

ENLARGEMENT OF THE LOCKS OF THE ERIE AND OSWEGO CANALS. (TO ACCOMPANY BILL H.R. NO. 288.). pdf

1: Commercial and Financial Chronicle, April 8, , Vol. 12, No. | FRASER | St. Louis Fed

Among them were projects for a ship canal around Niagara falls, together with the enlargement of the canal locks from Oswego to Albany, and the enlargement of the Champlain canal, with better connections between Lake Champlain and the St. Lawrence river.

Her dimensions were foot keel x 27 foot x 11 foot. The vessel capsized at about 2: Joseph, Michigan and all four men drowned. Wheeler Hull 65 on 27 March Converted to a motorship in The loss was covered in an unsourced news clipping from Sept. Freighter Wrecked Eleven Are Saved. Ship Founders in Lake Michigan. Redfern, which foundered in Lake Michigan on Saturday night four miles northwest of Point Betsie Lighthouse, were rescued by coastguard cutter Escanaba. The men were landed safely at Frankfort, Michigan, and it is reported that considerable wreckage of the cargo of logs, decking and deckhouse of the ill-fated vessel were strewn about and floating towards shore. The ship developed a starboard list and 18 took to the lifeboat. Five more sailors jumped into the English Channel and were picked up by the lifeboat. Fire broke out in the cargo hold on this date in while en route to Bermuda and U. The ship resumed trading until arriving at the scrapyard in Kaohsiung, Taiwan, on July 18, The vessel was a total loss and arrived at Santander, Spain, under tow for scrapping in June The hull was refloated on April 27 but was beyond economical repair and arrived at Busan, South Korea, for scrapping in June The image of this Great Lakes built ship has appeared on postage stamps issued for both Grenada and Tulavu. In the early afternoon, Great Republic arrived to load ore. Jackson also took honors as the first ore boat in on the same day, March Friday, of the Prentiss Brown and barge St. They brought a load for the St. Marys Cement terminal in Ferrysburg, unloaded and left early Saturday morning. It unloaded a cargo of salt from Goderich and left around Samuel de Champlain and barge Innovation was also in port at Lafarge on Sunday morning loading cement for Detroit. Once the de Champlain departed, the Alpena made its way in to tie up under the silos. The Alpena finished loading during the afternoon and is heading for Superior, Wis. Roman entered Cleveland at 5: At sometime around 5 p. Marys Cement departed Cleveland for Toledo St. Joseph River harbor experienced another disappointing year in as demand for building material remained flat. The year-end figures could have been higher but late-season silting near the harbor attributed to storms forced some vessels to turn away without reaching port. Limited emergency dredging allowed a couple ships to reach docks early in Most of the material handled by the three commercial docks on the harbor are used in construction, an industry that has been slow to recover from the severe economic downturn. LaValley said shipping could show some improvement this year. According to the report, which was recently presented to St. Joseph City Manager Frank Walsh, the three docks received 30 vessels in compared to 36 in Joseph received 21 shiploads last year with a total of , tons. Dock 63 on Marina Island took in 82, tons of limestone, stone and road salt, delivered on seven ships. Central Dock in Benton Harbor received two shiploads of road salt, a total of 25, tons. The record for receipts on the harbor in modern times was 1. The shipping season began on a bright note Wednesday with the arrival of the barge Innovation at the LaFarge dock to deliver 7, tons of cement. The vessel came in about a month earlier than the usual first spring shipment. The business headlines are full of investment deals being proposed and the world has a whole new appreciation for agriculture. Last year, in one example, those combinations took the equivalent of 8, trucks off the highways by moving steel slabs for ArcelorMittal Dofasco by water rather than road. The first of the refurbished lake boats are expected to sail this year. The early opening is an effort to reduce the risk of injuries and fatalities on the waterways. The Canadian Coast Guard will open several of its seasonal Search and Rescue stations in Ontario two to three weeks earlier than the traditional start dates. The unseasonably mild weather has many boaters heading out onto the waterways much earlier than usual. The Coast Guard warns that despite the warm weather, water temperatures are still cold enough to cause hypothermia in a relatively short period of time. The plan, unveiled late last year, would remake the shoreline from the Cuyahoga River east across Burke Lakefront Airport, which would remain open for air traffic. Architectural

