

short Canals on the River below the City of Ottawa, viz : the Locks on the Carleton, Châtea-Blondeau and Grenville Canals should be enlarged to a corresponding size with the present Lock at St. Ann's, (viz : 190 x 45 feet,) and the depth of water increased to a uniform depth of 8 feet if practicable, so that the class of steamers now used by the Royal Canadian Mail Line could reach the Capitol of the Dominion during the season of navigation, and barges of 700 or 800 tons loaded with lumber or timber at Ottawa enabled to deliver their cargoes at Montreal, Quebec or at White Hall at the foot of Lake Champlain without transshipment, as before stated when referring to the Caughnawaga Canal. This would enable our Canadian lumbermen to supply both the Canadian and American markets at the cheapest rates ; and when the necessity arose, the same system of Canalling and Lockage could be continued further up the Ottawa. By reference to the General Report Public Works for 1867, page 47, it will be seen that the Locks on all the short Canals above mentioned vary in size, and the draft of water is only 6 feet.

That the *tolls* derived from the construction of a Canal from Lake Huron to Montreal would *not pay the interest*, is beyond a doubt, for the tolls derived from the Welland Canal (the only one that yields a revenue over and above cost of management, repairs, &c., &c.) does not pay 3 *per cent.* on the outlay already made, and never will unless enlarged sufficiently to divert the trade of the West (now going to New York *via* Buffalo,) down the St. Lawrence.

Georgian Bay Canal.

The first question asked by the Commissioners is "What effect would the construction of this Canal have on the general trade of the Dominion?" In answer, I can only say that I cannot see any benefit the Dominion could possibly derive from its construction, either in a commercial or financial point of view, and if built, would benefit the Americans much more than Canadians. I would further state that by the Georgian Bay Canal it is proposed to connect Nottawasaga Bay on Lake Huron with Lake Ontario at Toronto. Numerous surveys and reports have been made of this route, and the estimate cost by Rowland Burr, Esq., 1857, was \$20,051,000 ; and Kivas Tully, Esq., C. E., and Col. R. B. Mason, in 1858, on four different routes, varied from \$22,170,750 to \$41,032,000, the Lockage to be overcome