

6. What is your opinion of the value of the proposed Huron and Ontario Canal, and Ottawa Canals, and of aiding such works by grants of Public Lands or otherwise?—The proposed Huron and Ontario Canal is a local work, and should be treated as detailed in 4th Query. The Canals necessary to improve the Ottawa Navigation are not only Public Works in which every section of the Dominion is interested, but also an imperial necessity in which Great Britain must be considered; because they would facilitate direct access to the centre of the Dominion—extending, at once, towards the grain trade of the North West Territory, and the grain and cotton trades of the Western States. They would therefore cheapen breadstuffs in the Maritime Provinces and in Liverpool, &c., and complete a line of communication, the shortest and most economical, from the Western Shores of Lakes Michigan and Superior to the seaboard; and through the centre of the largest pine region in America. Their construction would create manufacturing industry on every fall of the river whence they are named, nay, on every fall of every river from Lake Huron to the Gulf of St. Lawrence. Such a work is emphatically a Public Work, beyond the sphere of mere competition, one whose direct and immediate tendency would be to develop and create traffic, instead of only contending for a traffic always crippled by monopolies. And the manifest fact that they (the Ottawa Canals), would facilitate and accelerate the opening of all the lands, pine bearing and other kinds, between Lake Huron and the Ottawa River, as well as provide markets for their produce, is sufficiently decisive in favor of their construction—which is the work of Government alone, in whose hands this important Commercial and Military Highway must remain.

7. Will you state your opinion of the two proposed lines of Canals, and the part each is destined to play in developing the resources of the Great West?—The proposed Huron and Ontario Canal, if feasible, would tend to draw a part of the traffic of the Western Territory towards New York, to the manifest injury of the St. Lawrence route to the seaboard. And the farmers of the Western States complain of a combination of forwarders who exact excessive freight charges, which so reduces the value of grain that corn has been actually burned for fuel in Wisconsin.

At present, with the St. Lawrence open, a fair demand in the Maritime Provinces and in England for breadstuffs, it costs the farmer in the Western States five bushels of grain to bring one bushel from his field to New York. On the contrary, the Ottawa Canals, by enabling him to place his freight on the sea-board, by the shortest, best and cheapest route would reduce his freight-charge to a minimum. And besides, the amount of freight could be indefinitely increased. Cheap transit cheapens food, and cheap transit necessarily quickens and fosters agricultural development too. Again an immense amount of water power is available on the Ottawa and its connecting rivers, and this must play an important part in the development of the industrial resources of the country. The proposed Huron and Ontario Canal promises none of these advantages, and would play no part in developing the resources of the Western Territory.

The lumber trade now descending the Ottawa River from the eastern slopes of the "height of land" forming the watershed between it and Lake Huron, is over 1,000,000 tons, and no ingenuity could take any of this trade into the Georgian Bay, except by the line of navigation known as the Ottawa Canals. And this line would strike the Georgian Bay about 150 miles above the head of the proposed Huron and Ontario Canal. It is therefore hard to conceive what value the latter could be to this trade, or to whatever portion of it that might require a market at Chicago or on the shores of Lake Superior. I am consequently of the opinion that these two projects cannot fairly be compared as works of public utility, one serving merely local interests, the other, the Ottawa Canals, being at once a great public necessity of the Dominion of Canada, and a great Imperial, Military and Political requirement.

I would now add, in respect to a Ship Canal or Canals, for the Ottawa route, my opinion is, we should have Locks 250 feet long, by 50 feet broad, with from 8 to 10 feet of water on the sills of the Lock-gates; a greater depth is recommended by engineers and others, but from the nature of the rock formation through which the canal will have to be cut, and the Locks constructed, it will be attended with a great deal of extra expense, and the depth of water in the different lakes, and slack water reaches, would not afford a greater depth through the summer season.

Mr. Shanly's estimate places the expense at about \$24,000,000; Mr. Clark's at about \$12,000,000. It is generally supposed that the expenditure would be from 12 to \$15,000,000