

by adopting Mr. Clark's scheme, to complete the navigation from Montreal by the Ottawa route to Lake Huron.

Hon. Mr. Skead said further that a Ship Canal on the Ottawa route was almost, in his opinion, impracticable on account of the enormous expense which would necessarily be involved in the cost of its construction, as that for a great portion of the navigation season, only a depth of from four to six feet of water can be relied on for a great distance, and that the rock excavation, to obtain a greater depth, would cost at least five dollars per cubic yard, besides the cost of coffer dams.

Walter Shanly, Esq., M.P., a Member of the Committee, examined :

8. Are you acquainted with the project to construct the Huron and Ontario Canal, and what is your opinion of its bearing upon the general interests of the Dominion?—I am acquainted with the project for the construction of H. & O. Ship Canal. The project if carried out, would undoubtedly result beneficially to the trade of the Lakes and the commerce of the Dominion.

9. Have you seen the plans and specifications for the work which are now before the Committee?—I have seen the plans and estimates prepared by Mr. Sykes, but have not read the specifications.

10. Do you consider the general character of the proposed works adequate to the end in view?—The general character of the designs strike me as well adapted to the object sought to be attained, save in respect to the locks. I think that all locks in connection with our system of interior navigation should be planned to admit the passage of side wheel steamers as well as propellers. In point of length and depth of water, Mr. Sykes' dimensions appear to me to be ample for all purposes; but I would favor a width of 50 feet rather than 36.

11. Do you think the prices at which the works are estimated fair and reasonable?—For all the mechanical structures the prices set down in Mr. Sykes' estimates of cost should be sufficient, if building material is to be had within reasonable distances, but in respect of the excavation I could not venture to form an opinion without first making a careful examination of the grounds. The item for "Lands and Damages," \$300,000, would not, in my judgment, be found sufficient for the purpose.

12. Are you acquainted, either personally or by repute, with Messieurs John Hawkshaw and A. M. Rendell, civil Engineers, of London, England?—I am not personally acquainted with Messrs. Hawkshaw and Rendell, the English engineers, but they are well known to me by reputation as at the head of their profession.

13. Have you seen the written opinions of those gentlemen on the practicability of the proposed canal, and from your own knowledge of the country and the character of the proposed works, are you disposed to concur in the opinions they have expressed?—I have read the opinions given by those gentlemen on the question of the H. & O. Ship Canal and concur with them in thinking that aside from the great cutting through "the ridges" there are no difficulties to be encountered greater than have already been encountered and overcome elsewhere.

14. Have you seen the proposal of certain persons in the United States to undertake one half of the contract for construction and take payment in stock in the company, and do you know any of the persons whose names are attached to that proposal, either personally or by reports and what is your opinion of their standing, means and character?—The proposal of certain persons in the U. S. to undertake the construction of the work, or a portion of it I now see for the first time. Two of the gentlemen whose names are attached to that document I know very well, Messrs. Scott and Courtright, and with other two, Messrs. Jackman and Lanman I am acquainted by repute. They are all what I would term *strong men* as undertakers of large works, *very strong men*.

15. Have you seen Mr. Sykes' estimates as to the water supply, and what is your opinion as to the water supply?—I have not seen Mr. Sykes' calculations of water supply, but with such a reservoir as Lake Simcoe, assuming that it can be made use of as the summit feeder, there can, I think, be no manner of doubt about there being abundance of water.

Hon. Mr. Tupper stated that there would be no antagonism between the two routes, as the Ottawa is only intended to be a barge Canal.