a competent and disinterested engineer. Public attention in the Huron District, has been awakened to the subject by the recent recommenda-

tions of the committee of the House of Assembly, of the Goderich terminus.

DANIEL LIZARS,
Clerk of the Peace, Huron District.

JOHN M'DONALD,
Sheriff, Huron District.

JOHN GALT,
*Collector of Customs Port Goderich, and Registrar of the
County of Huron.*

Deputation from Goderich to Toronto.

24th March, 1845.

To the above I may be permitted to give my own experience. In September, 1833, I, with my family, was wrecked in a schooner on the bar of Goderich harbour. This bar has been since removed by the judicious erection of two Piers by the Canada Company, which now form a clear and uninterrupted water-way, from the deep water of the lake to that within the harbour, or floating-dock. During the last eleven years, I have upwards of twenty times left and entered the harbour in steamers, schooners, and open boats in all weathers, in perfect safety, and have times innumerable witnessed vessels under similar circumstances, of all classes, navigating the lake, from the Daniel Webster large American steamer, with his Excellency Lieutenant-Governor Sir George Arthur, and suite on board, down to the Indian birch-bark canoe. In the summer of 1840, I crossed the Lake to the Point aux Barques in Michigan, 70 miles opposite, eight times, in the schooners Julia, and Mary, and Jane, and American large schooner Lexington, and during three of these voyages, although it blew violent gales, we entered the harbour without any difficulty.

I shall conclude this portion of my subject with the fol-

lowing letter from George Brown, Esq., late of Ratcliffe Cross, a gentleman well known at Lloyd's, now residing near Goderich with his family.

“*Goderich, April 14th, 1845,*

“ GENTLEMEN,

“ Agreeable to your request I have taken an impartial survey of the Goderich Harbour, or rather Floating Dock, and am of opinion that, after the Harbour is finished, and the bank that is in the centre removed, it will be then capable of holding 200 sail of vessels, averaging 250 tons, where they will lie secured from all wind and weather; and, when it is made known that such a harbour is to be found in Lake Huron, it may be expected that vessels will take the benefit of it in stormy weather. Likewise to discharge and take in cargoes. It will also be the means of reducing the premiums of insurance, and the saving of lives and property.

“ I have been extensively concerned with shipping all my life, and commanded ships from the port of London to the island of Grenada, in the West Indies, for twenty-five years, and am well-known to the underwriters of Lloyds, to whom you are at liberty to send this document, addressed to Mr. Dobson, Sec. Lloyds,

“ I have the honour to remain,

“ Gentlemen,

“ Your obedient Servant,

“ GEORGE BROWN.”

“ *To Messrs. Lizars, M'Donald, and Galt.*”

Having now acquitted myself of the duty I owe to my constituents, and having placed authentic information within your reach, it will be for you to select the western terminus of your important undertaking; and in thus taking leave of a subject which has occupied nearly my entire time for the last four months and upwards, waiting

your deliberations, I may state the sentiments of the inhabitants of the Huron district, when I add that, sooner or later, Goderich will become the terminus of a direct railway to connect Lakes Huron and Ontario—the shortest, best, and cheapest line—and that which will secure to its proprietors the most speedy and advantageous return for the capital to be invested.

I have the honour to remain,

GENTLEMEN,

Your most obedient and very humble Servant,

DANIEL LIZARS.

