

Department of Railways and Canals.

within Canadian territory. If the International Commission is continued, such a survey will be needed, accompanied by all the information necessary "to estimate the cost in detail," as well as a survey of the same character for the extension of this international deeper waterway, upon the best route, from Lake St. Francis to Montreal. To this extension no special reference is made in the report of the American Commissioners (possibly in order to emphasize the New York terminus for an international route), but they point out that it is practicable "to construct in separate sections, so that benefit shall follow closely on expenditure." Thus, the completion of the Niagara Ship Canal would bring Lake Ontario into communication with the great steel fleet above Niagara (which is valued at many tens of millions), 300 of the vessels of which are unable to pass the Welland Canal. In like manner, the completion of the section between Lake St. Francis and Lake Champlain in advance of new-deep water canals on the south side of the St. Lawrence, and of the connection of Lake Champlain with the Hudson River by a similar deep-water canal, would bring New England at once into connection with the whole Great Lake system, although at first only on the smaller scale of the Welland Canal.

There has been no demand upon Canada for any specific contribution to this inquiry; but as the Order in Council instructed us to carry on such inquiry on the lines specified in the Act of Congress, we have hitherto assumed the duties of the Canadian section of the international route, and, should the inquiry be continued, Canada will no doubt be expected to contribute the necessary information with respect to that section of this great scheme which lies within her own territory. We hoped to have been able to present some more material which would illustrate the superiority of the St. Lawrence route as an outlet for the large fleet imprisoned above Niagara, whether its destination were New York or Montreal, but we failed to obtain the necessary means to give effect to this purpose last year.

The general collection of facts and statistics relating to engineering questions devolved upon Mr. Cooley, the engineering member of the United States Commission, and, in view of the time and money at his disposal, is enormous and invaluable. The contributions of the Canadian Commission in this respect are due wholly to the labours of Mr. Monro, and to the courteous assistance of the officers of the various departments of the Government of Canada and of the provinces of Ontario and Quebec; and these are acknowledged in the report of the United States Commission. A memorandum by Mr. Monro relating to his contribution will be found in the appendix.

If it is the desire of the Government further to contribute to this international enterprise, we recommend that a sufficient sum be appropriated, to be used if required, so that, if Congress continues the International Commission and provides the means to complete its work, Canada may be in a position to proceed with the surveys and estimates in that portion of the route which lies within her territory.

Your Commissioners have, in the foregoing, set forth all of which they believe to be necessary to show how far they have discharged the duties imposed on them, and to explain the present position of this important question; but in view of the possibility that this may be their last report, and more particularly because they have found that there is much difference of opinion and some misconception about an "International Deep Waterway between the Great Lakes and the Atlantic Sea-board," they deem it proper to give some information as to this movement, the conditions which have led up to the formation of an International Commission, and some of the reasons in support of it, as well as some reference to Canada's interest in the question, which may prove of future service. We consider this to be the more necessary since our American colleagues have already pronounced in favour both of the feasibility and desirability of this deeper waterway, and have declared that "the completion of the entire system as quickly as plans can be matured and economically executed, is fully justified." With this conclusion of our United States colleagues both as to feasibility and desirability, as well as to earliest possible completion, your Commissioners fully concur.