

The above estimate of probable revenue on the canal, seems to your committee much below the true estimate. For instance, it is now understood that within the last two months there has been purchased in Canada for the southern market, about 2,000,000 cubic feet of white pine and other lumber; which alone is 40,000 tons. And we have no doubt that during this season, there will pass through the lake from Canada 100,000 tons of square timber and sawed lumber.

From these and other facts which might be stated, it appears to the committee that the work in question is of too much magnitude not to receive the attention of northern and southern New York, and northern New England, as well as of the Canadas; and viewed as a source of income merely, that it cannot fail of richly rewarding those who embark in its construction. Without going further into detail, the committee will close this report by expressing their acknowledgments to the gentlemen of Montreal and St. Johns, for the facilities and polite attentions received from them during their examinations; thus rendering the excursion one of pleasure rather than of labor.

R. H. WALWORTH, *Chairman*,
In behalf of the American part of the Committee.

F. S. CLAXTON, Esq., civil engineer, then read the following report made by him to the committee.

ENGINEER'S REPORT.

To Chancellor R. H. WALWORTH, Gen'l H. H. ROSS, L. G. CANNON, Esq., C. H. RUSSELL, Esq., G. M. DAVISON, Esq., and others, *committee*.

GENTLEMEN:—

You were pleased at a meeting of your committee held July 31st, to direct that I should, after examining the country between the rivers Richelieu and St. Lawrence, report to you my opinion of the feasibility of uniting the waters of the two by means of a ship canal.

I have to state, that as far as time and opportunity permitted, I have examined, partly in company with some members of the committee, and under the guidance of the gentlemen representing the Montreal interest, a route proposed from St. Johns to Longueil, five miles below Montreal, and also one from St. Johns to Caughnawaga, some ten miles above the same city.

To both of these lines the Chambly canal, to a point about one mile north of Hatt's mills, a distance of $8\frac{1}{2}$ miles, is common. The line of the Longueil route runs thence in a direct line to the village of that name, and terminates at or near the St. Lawrence and Atlantic R. R. depot, a distance of $15\frac{1}{2}$ miles, with a fall of 75 feet. The line of the Caughnawaga route, as surveyed by J. B. Mills, Esq., runs southwesterly from Hatt's mills, following the ridge to near the church of St. Phillips, and thence northwesterly to the village of Caughnawaga; the whole fall from the Richelieu to the St. Lawrence being 29 feet, and the distance from the intersection with the Chambly canal $23\frac{5}{16}$ miles.

Before entering upon any comparison of the estimated cost and advantages of the two routes, I would remark that the gage of the work proposed is the same as that of the Beauharnois and Lachine canals, viz. locks 200 feet long, 45 wide, with nine feet water on the mitre sills; width of canal at bottom 80 feet, at surface 120. Vessels of 300 and 350 tons, and drawing 8 or $8\frac{1}{2}$ feet water now navigate these canals, but to vessels of that tonnage and draft the river Richelieu below the Isle aux Noix, at low water, (such as at the time this reconnoissance was made,) was not