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drawings call for shops, restaurants, offices and a hotel tied together by walking and bicycle paths. But city officials have pledged to guard public access to the lakefront. Jackson believes his plan will succeed where others have failed. He said the plan ends confusion among developers by clearly delineating who controls what property. It also ends uncertainty over whether the shipping port will move or the airport will close. Over the next two years, the city will use grants to build a marina for short-term docking and a pedestrian bridge over North Coast Harbor. Officials also are hoping to attract developers interested in building up to 2 million square feet of space. At a committee hearing, Councilman Michael Polensek questioned the wisdom of such a long lease term and asked what would happen if the city wanted more land for development. The council amended the lakefront legislation to maintain control over significant waterfront projects. The company has confirmed it will restart its No. The move means some of the roughly workers who have been fearing a layoff notice at the end of April will stay employed. Steel spokesman Trevor Harris said the decision has been driven by demand from customers in the construction and appliance industries. The purpose of the award is to recognize and reward an organization or individual within the stakeholder community of the Great Lakes-St. Lawrence Seaway GLSLS System that exhibits the qualities of innovation, creativity, entrepreneurship, tenacity and leadership that has resulted in positive benefits and results for the System. This award will help ensure that proper recognition is given to those organizations or individuals that have done something exceptional for the Seaway System. This includes ports or port directors, vessel owners, cargo owners or shippers, labor, agents, educational organizations, municipalities, elected officials, NGOs, environmental groups, or any others who participate in the operation and functioning of the Seaway System. Employees of either the U. And by this time next year, it could be gone. Public comment on the plan could begin in early April. CSX wants to start demolition in October. The Hojack is one of just a handful of such bridges statewide and an unknown number nationally. Out of use since , the bridge has become a hazard and an eyesore, according to some. To others it is a treasure, eligible for inclusion on the National Register of Historic Places. Those differing views might be aired at a future public hearing, but the questions before the state now are fundamental to the removal. The project needs a state permit because demolition requires working below the water line, tearing out the bridge supports and dredging the immediate area. CSX needs to tear it down because, quite simply, the river is a federal waterway and the bridge was permitted for a transportation purpose. No longer having that purpose, it is no longer permitted, and the U. Coast Guard ordered it removed " nearly 10 years ago. In October, the top 10 feet of the bridge fender systems would be partially dismantled and a barge or other equipment moved into place with tarps to catch debris. Actual in-water demolition work would start in November, with the goal of finishing by mid-April That is, if CSX obtains all federal, state and local permits and approvals. That order was renewed last year. Purchase options appear exhausted this time around, though CSX still is offering the Hojack for sale. Mayor Thomas Richards last fall rejected a proposal that the city take and display the bridge elsewhere, records show. Should the demolition proceed, construction traffic will add to trucks working on the Port of Rochester marina and workers removing part of the eastern bridge abutment for a small boat basin. Crews tearing down the Hojack will use cofferdams and a silt curtain to catch debris. Documents filed with the state speak of a possible need for underwater blasting to remove the center pier and a promise to dredge the surrounding river bottom to a depth of 23 feet. Any structure below 26 feet will be left in place. Boarding begins at 5: The cruise will be three hours and we will travel through both the U. Dinner will consist of pasta with meatballs, baked chicken, cheesy potatoes, mixed veggies, tossed salad and desert. There will be a cash bar on board. Reservations are a must as we are limiting the group to persons. This will afford everyone enough space to take photos and enjoy themselves. Mail-in reservations must be received no later than Friday, June Join us in traveling aboard the only coal-fired steamer left on the Great Lakes. Visit the Wisconsin Maritime Museum in Manitowoc and see the operating restored forward engine from the legendary railroad ferry Chief Wawatam, and the WWII submarine Cobia, or re-board the Badger for a two-hour Wisconsin shoreline cruise with live entertainment and a party buffet. Stay overnight in a Badger stateroom. Staterooms sleep two at the same price.

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2: Bills and Resolutions, House of Representatives, 37th Congress: Keywords

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THE owners of the earliest vessels on the lakes were usually individuals or companies of large financial resources. Lake commerce began in the prosecution of vast enterprises, of which transportation by water was only a part. The Griffin was built, partly for the fur trade, partly to advance the great scheme of territorial conquest, which burned in the breast of the ambitious and indomitable La Salle. The early fur trading companies, extending operations far beyond the lake region, built pioneer vessels. Next, in the progress of lake fleets, came government ownership. Squadrons sprang up at the command of nations, contending for mastery of the Great Lakes, and, when peace finally followed, the individual lake carriers began years flourished in ever-increasing numbers. During the first half of the present century, masters were usually owners or part owners of the craft they commanded, especially of the sailing vessels. Side-wheel Steamer Ontario Corporations were also early on the waters. The first steamboat on the lakes, the Ontario, was built by a company which sought to obtain a monopoly of steam navigation on Lake Ontario. The courts decided against their claims, as related in another chapter, and when that momentous issue was settled by the supreme judiciary of the land, individual enterprise was directed to the extension of the new kind of navigation. Larger means were required to build steamboats, but commerce was free. Forwarders and landsmen united their means with practical mariners in keeping the tonnage of the lakes up to the growing needs of commerce. There was associated effort in maintaining freights, but it was often imperfect, because all carriers could not be induced to work in harmony. These were practically the conditions when railroad construction modified lake traffic. No sooner had the iron tracks reached port, than the railway company began to organize lake lines to co-operate with them in land transportation; thus the first period of lake commerce closed. Modern conditions then took shape. The iron companies of the Lake Superior region in time began to build vessels and to engage in the lake transportation of their ore. A recent question of grave concern to lake carriers is the probable degree to which the latest organized ore-carrying company, the Bessemer Steamship Company, will influence that trade. There are two large and distinct corporate interests at present on the Great Lakes, the line companies, affiliating with the railways, and the ore-carriers, identical in interest with the operators of iron ore mines. Vast coal interests exist on the Great Lakes, but the coal operators are not vessel owners, and there is no prospect that they will be. As lake commerce is now constituted, the up freight is comparatively unimportant. No vessel property would prove profitable, engaged primarily in coal transportation. There is usually more tonnage than cargoes for coal. A few coal operators own vessels, but it is because they have still larger interests in ore. The grain traffic also, from its very nature, is wholly distinct from vessel ownership. Lumber interests have partially ownership in vessel property. The individual vessel owners, having no affiliations with traffic interests, constitute a numerous class and still possess a large proportion of lake tonnage. This company advertised, in , to "transport all property delivered to their agents at the different ports on the lakes, and forward the same to any other port, and, if required, to New York, Montreal, and any ports on the western lakes on the most liberal terms. Dennison, at Rochester; C. The steamer Ontario, which, during the first few years of her existence, had been sailed by Captains Maloy and Robert Hugin-son, was advertised, in , by the Ontario Steamboat Company, to ply between Ogdensburg and Lewiston, calling at various landings. She was commanded by Capt. Ingalls, with the same agencies as above cited, and on June 20 the steamer Martha Ogden, owned by the same company, commenced plying between Cape Vincent and Morristown. Association of Steam Boat Owners. Barton, of Buffalo, one of the most prominent marine men of a half century ago, was closely identified with these early efforts at co-operation. In describing them he says: In , the first association was formed by the steamboat owners, and, as I was then engaged in commercial business, I was appointed secretary to the company; and, as such, kept all the books and received the returns from each boat. The same mode of keeping and settling accounts was adopted. In the steamboat association was

