tirely new class of vessels to meet the capacity of the canal; the object to be kept in view should be to accommodate the class of vessels now navigating our inland waters. A thorough survey of this route was made under the superintendence of the Board of Works, (see Report of Public Works for 1859, page 137) by which it appears that the distance is 430 *miles*, of which 29½ miles would be canal and the remainder 400 miles river navigation, and the Lockage to be overcome 77 *feet* ascent to Lake Nippising, consisting of 7 *Locks* 250x45 *feet*, thence descending the Ottawa 665 *feet* by 56 *Locks* to Lake St. Louis, and a vessel passing would still have to traverse that Lake (13½ miles) and the Lachine Canal (8½ miles, with 5 Locks) before reaching Montreal. This, bear in mind, is only for a steamboat and barge navigation, no estimate being made for sailing vessels, which, if they used it would have to be towed by a tug, or tow-path for horses constructed, making the cost enormous, and completely nullifying any advantage gained in distance between Chicago and Montreal, (viz.:) 297 *miles* over the present route *via* Welland Canal. The total distance *via* Welland being 1,301 miles, (of which 1,232 miles is Lake and River, and 69 Canal,) and *via* the Ottawa 1,005 miles, (of which 575 miles is Lake, and 430 miles River and Canal), we may therefore say that no sailing vessel would take this route, either for cheapness or despatch, although no tolls were exacted; for, allowing that a vessel would make *three miles* an hour and only detained 20 minutes at each Lock, it would take seven days to reach Lake St. Louis, to which add another day for Lake St. Louis and Lachine Canal. Moreover, in the event of this work being undertaken, an artificial Reservoir must be made of Lake Nippising, by raising its present surface 23 feet to supply the summit level with water (see General Report Public Works for 1867, page 81). Neither would the construction of this Canal attract any great portion of the trade of the States of Iowa, Illinois, Wisconsin or Lake Superior region, as it does not open up to the merchants and forwarders of Chicago and Milwaukee their own ports of Lake Ontario, and lies so far north it would not be open in spring for at least 3 or 4 weeks after the opening of the Welland and Erie Canals.

The Question is asked, "What would be the saving in freights by this route?" I think any person can perceive that they would be *increased* instead of *diminished*, for the tolls on 430 *miles* of artificial navigaton would certainly be more than on 69 *miles*.

The question is also asked "Whether the construction of the proposed Ottawa Canal would in any way reduce the cost of floating or carrying timber from points on the Upper Ottawa?" In answer I should say not materially, but the Timber trade of the Ottawa will for some years be a great source of industry and wealth to the Dominion, and the