

Only at five points on the whole distance of 60 miles is the depth of the channel at extreme low water under 10 feet. They are as follows:

1st.—At the entrance to the Rideau Canal for about 600 feet out from the lower lock.

2nd.—At the head of Kettle Island at the beginning of the 4th mile from Ottawa, near the cross section marked "A-A." Here the least depth in the channel is $8\frac{1}{2}$ feet.

3rd.—On the 9th mile below Ottawa, near the light house, directly east of the cross-section marked "C-C." Here the least depth in the channel is 6 feet.

4th.—Below the mouth of the Blanche River on the 10th mile from Ottawa. Here the least depth in the channel is 7 feet,

5th.—At Parker's Island on the 31st mile below Ottawa. Here the least depth in the channel is 7 feet.

These places have been examined carefully; the shallow spots are of no great extent, being limited to a few hundred yards in each case, and as already stated there is only an aggregate distance of a mile in the whole 60 miles within which the depth is not greater than 10 feet. Borings have been made by which it is established that in cases 2 and 3 the material in the channel bed is coarse red sand. In cases 4 and 5 the borings indicate a fine sand or silt; the material in all cases being easy of removal. Except in the case of No. 1 the borings did not reveal the presence of sawdust or mill refuse in any form in any part of the main channel. It is inferred that these points are simply natural shallows such as are found in all rivers.

The evidence goes to show that these shallow portions of the channel have quite as much water over them as when the River Ottawa was first navigated. Only in the case of No. 1 is the navigation in question affected. Here there is a deposit for a distance of about 200 yards outwards, from the entrance to the lower lock. The deposit here is probably for the most part sawdust, and it is due to the fact that the entrance to the Rideau Canal is in a deep and sheltered bay, where the sawdust collects and where there is no current sufficient to carry it away. With this exception, it is established beyond all question that no appreciable injury has been done to the navigable channel of the river through the operations of the lumbering manufacturers.

Moreover, it appears that the lumber manufacturing interests would suffer very much more than all other interests from any possible injury to the navigation. This inference is drawn from the volume of river traffic, as shown by government returns. If the tolls collected on ton-