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dissolved; the number of steamboats increased; so did the business. In another association was formed by the owners of the different steamboats, and a line of eight boats ran between Buffalo and Chicago. In the same arrangement existed among the steamboats, and was continued for some years afterward. There were a few boats which usually kept out of the association. The Ohio Canal Packet Boat Company had a line of packet boats running between Cleveland and Portsmouth on the Ohio river, a distance of miles, leaving either point daily, and these boats connected with lake vessels on through traffic. The various lines of transportation grew rapidly between and The railroad companies were reaching lake ports and began to organize lake transportation companies to operate in connection with their roads. The line was to ply in connection with the Michigan Central railroad. An opposition line started the steamer Garden City, August 1, and a few days later direct weekly communication was opened between Chicago and Sault Ste. Brooks, Lady of the Lakes and Louisville. New boats were added in the course of years, their tonnage ranging from to tons. The company continued in existence for upward of 24 years, during the latter part of which it was clearly demonstrated that owing to the fall in lake freights, in connection with so long and extended a route, the business did not pay, and gradually the steamers were disposed of and converted into steam barges. They proved well adapted for heavy weather, and equally so with those of the larger class. During the latter years of the above corporation it was almost exclusively under the management of Philo E. Ward, proprietors; also a line of boats between Buffalo, Detroit and Chicago. From the time the Michigan Central became a private corporation passenger traffic from the East was especially sought for, and in order to obtain it the company in began building a boat to run between Buffalo and Detroit. Their first boat, the Mayflower, built at Detroit, was completed May 28, , and from that date formed with the Atlantic a regular Michigan Central railroad line between Buffalo, Cleveland and Detroit. The Mayflower was the finest boat that had thus far appeared on the lakes. She had 85 staterooms and could carry cabin and from to steerage passengers. In the season of and the line to Buffalo consisted of the Mayflower, the Atlantic and the Ocean; and in the same year the steamboats Southerner and Baltimore ran to Cleveland. The Mayflower stranded on December 16, , near Erie, but no lives were lost. She was recovered in the spring of and again took her place in the line. The Buckeye State took the place of the Atlantic, and in ran in connection with the Ocean and the Mayflower. The two boats last named went into service July 7 and 10, , and were much the largest and finest ever placed on the lakes. They were nearly alike in size, build and finish. The Plymouth Rock was feet long. The Mississippi, an equally fine boat, was added in , and with the Plymouth Rock formed the line for that year. After the completion of the Great Western railroad through Canada in , their occupation was nearly gone. They were laid up in the fall of , and year after year remained at the Central wharf. George Sands, of Buffalo. Their engines were taken out and placed in boats to be used on the coasts of China. Another railroad company, operating on Lake Erie nearly a half century ago, was the Michigan Southern, now part of the Lake Shore and Michigan Southern road. Hill, of the L. The four boats first named were chartered. In the Michigan Southern Company operated three boats: In and the Michigan Southern Co. In and this new company the M. In the year they also built the propeller Euphrates. While I have no positive information about it, I believe that in , and the old Michigan Southern Company ran two of their boats between Buffalo and Monroe, Mich. A new boat is to be built the ensuing winter, in the place of the Empire State, of the Buffalo line, using her engine, and which will be ready to take her place in the line early next season. Many of the iron ore mining companies on the upper lakes have in recent years through auxiliary companies purchased modern vessels, and transported their own ore to lower lake ports. Representative companies are herewith briefly sketched. The incorporators named in the Act were as follows: Brayton, Benjamin Strickland, Samuel L. Allen, Aaron Barker and E. Hewitt was made president of the company, Samuel L. Mather, secretary and treasurer. This company was one of the first to mine iron ore in the Lake Superior district. It was organized for the purpose of mining ore in Marquette county, Michigan, where they owned about 3, acres of land. The ore was transferred from the mines near Ishpeming to the port of Marquette, where it was loaded on vessels, and then brought down to Lake Erie ports, Cleveland, Ohio, being one of these ports. The first cargo of iron ore ever shipped from the Lake Superior region was transported by

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the steamer Ontonagon for the Cleveland Iron Mining Company in , and consisted of tons. The steamer left the port of Marquette about June 18, of that year, and arrived at Cleveland June This company, then, has the distinction of shipping the first iron ore, and the Ontonagon of transporting the first cargo in an industry that has grown to great magnitude. The shipments of this company during the first year were 6, tons. For many years the Cleveland Iron Mining Company kept on developing its mines, bringing its ores down in wild tonnage, until , at which time, although elected president of the company in , Samuel L. Mather was still secretary and treasurer and its real moving spirit. At this time they made their first purchase of an interest in vessel property, buying a half interest in the bark George Sherman, of about tons burden. The other half of the vessel was owned by H. Webb, the pioneer vessel broker of Cleveland. This interest remained in this company for about three years, at the end of which time it was sold. Some of the individual stockholders in this company about this time organized the Cleveland Transportation Company, owning the steamer Geneva and consort Genoa, steamer Havana and consort Helena, steamer Sparta and consort Sumatra, and steamer Vienna and consort Verona. This company continued to be thus interested for about fifteen years, when they disposed of their holdings.

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3: Archives: Pamphlets | Trent University Library

Chesapeake and Ohio Canal-- an Act of Virginia: [to accompany bill H.R. No.]: May 9, , printed by order of the House of Representatives.- An Act further to amend the act incorporating the Chesapeake and Ohio Canal Company, passed February 27,

