

Your Committee have had submitted to them letters from Messieurs. John Hawkshaw and A. M. Rendel, eminent Engineers, of London, England, expressing their confidence in the engineering practicability of the work, and from Mr. George Wythes, a prominent, and reputedly wealthy English contractor, offering to undertake the remaining half of the contract for construction, on the basis of the proposal of the United States capitalists already mentioned.

Your Committee have also had submitted to them a number of letters from various parties, prominent and well informed in matters of finance, expressing confidently the opinion that, in the present state of the English money market, the Stock of the Company would be readily taken up, provided that a grant of ten millions acres of land were made to the Company, but, at the same time, unequivocally stating that, without such grant, the floating of the Stock would be impossible at present.

Your Committee had also important evidence from the Honorable Charles Tupper, C.B., Walter Shanly, Esq., C.E., the Honorable John Ross, and the Honorable James Skead, which is submitted herewith.

Your Committee beg to report that they have no doubt as to the expediency of the proposed Canal. They are satisfied that, if constructed, it would be of immense value to the commercial and general interests of the Province of Ontario, and of the whole Dominion of Canada. The interests of Ontario would be greatly promoted by the local expenditure, and the development of the extensive region of unoccupied land North and West of the Canal, and the interests of the Dominion, by the introduction into the country of the large amount of capital, estimated at forty millions of dollars, required for its construction; by the encouragement of immigration; and by the completion of a most important link in the chain of through communication between the Great West and the Old World. The Canal, if constructed, as it would be wholly within British territory, would be a most important key to the trade of the West and greatly conduce to the establishment and continuance of reciprocal trade between this Dominion and the United States of America.

Independently of these important national, commercial and social considerations, it is obvious to your Committee that a large accession of revenue must accrue to the Dominion Exchequer from the construction of this work, as out of an expenditure of forty millions of dollars, chiefly for imported labor, a large amount must flow into the public chest through Customs and Excise.

The testimony adduced before your Committee has satisfied them that the work is practicable in an engineering point of view, but that unless a liberal grant of land be given in aid of the Company, the work, in the opinion of your Committee, cannot be accomplished.

The following statement of comparative distances by different routes, shews the great saving that will be effected by this Canal when constructed:—

CHICAGO TO QUEBEC.

<i>Via</i> Lake Erie, the Welland and St. Lawrence Canals.....	1,550 miles.
<i>Via</i> Huron, and Ontario Ship, and St. Lawrence Canals.....	1,180 "
Making a saving of.....	370 "

CHICAGO TO NEW YORK.

<i>Via</i> Lake Erie and Erie Canal.....	1,504 "
<i>Via</i> Lake Erie, Welland Canal and Oswego.....	1,500 "
<i>Via</i> Huron and Ontario Canal and Oswego.....	1,225 "

CHICAGO TO LIVERPOOL.

<i>Via</i> Mississippi and New Orleans	6,000 "
<i>Via</i> Erie Canal and New York.....	4,000 "
<i>Via</i> Welland Canal and St. Lawrence.....	4,180 "
<i>Via</i> Huron and Ontario Canal and St. Lawrence.....	3,736 "

And it is shewn, in the Report of the Canal Company's Engineer, Mr. Sykes, that by the saving of transshipment, a cargo of 1,000 or 1,200 tons shipped at Chicago for Liverpool *via* the Huron and Ontario Canal, would, under ordinary circumstances, reach Liverpool before a similar cargo, shipped at same time, *via* Buffalo and Erie Canal, could reach New York.