

Report of the Sub-Committee, (consisting of Messrs. H. L. ROUTH, Chairman, Hon. GEO. MOFFATT, JOHN ESDAILE, IRA GOULD, W. P. McLAREN, WALTER SHANLY, J. H. JOSEPH, JOHN GRANT, A. COWAN, and THOS. RYAN,) nominated on 19th March 1863, to the Committee of the Board of Trade appointed for the reception of the Delegates from Illinois and Wisconsin.

Your Sub-committee having carefully considered the important question referred to them—that of an improved navigable communication between Lakes Huron and Michigan and the St. Lawrence River, as the outlet to the ocean,—now beg to report that they recommend as the most eligible route to be adopted, that surveyed in 1856-7 by Walter Shanly, Civil Engineer, and in 1858-9 by T. C. Clarke, Civil Engineer: namely, From the mouths of the French River, on the Georgian Bay, by way of Lake Nippissingue and the Matawan and Ottawa Rivers to Montreal.

The relative distances between the furthest west Lake-port, Chicago, and our sea-port of Montreal, by the existing (Welland Canal) route, and by the proposed new line of communication by the Ottawa, compare as follows:

1st. WELLAND ROUTE.

Lake Navigation.....	1145 miles.
River do	132 “
Canal do	71 “

Total distance Chicago to Montreal. 1348 miles.

2nd. OTTAWA ROUTE.

Lake Navigation (including Nippissingue)	575 miles.
River do	347 “
Canal do	58 “ *

Total distance Chicago to Montreal. 980 miles..

Difference in favor of Ottawa Route.. 368 miles.

* This is the length of Canal estimated by Mr. Shanly. Mr. Clarke in his report reduces the canalling required to about thirty miles.