With the events which led to this dispute, the political history of the Magellanic regions may be said to have commenced; for the thousands of pages which had been previously published about them were devoted to accounts, generally as tedious as unsatisfactory, of voyages around their coasts, and fables concerning their inhabitants. To afford a clear and impartial view of these questions is the object of this present memoir; in which the author has endeavored to embody all the most material facts relative to the Falkland Islands, in a regular and connected historical narrative, accompanied by reasonings on the various points of national right involved in them. The South American continent is traversed in its whole length, from north to south, by an uninterrupted range of lofty mountains, which are known under the collective names of Andes and Cordilleras. This range runs throughout nearly parallel to the Pacific coast, and within about two hundred miles from it; north of the 40th deg. This narrow, southernmost part of America is called Patagonia, from the Spanish word Patagones, signifying Big-feet, which Magellan applied as a characteristic name to its inhabitants. It extends to the latitude of 53 deg. The whole western coast of Patagonia is in like manner completely masked by islands; while on the Atlantic side there are very few, all of which are small, in the vicinity of the main land. Louis The Falkland Islands. These territories are all mountainous; and the islands may indeed be regarded as prolongations of mountain ridges through the sea. Their foreheads are small and low; their eyes small, black, and ever restless. Their faces are roundish, and the width and projection of their cheek-bones makes them look unusually large. The nose is depressed, narrow between the eyes, but broad and fleshy about the nostrils, which are rather large; the mouth is large and coarsely formed, with thick lips. Their expression is open and honest, and their intrepid look is prepossessing. During their stay in England, they soon contracted the language and habits of those by whom they were surrounded, and a remarkable improvement was observed in the expression and form of their features: The aggregate surface of the whole group is supposed to be about square miles in extent; of which surface, the East Falkland appears to embrace nearly one half. The West Falkland was formerly supposed to be the largest of the group; but more recent and accurate examinations have served to show that this supposition was erroneous. The harbors in the group are numerous, and among them are some of the best in all respects on the Atlantic shores. Many of these harbors are channels or portions of sea surrounded by islands; such is the character of Port Egmont, on the north side of the West Falkland, on which the British establishment was founded in , and maintained for eight years; it is described by Captain Byron as capable of sheltering the whole British navy from all winds. The other harbors are found in the long arms of the sea, which stretch into the interior of the two large islands from all directions. Falkland on its northeast side. Since that year the place was reoccupied by the Buenos Ayreans, and is now in the hands of the British. Port Egmont and Soledad are the only spots in the whole group on which any attempt has been made to fix a settlement. The pictures presented by the Falkland Islands on approaching them from any quarter are uninteresting, and the storms which usually prevail in their vicinity give them almost always a dreary appearance. On the West Falkland, and some of the small islands near it, are high precipitous cliffs, in a few places exposed to the western seas; but other parts, and especially the southern shores of the East Falkland are so low, that they cannot be seen from the deck of a vessel five miles distant. The two largest islands are both traversed by ranges of hills or small mountains, of which the most elevated are those in the East Falkland, rising about thirteen hundred feet above the sea; the land on the West Falkland is, however, generally much higher than on the other. The more elevated portions of it are quartz rocks, among which are found beautiful crystals; lower down is clayslate, in which are beds of clay and sandstone, containing most curious impressions of shells, leaves, and other organic substances; and still

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lower, are extensive bogs or fields of peat, varying in depth from two to ten feet. The valleys are many of them covered with vast fragments of quartz rocks, forming in appearance streams of stones, which extend for miles in length, and many hundred feet in breadth, from the higher parts of the islands towards the sea; and similar fragments, some of which would no doubt weigh a thousand tons, lie on the tops of the highest hills entirely detached from the rocks underneath. Ice has not been known to exceed one inch in thickness; snow seldom lies on the lowlands, and is rarely more than two inches in depth. The climate on the West Falkland is said to be milder than that of the eastern; yet the seamen of a British vessel, who passed two winters on and near the latter, found no inconvenience from the want of stockings. There is, however, a great deal of rain at all times in the Falkland Islands; and the winds there seem to be more constant and violent than in any other part of the world. Louis from sudden and very severe squalls, or from gales which blow heavily, though they do not usually last many hours. Gales in general commence in the northwest, and draw or fly around to the southwest; and it may be remarked, that when rain accompanies a northwest wind, it soon shifts to the southwest, and blows hard. Neither lightning nor thunder are common; but when the former occurs, easterly wind is generally expected to follow. All who have remained long in these islands agree in their testimony, in favor of the great healthiness of the country. Of many thousand trees which have been carried thither from Europe and America, and set out in places supposed to be favorable to their growth, few if any have survived. Wheat sown near Berkeley Sound, and in several other spots, produced large heads, which were, however, found to contain very little farinaceous matter. The want of wood for fuel is, however, abundantly supplied by peat, which is found in every part of the group, and may be collected without much labor; while timber for building can be procured from the neighboring coasts of South America. Among the other native vegetables on these islands, are cranberries, and a small plant resembling the heath, from which an infusion may be made, very little if at all inferior, either in taste or in restorative effects, to tea. The fixed weed is easily distinguishable from that which floats; and the former is of great use to navigators, by indicating the existence of shoals. The wild bulls are said to be the largest and most savage of their species; the average weight of their hides is eighty pounds, which is nearly two thirds greater than that of the hides from Buenos Ayres. The cows give excellent milk, from which butter and cheese of the finest qualities have been made, and the flesh of these animals takes salt perfectly well in the islands. These aboriginal animals are remarkably shy, and soon desert any place which is frequented by man; so that it is very difficult to kill them. The birds suffered themselves to be taken with the hand, and some would come and settle upon the people who stood still. So true it is, that man does not bear a characteristic mark of ferocity, by which mere instinct is capable of pointing out to these weak animals the being that lives on their blood. This confidence was, however, not of long duration with them; for they soon learned to mistrust their most cruel enemies. Louis somewhat resembling a trout, which may be caught by angling. The large muscles produce pearls of considerable size, though inferior quality. Americus Vesputius, in the journal of his voyage through the South Atlantic Ocean, made in 1492, while he was in the service of Portugal, says that he saw a rugged and uncultivated land beyond the 52d degree of south latitude; but under what meridian it is impossible to learn. In the course of the ensuing hundred and fifty years, these islands were seen by many navigators of many nations: This is the earliest visit to the islands of which any account is to be found; and as it forms one of the grounds of the British title to the possession of them, it is not a little strange that the journal should never have been published. The name of Falkland Islands does not appear to have been given to the group before about the beginning of the last century, they were also seen and visited by French vessels from Saint Malo in Brittany, engaged in fishing, and in the contraband trade with the Spanish coasts of the Pacific; and thus they obtained the name of lies Malouines, which the Spaniards adopted with a slight change, calling them Islas Malvinas. The court of Madrid, however, became informed of the plan, and remonstrated so strongly against it, that VOL.

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4: Browse subject: Canals -- New Jersey | The Online Books Page

Olin gave notice of his intention, at the proper time, to submit the following Amendment To bill H.R. , to construct a ship canal for the passage of armed and naval vessels from the Mississippi river to Lake Michigan, and for the enlargement of the locks of the Erie canal and the Oswego canal, of New York, to adapt.

