

less to commence lower down the river, the Brockville and Ottawa Railway Company having already had their line surveyed up to that point.

For the necessary information relative to the cost of the surveys, past and to come, I beg leave to refer you to my letter of the 21st ultimo, specially treating of that important subject.

Before concluding this report, I beg leave to say, that I have myself explored all that portion of the proposed line of communication lying between the mouth of the French River, in the North-east angle of Lake Huron, and Portage du Fort, at the foot of Calumet series of falls, on the Ottawa: and have made a general examination of all the main obstructions to the navigable connection of that long chain of waters.

As to the result of my observations on that section of the route where the flow of the waters is to the west, not hereinbefore specially described, I will briefly state, that that mouth of the French River by which I entered it, under the guidance of an Indian of Lake Nipissingue, is not obstructed by islands and is capable of being made accessible for large vessels: that the French River itself is singularly facile of adaptation to the purposes of a deep navigation: that Lake Nipissingue, a noble expanse of water, possesses, at least on that side of it (the southerly) with which we have to do, ample depth and fine harbourage: and, finally, that the ridge separating its waters from those of the Ottawa cannot be looked upon as a formidable barrier to their union when it is known that a cutting of three fourths of a mile in length by twelve feet in depth would cause the upper waters of the Matawan, now tributary to the Ottawa, and more than 200 feet deep, to flow to Lake Huron by way of the French River.

I voyaged the whole of the above mentioned portion of the route, some 260 miles, by canoe, and found it to embrace a vast proportion of deep, still water, stamped, to a great extent, with Lake rather than River characteristics; and I reached the end of my journey strongly impressed with the conviction that nature has there marked out a pathway in the desert that the Genius of Commerce will, at no far off day, render subservient to its ends; the navigable connection of the great Lakes with "La Grande Rivière du Nord," I look upon as inevitable; scale of navigation to which the route, as a whole, is capable of being adapted, remains to be determined by survey.

In my next report I will be prepared to take up the subject of lockage, shewing the amount to be encountered on this route as compared with that of the Lakes and of the St. Lawrence; a comparative exhibit of distances will then also be shewn

I cannot close this report without bearing testimony to the singular accuracy of the surveys made by Sir William Logan, Provincial Geologist, and his assistant, Mr. Murray, on the Matawan, Lake Nipissingue, and the French River; I use the term singular, in view of the limited means at their disposal.

The levels of the Matawan River, taken, I believe, by the former gentleman, have proved strictly correct, and the surveys of Lake Nipissingue and the French River, wholly the work of Mr. Murray, I understand, are highly reliable, and will be a means of effecting much saving of time and expense in carrying out the *engineering* examinations that the Commissioners have entrusted to me.

The whole is respectfully submitted, and I remain, Sir,

Your obedient servant,

W. SHANLY.