

That it is possible to obtain a continuous navigation throughout
with a depth of water according to Mr. Shanly's Report of... 10 feet.
And according to Mr. Clarke of..... 12 feet.

That the Bay of the French River affords safe and accessible harbourage for the largest vessels navigating the Upper Lakes.

That an abundant supply of water for all possible purposes of lockage can be obtained at the Summit.

That the total ascent and descent to be overcome by lockage is... 698 feet.

That the total length of Canal required to improve the several obstructed portions of the route, and including the enlargement of the Lachine Canal, will not exceed..... 58 miles.

And that the highest Estimates (Mr. Shanly's) for the completion of the whole scheme of Navigation, providing for locks of 250 feet in length by 50 feet in width, with 10 feet depth of water, is \$24,000,000.

While the lower estimate (Mr. Clarke's,) places the entire cost for a 12 feet navigation at not much over half that amount.

It is also shown by the Engineering Reports referred to, that the saving in time in the round trip of a Propeller between Chicago and Montreal would be about ninety hours less than by the circuitous Lake route; and that the cost of transport, not taking into account the great saving in Insurance, would be less by fully 10 per cent. on the Ottawa route, than on that by Lake Erie.

It is also satisfactorily established that there are no extraordinary Engineering difficulties to be overcome in constructing the several Canals needed as connecting links between the long stretches of deep water which form the leading feature in the entire length of the chain. At the summit dividing the upper waters of the Matawan from those of Lake Nippissinque, a cut of 20 feet in depth and scarce three quarters of a mile in length, would cause the former, now tributary to the Ottawa, to change their course and flow thro' the French River to Lake Huron.

Another feature deserving of remark, is that the improvements required are made up of a number of small canals, no fewer than 21 separate links in a total of 58 miles; the longest link in the chain being the Lachine Canal, $8\frac{1}{2}$ miles long; and while it is admitted that in some places the excavations will be of hard rock, it is also shown that there are no very deep or long cuttings and that the dams which will enter largely into the system of construction can be generally constructed without damage to the surrounding country.

Your Committee think that enough has now been said to show the practicability of the route, and with the growing necessity for doing something to improve our system of interior navigation, they respectfully submit that the Ottawa route is deserving of special attention, not alone as affording the most direct water communication between the seaports of the Dominion and the great western lakes, but also because of the benefits to be derived from its construction in tending to open up and make known so large an extent of the interior of the country, thus inducing settlement of our wild lands and stimulating manufacturing industry; the water of the Ottawa and its tributaries, as well in quantity as in facilities for ready application, being, perhaps, unrivalled in the world. From a defensive or military point of view, the advantages of such means of communication with the Lakes, if, unfortunately, they should ever require to be tested, need hardly be remarked upon.

In conclusion, your Committee would re-iterate the hope that this most important National question may soon engage the attention of Parliament, and that it may be consistent with the public interests to complete, at an early day, the Surveys of the needed improvements, so that perfect maps and charts of the route may be available to the public.

All which is respectfully submitted.

ALONZO WRIGHT,
Chairman.

COMMITTEE ROOM,
Friday, 18th June, 1869.