From the completion of the first enlargement in to the beginning of the second enlargement in As we have just seen, under the provisions of chapter of the laws of , the Legislature declared the enlargement of the canals completed. By the terms of this act, all outstanding contracts were to be completed prior to September 1, , and all accounts therefor closed as soon as possible thereafter; no work could be done nor material furnished after that date, under pretense of completing or enlarging the canals, and all powers of the contracting board in regard to the enlargement should then cease. The engineering force was reduced to one engineer and one assistant engineer upon each division, though, if necessary, temporary engineers might be employed on some specific work. Engineers were required to file a bond and oath of office, and their services were confined strictly to repairs and maintenance of the "completed" canals. The work then in progress under the act of April 9, , on the Champlain canal and Glen Falls feeder was especially exempted from the provisions of the act. This sweeping change of policy in the administration of canal affairs, however, left the enlargement of the canals far from actual completion. Much work remained to be done to place the uncompleted parts of the line on an equal basis of capacity and condition with the portions already enlarged and improved. The eastern and middle divisions were practically completed, except two contracts; the deficiency was mainly on the western division. The De Ruyter reservoir, one of the important feeders of the long Rome level extending from Utica to Syracuse, was left uncompleted on September 1. The deficiency in amount of water at the Lodi lock No. It was proposed to obviate this difficulty by a change of grade for a distance of fourteen miles east of the lock, commencing at the Limestone creek [see errata] feeder and gradually deepening the bottom to the lock, the increased depth being fifteen inches at that point, thus increasing the current and the supply of water for lockages. On the western division there were needed also heavier banks, their former construction having proved too light to sustain the pressure of the increased depth of water. These were to be widened and strengthened, bridge embankments were to be built out to proper proportions, and numerous slope walls were required. On the western division there was required also a large amount of bottom to be excavated before the enlargement could be completed. In the eastern division alone there were seventy-five miles of these slope walls, constructed upon an earthen bench that averaged four and one-half feet above the bottom of the canal. There were serious objections to this method of construction. It gave only forty-two feet width of canal-bottom, which permitted the passage of but two boats at a time. Loaded boats could not get nearer than about eighteen feet to the top of the bank, and when both shores were thus occupied, no space remained for a third boat to pass between. These earthen benches had also become disintegrated and had washed away, filling the canal with debris and in many cases permitting the superincumbent slope wall to slide bodily into the bed of the canal. Traffic was thus materially restricted, and it was proposed to reconstruct these slope walls, extending them to canal-bottom and giving a width of fifty-two and a half or fifty-six feet, on bottom, according to the slope of bank adopted. This would permit the passage of three loaded boats abreast. These walls had been constructed prior to , but after the Constitution of had allowed the resumption of operations, a plan for full depth [see errata] walls had been adopted. By the system then in vogue, repairs were let by contract, for a gross sum, to maintain the canals in a navigable condition. This was deemed highly objectionable by the State Engineer. Temporary repairs and makeshifts were introduced, where permanent repairs should be made, and numerous claims for masonry work, done outside of the contract, were made. A change to the unit system of paying for repairs, as in construction, was advocated. The Civil war was then at full tide. Pennsylvania was invaded and New York escaped a similar disaster only by the quick rushing of many thousands of its troops to the aid of its sister State. The blockade of the lower Mississippi by the

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Confederate force had turned the traffic in western grain to find an outlet to the eastward. The suspension of specie payments, draft riots and the depletion of the working forces of the state by enlistment added to the complications of the period, and all had a bearing upon the policy concerning canal affairs. In view, also, of the loss of trade with the southern states, the Executive of the State called attention to the necessity of providing for the accession of commerce from the West, which then constituted eighty per cent of the traffic of the canals. The probability also, at this time, of a war between the United States and Great Britain aroused the apprehension of the inhabitants of the cities located on the Great Lakes, as to the consequences to them, in case of active hostilities. It was considered that the United States would have no way of bringing war-ships to the lakes to protect the many wealthy and prosperous cities along their shores, while Great Britain had so improved her waterways that she could bring a large fleet of war-ships up the St. Lawrence and place our lake cities at her mercy. It was proposed, therefore, to enlarge the Erie, Oswego and Champlain canals and their locks, to permit the passage of boats adequate to defend the northern and northwestern lake coasts. Other schemes were also proposed for bringing vessels from the Mississippi to the harbor of New York. Among them were projects for a ship canal around Niagara falls, together with the enlargement of the canal locks from Oswego to Albany, and the enlargement of the Champlain canal, with better connections between Lake Champlain and the St. Lawrence and Lake Ontario. On March 13, , the Assembly also instructed the State Engineer to make, at the earliest possible moment, an estimate of cost and to report concerning the feasibility of an enlargement of one tier of Erie locks to twenty-five feet width and one hundred and fifty feet length, in order that the General Government might consider that route in connection with the subject of lake frontier defense. The Oswego canal was later included by request. The Assembly considered these reports and adopted a resolution referring the matter to Congress, urging an appropriation. Other resolutions were also passed, reciting the benefits of such locks to the General Government and its probable desire to secure the right of perpetual passage through the canals, free of tolls, for vessels, troops and munitions of war, and to render a fair equivalent by contributing justly toward the cost. The Federal Government was requested to detail a competent consulting engineer, and Hon. Stuart, who had been the first incumbent of the office of State Engineer and Surveyor of New York, was so appointed. The Legislature provided for the expenses of the survey by appropriating twenty-five thousand dollars chapter The canal board directed surveys to be made upon the Oswego and Erie canals, but omitted the Champlain canal. This was known as the survey for "Gunboat locks. The estimates for this latter survey, it will be observed, were for much larger locks than required by the estimates of , and though not included in the resolutions, it was deemed essential to add the cost of deepening the prism to eight feet of water, to accommodate the draught of gunboats contemplated to be used. The estimates were as follows: By the route via Syracuse and Oswego, similar items aggregated: There were five thousand five hundred and sixty-eight boats in use on the canals, of which eight hundred and fifty were registered as new. The total tonnage for the year was 5,, an increase of 1,, tons over In the ensuing year, , the tolls fell off during the latter part of the season about half a million dollars, owing to the breaking of the Mississippi blockade. During the policy of widening the canal by removing the objectionable wall benches was inaugurated, but at the close of the year there still remained to be removed over eighty-seven miles of such benches, of which seventy were in the eastern, fifteen in the middle, and two and one-quarter in the western division. In addition to this, in the western division there still remained, to complete the enlargement, a large amount of bottom excavation, weak embankments to strengthen, slope walls to build where needed and, as equally necessary, the doubling of locks already described. The De Ruyter reservoir was practically completed and its added supply of water greatly benefited the long summit level. The canal commissioner of the middle division was instructed to cause that portion of Nine Mile creek feeder from the Erie canal to Camillus to be made navigable for boats plying on the enlarged Erie canal. This concentration of trade was commented upon by Governor Fenton in his message, in which he stated that it had increased since the war began, in consequence of the closing of southern ports and the stoppage of trade on the Mississippi. Not only had this tendency become more decided, but the volume of trade had increased, both foreign and domestic,

