

The Ottawa River and its tributaries furnish a large amount of water-power, partially applied to driving saw-mills in the lumber-regions, of which some notice is elsewhere made. When the Ottawa and Lake Huron navigation project shall have been entered upon and completed, forming a direct line of communication with the North-West, the manufacturing advantages of this region will begin to be properly developed.* At present, the most accessible point on the river is Ottawa City, the capital of the Province, where there is abundance of power not yet disposed of.

There is considerable water-power on the line of the Rideau Canal which is tapped at several points by two railways running out from Prescott and Brockville.

The surplus water on the Beauharnois Canal is estimated as a motor equal to 13,500 h. p.; in addition to which, a dam across a branch of the St. Lawrence River furnishes a large amount—paper-mills, &c., being located there.

An estimate of the power at the Cornwall Canal gives about 8,400 h. p.,—some milling operations being carried on. There are, perhaps, no better manufacturing sites to be found on the upper St. Lawrence than at Cornwall and along the canal in that vicinity, the Grand Trunk Railway affording regular communication with the east and the west, these facilities being greatly increased during the season of navigation.

The Williamsburg Canals can supply 3,760 h. p.; a large portion of it is unapplied. The Grand Trunk Railway is contiguous.

It appears, then, that the amount of power furnished by the St. Lawrence Canals is as follows:—

1st.	Water-power on Lachine Canal.....	8,143 h. p.
2nd.	" " Beauharnois Canal.....	13,500 "
3rd.	" " Cornwall Canal.....	8,400 "
4th.	" " Williamsburg Canals.....	3,760 "
Total.....		33,803 h. p.†

employment of 2,000 ships, each of 1,000 tons burthen, during each season of navigation. At \$5 per ton, including all charges, this annual quantity of fuel would cost \$5,998,775; take next the cost of steam-engines, &c., (and \$100 per h. p. would be a low figure,) say \$5,100,000;—now if 20 per cent. of the price of machinery be added to the cost of fuel, to cover wear and tear, attendance, &c., (say \$5,998,775 plus \$1,020,000) the result is an outlay in a single year of \$7,018,773, or an annual expenditure equal to more than the entire cost of the permanent works of the proposed hydraulic docks, water-wheels, new canal from Lachine, &c., while the yearly expenditure for coal, (\$5,998,775,) would go out of the Province.

This calculation is based upon a favorable estimate of the price of coal; its value would be much enhanced by transportation to localities not accessible to sea-going vessels.

* A gentleman conversant with the Ottawa and Lake Huron Navigation project estimates that the French River portion of the scheme would afford a motor equal to 40,707 h. p.; the Matawan, 12,745 h. p.; and the Ottawa, 497,159 h. p.; making a total of 550,611 h. p.

† It may be stated here that while at Lowell and other manufacturing cities in the United States, the price paid for water-power is \$18 per h. p.,—the sum charged by the Canadian Government averages about \$8 per h. p., at points where there is plenty of water all the year round, with communications east and west by rail and river, except in the case of the Beauharnois canal, the railway being on the opposite side of the river.

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