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contrary to the predictions of the enemies of the Union and to the surprise of its friends. The dam across the Mohawk river at Rexford Flats, four miles below Schenectady, was not completed. Locks built prior to had been constructed upon a bed of gravel, which had become undermined and was troublesome. Later construction had been upon a concrete foundation. During some of these gravel foundations had been repaired with concrete, and it was urged that the old locks should be examined and repaired if necessary. The removal of earth and rock from the bottom of the canal in the western division was carried on extensively during the winter. Increased prices, of course, increased the cost of repairs and maintenance, and it was felt that this must continue until the resumption of specie payment. The gross tonnage on the canals for the year was 4, Three hundred and ninety-nine boats, old and new, were registered. In a change was made in the rank of engineers on canal work. Pursuant to chapter of the laws of , each of the three divisions had been in charge of "one engineer and an assistant engineer," from September 1, , to April 17, At this time, by virtue of chapter , Laws of , the act of was so amended that these engineers should rank as division and resident engineers, their appointment being invested in the canal board, and their duties being prescribed by the State Engineer and Surveyor. During the year further progress was made in the removal of the objectionable benches and at the close of the year only about fifty miles remained, all of which was in the eastern division. According to the State Engineer, the absolute necessity of providing an additional supply of water for the Jordan and Port Byron levels was by this time fully realized. The appropriation of a part, or the whole, of the waters of Owasco creek would enable navigation to be more continually maintained. This form of gate became quite popular later, wherever circumstances would permit its introduction to displace the ordinary swing or miter-gate, the advantages being the lowered coat of construction and operation and a substantial increase in the length of the lock-chamber without lengthening the walls. It superseded the upper pair of gates, opening up-stream by dropping flat, below the breast wall, the boats passing over it. A wooden quoin-post, with iron journals, fitted into sockets in the walls. The post turned within a hollow quoin, laid horizontally. The gate was loaded with stones to sink quickly, and was operated by chains and gearing at the side. The hollow quoin rested upon an open timber framework in place of the usual miter-sill wall. A platform extended from the hollow quoin to the breast wall, through which horizontal valves permitted the water to drop through the platform and pass to the lock-chamber. It was claimed that its operation caused less commotion in filling the lock, boats rising steadily and upon an even keel; also that one man, operating a single set of machines, would suffice for either single or double locks. The great cost of the breaks of , which necessarily called for large outlays in addition to the ordinary expenses, was chiefly the cause of the immense increase for repairs and maintenance. The number of boats registered during the year was two hundred. The subject of a canal between Lakes Erie and Ontario, built upon New York ground, was at this period receiving considerable attention from canal advocates. Lawrence should be secured. In Congress a charter was sought, backed by legislative action in some western states toward this end, and a bill had already passed the House, offering the loan of six millions in six percent twenty-year bonds to any company incorporated by any State that would undertake its construction. The General Government was to enter upon and acquire the necessary lands and rights by the power of eminent domain and to transfer them to the corporation when organized. The support came from Massachusetts and the East, which wanted to buy cheap flour, and from the West, which wanted to sell dear wheat, regardless of its effect upon the prosperity of our own State, which had already expended vast sums upon its canal system, largely for the benefit of its neighbors, and whose recent request to Congress for aid in further improvements had been refused. It was then deemed impossible to enlarge our own system to meet the requirements of the proposed ship canal around Niagara falls, which provided for ninety feet bottom and one hundred and five feet surface width, twelve feet of water, and locks two hundred and seventy-five by forty-five feet. Even if our canals were enlarged, the largest vessels could not then pass the Hudson, and would, therefore, seek a foreign channel through the St. It was at the same time urged that the immediate enlargement of the Erie and Oswego canal locks would abundantly provide for any probable traffic. It is, perhaps, needless to add that the Niagara ship canal has never been built. The project originated under cover of its necessity as a measure for national

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defence. In President Lincoln had appointed Charles B. No action was taken until , when surveys were made for the United States by James S. Six different lines were surveyed; three from Lewiston on the Niagara river, and three from Lake Ontario; all being for a depth of fourteen feet. These were published, with maps and profiles, in the report of the Chief of Engineers, U. For the year the total canal tonnage was 5,,

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5: Whitford - History of the Canal System of New York - Chapter IV

Navigation of the Hudson River (to accompany bill H.R. no.): the Committee on Commerce, to which was referred the petition of merchants and owners of vessels in the city of New York asking for an appropriation to remove obstructions in the Hudson River in the State of New York, respectfully report.

Search Terms Type The collection of pamphlets in the Trent University Archives are generally Canadian in scope and there is a special emphasis on items that relate to the Peterborough and Trent regions. All pamphlets in this collection are designated by the symbol "P", i. P1, P2, P3, etc. We have a separate collection of pamphlets related to camps and camping. They are designated by the symbol "C" 1: Peterborough Centennial Museum and Archives: The First Twenty Years Year Book , Parish of Peterborough, St. Parish of Peterborough, St. April 10, to April 1, April 2 copies Some Facts from St. Trent Canal System Peterborough and the Kawartha Lakes: History of the Post: By-Laws of the Peterborough Branch No. Peterborough Normal School Year Book Visitor in Peterborough and the Kawarthas: Peterborough Tour Peterboro Old Boys A Year Program for Development: Peterborough 2 copies Yellow Directory of Kawartha: Lakefield Preparatory School , Vol. Fâ€¦, Opera House, Peterborough, Instituted at Port Perry, Ont. One Hundredth Anniversary Carleton L. Constitution of Peterborough Lodge, No. By-Laws of Peterborough Lodge No. Lakefield, Ontario by Eileen M. Echoes and Reflections of Flora M. Canadian National Exhibition, Toronto, August 30, Cavan United Church Report for By Lake and Lock: United Church, Peterborough, Ont. Norwood Congregation, Presbyterian Church in Canada: A Century of Presbyterianism: The Story of St. History, Year Book and Church Directory: Year Book and Church Directory: The History of St. Langfeldt, Rector, [] 2 copies American Armed Intervention in Korea: Shvernik Replies to Truman: Program of the Young Communist League of Canada: What are the Facts? Long Live the First of May! Labor Stands for Peace! Peace, Jobs, Canadian Independence! May Day - The Log Shanty Book-Shelf for Poems composed by Mrs. Monograph Series Number One, The Hudson Bay Route: Progress and Possibilities, No. Two Addresses by Rt. The Conspiracy Against the Members of Local Les Histoires de M. Manitoba and North West Territories: Imperial Federation League in Canada: McLennan, The Senate, march 20th, Dominion Houses of Parliament, Ottawa: McWilliams, Winnipeg, III, March 10, three volumes in one; first edition Downeyville, Cambray, Kirkfield and Cameron, Ontario , n. Shepherd, Brockville, Blanche Read Johnston, Barrie, Ontario, [] Lamarche, Saint-Hyacinthe, Coughlin, Detroit, Michigan, Eastern Pentecostal Bible College: Annual Reports for the Year Ending 31st December Plumbing By-Law of the City of Peterborough: Town of Peterborough, Province of Ontario: Hardy, published under the authority of the Law Society of Upper Canada Orange Directory for County of Peel Patrick Byrne, A Centennial History of St. Ontario Agricultural College George the Third" in both French and English Chamberlain, Conway, Ontario Peterborough Exhibition Prize List Peterborough Kiwanis 33rd Music Festival: Official Programme April , Peterborough Pollution Control Plan: Is Yugoslavia a Socialist Country?: Speak Truth to Power: Canadian Military Sales to the U. Strong, 2 copies

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6: History of the Great Lakes. Volume I

page 1 ismithfs atlas of modern and ancient geography, corrected and enlarged, to accompany smith's geography for schools, academies, and families. by roswell c. smith, a.m. list of maps.

Extinguishment of reversionary interests and use restrictions. Lake Erie dredged material disposal sites. Southwestern United States drought study. Knik Arm, Cook Inlet, Alaska. Gila Bend, Maricopa, Arizona. Elkhorn Slough Estuary, California. Fresno, Kings, and Kern Counties, California. Los Angeles River revitalization study, California. Lytle Creek, Rialto, California. Rialto, Fontana, and Colton, California. San Diego County, California. South San Francisco Bay shoreline study, California. Roaring Fork River, Basalt, Colorado. Collier County Beaches, Florida. Vanderbilt Beach Lagoon, Florida. Hamburg and Green Oak Townships, Michigan. Duluth-Superior Harbor, Minnesota and Wisconsin. Dredged material disposal, New Jersey. Gloucester County, New Jersey. Perth Amboy, New Jersey. Finger Lakes, New York. Newtown Creek, New York. Niagara River, New York. Lincoln County, North Carolina. Wilkes County, North Carolina. Ecosystem restoration and fish passage improvements, Oregon. Walla Walla River Basin, Oregon. Chartiers Creek Watershed, Pennsylvania. Kinzua Dam and Allegheny Reservoir, Pennsylvania. Western Pennsylvania flood damage reduction, Pennsylvania. Rio Valenciano, Juncos, Puerto Rico. Crooked Creek, Bennettsville, South Carolina. Cumberland River, Nashville, Tennessee. Lewis, Lawrence, and Wayne Counties, Tennessee. Coastal Texas ecosystem protection and restoration, Texas. Johnson Creek, Arlington, Texas. Port of Galveston, Texas. Grand County and Moab, Utah. Elliott Bay Seawall, Seattle, Washington. Monongahela River Basin, northern West Virginia. Johnsonville Dam, Johnsonville, Wisconsin. Maintenance of navigation channels. Flood mitigation priority areas. Additional assistance for authorized projects. Expedited completion of reports and construction for certain projects. Expedited completion of reports for certain projects. Southeastern water resources assessment. Upper Mississippi River environmental management program. Missouri and Middle Mississippi River enhancement project. Great Lakes fishery and ecosystem restoration. Great Lakes remedial action plans and sediment remediation. Great Lakes tributary models. Upper Mississippi River dispersal barrier project. Chesapeake Bay environmental restoration and protection program. Potomac River watershed assessment and tributary strategy evaluation and monitoring program. Lock and dam security. Research and development program for Columbia and Snake River salmon survival. Pinhook Creek, Huntsville, Alabama. Lowell Creek Tunnel, Seward, Alaska. Paul Harbors, Kodiak, Alaska. Augusta and Clarendon, Arkansas. Des Arc levee protection, Arkansas. Francis River Basin, Arkansas and Missouri. Dana Point Harbor, California. East San Joaquin County, California. Eastern Santa Clara basin, California. Pine Flat Dam and Reservoir, California. San Francisco, California, waterfront area. Florida Keys water quality improvements. Riley Creek Recreation Area, Idaho. Reconstruction of Illinois flood protection projects. Illinois River Basin restoration. Kaskaskia River Basin, Illinois, restoration. Promontory Point, Lake Michigan, Illinois. Burns Waterway Harbor, Indiana. Southern and eastern Kentucky. Calcasieu Ship Channel, Louisiana. Cross Lake, Shreveport, Louisiana. West Baton Rouge Parish, Louisiana. Anacostia River, District of Columbia and Maryland. Delmarva Conservation Corridor, Delaware and Maryland. Massachusetts dredged material disposal sites. Garrison and Kathio Township, Minnesota. Wild Rice River, Minnesota. Harrison, Hancock, and Jackson Counties, Mississippi. Mississippi River, Missouri and Illinois. Hackensack Meadowlands area, New Jersey. Atlantic Coast of New York. Hudson River, New York. Mount Morris Dam, New York. Kerr Dam and Reservoir, North Carolina. Stanly County, North Carolina. Fern Ridge Dam, Oregon. Kehly Run Dams, Pennsylvania. Lehigh River, Lehigh County, Pennsylvania. Percy Priest Dam and Reservoir, Tennessee. Town Creek, Lenoir City, Tennessee. Upper Mississippi embayment, Tennessee, Arkansas, and Mississippi. Bosque River Watershed, Texas.

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7: Brock Database Search Results

*Providing for the enlargement of the Erie Canal and the completion of the Black River and (Jeusee Yallev canals. * To more effectually suppress gambling. To amend an act entitled "An act to amend and consolidate the several acts relating to the city of Rochester." passed April 20, 1*

Smith, Roswell Chamberlain, Map and Chart of the World. Map of Central America. Map of the World, Polar Projection, Map of West Indies. Chart of Central Europe. Map of South America. Map of North America. Map of the United States, with the Population. Map of British Isles. Map of the United States, No. Map of Shetland Isles. Map of Central Europe. Map of Spain and Portugal. Map of Greece and Ionian Isles. Principal Canals, finished or in progress, in the U. Population of the Principal Cities and Towns in the U. Malt and Spirituous Liquors. Meeting of the Legislature. Reigning Sovereigns of Europe. Cotton Goods, Woollen Goods. Pig Iron, Castings, Wrought Iron. Religious Denominations in the United States.. Settlements of the States. Colleges and Professional Schools in the United States. Principal Rail Roads in the United States. Have the J New Mexico Should the returns vary from our estimate so far as to i reduce the population of California 30., South Carolina will be entitled to a member additional, as being next above on the list of fractions. The official returns of California will slightly affect the calculation expecting the aggregate increase of the free population for the year Ratio of representation, 93, Ohio 1,, 24, 1,, Pdl Monday iin Jiiio bici. I to 64 New Hampshire Other classes of Presbyterians 45, Universalists John Ludlow, D D. F Chaiubers, President of Trustees, 5 70 1, August 20th. I Siainuel Williamison, D. J 21 2 4, July 15lm. D 5 48 50 7, First Wednesday in August. Charlesre, " John W. The Colleges marked thus , are under the direction of the Baptisas; thus t , Episcopalimas; thus t , 3lethodissi; thus s , Catholics. With respect to the Colleges which are tsmastked, the prevailing religious influence of those that tre in the New England States, is Ccssgsegmationalism; of most of the others, Presbyterianism. Msaine Mledical School, Brunswick, te. Mledical School, Hanover, N. Bangor Theological Seminary, Bangor, Me. Institute, I Concord, N. Seminary, Gilintton, " Congregation. York,l 6 Last Monday in Oct. Seminary, New Hampton," Baptist, 2 36 2. Theological Seminary, Andover, Mass. Theological Institution, Newton, fl Baptist,- 4 33 20t 5, Sled. Yale College, New Haven, Conn. Congregation, 4 38 Philadelphia Coil. Church, New York, N. College, " 6 25 1st Mon. Union Theological Seminary, Presbyterian, , Med. Seminary, Rbchester, I 2 29 6 3,00 Winchester Med. College, Weichester, j 5 - 1st Monday in Oct. Heerteveck Sesseicry, - arlwicl, Lutheran, 2 5 52 1. College of Georgia, Augusta, Ga. Cisureh, Pelsecettess, " Presbyterian, 5 1, Seminary, Lutheran Church, Gettysburg, Pa. Louisville, Louisville, 7 53 tst Meonday in Nov. Theological School, C essenasburg, " Asso. Theological Sesneseary, Pittsburg, 1l Asso. Western Theological School, leadville, 6 Cong. Theological Seminary, Philadelphia, " Ref. Ucnion Theological Seminary, Prince Ed. Theological Seminary, Lexington, Leetheran, 2 10 20 1, Med. Feusas 1heel Seminsry, Failfield [ist. Sesina ry, Slaraville, Tense 1 Presbatesiass, 2 24 90 6,Name. Stei Lacey Seinseary, i Cncisssati, Ohio. Ceollege, 1uedsoes, "i Preslsytertats, 3 14 79 Vale Ceollege, N. Deparetesent, Oberlin, "t Congtegioes. Church, Oxford, " Asso. Henry; especially in his plan presented have for its object the increase and diffusion of knowledge, to the Regents, and adopted by them Dec. The trust was accepted by the United States Government, and an act passed Be. The entire income is to be divided into two equal parts, one of bers of the National Institute in the city of Washington, and resident in the said which is to be devoted to the increase and diffusion of knowledge by means of origi- city; and the other four thereof shall be inhabitants of States, and no two of them nal research and publications; and the other, to the gradual formation of a library, of the same State. And the Regents, to be selected as aforesaid, shall be appointed a museum, and a gallery of art immediately after the passage of this act. Portland and Sebsgo Lake Honesdale and Hudson River Beaver and lercer Cy Lake Champlain insd Hudson It Ilone and Black River Delaware and Chesapeake Bays Chesapeake Bay and N. Seneca Lake and Erie Canal Santee and Coopers Rivers Savannah ind Ogeechee Rivers Seneca Lake and Elmira Jersey City and Easton, Pa New Orleans and Grand Lake Easton and White

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Haven Philadelphia and Port Carbon Schuylkill River and Coal Mines.. I, 1,8i 9,, , , Towns in the United States. Population Population Ratio ofin- Population Ratioof inof Of these, Washiaogto, D C.

8: Great Lakes & Seaway Shipping News Archive March

From Month Day.

9: Cornell University - Wikipedia

Resolutions were adopted recommending changes in the rules for navigating the St. Mary's river, favoring the enlargement of Erie Canal locks, and urging both the American and Canadian Governments to establish better aids to navigation on the Great Lakes and the St. Lawrence river.

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