

Independently of these important national, commercial and social considerations, it is obvious to the 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 labour, a large amount must flow into the public chest through the Customs and Excise.

The testimony adduced before the 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 the 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.

Via Lake Erie the Welland Canal and St. Lawrence.....	1,550 miles.
Via Huron and Ontario Ship Canal and St. Lawrence.....	1,180 "
Making a saving of	370 "

CHICAGO TO NEW YORK.

Via Lake Erie and Erie Canal.....	1,504 miles.
Via Lake Erie, Welland Canal and Oswego.....	1,500 "
Via Huron and Ontario Canal and Oswego.....	1,225 "

CHICAGO TO LIVERPOOL.

Via Mississippi and New Orleans	6,000 miles.
Via Erie Canal and New York.....	4,000 "
Via Welland Canal and St. Lawrence.....	4,180 "
Via Huron and Ontario Canal and St. Lawrence	3,730 "

And it is shewn, in the Report of the Canal Company's Engineer, Mr. Sykes, that by the saving of transhipment, 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.

The relations of the proposed Canal to the North West Territory, and the development of that extensive and valuable portion of the Dominion, are also, in the opinion of the Committee, additional reasons for the undertaking of the work. The necessity for its use would also, it is believed, lead to an international system of Navigation Law between this country and the United States, which would be equally just to both, and largely stimulate the important industrial branch of ship-building in this Dominion. By means of its construction the river St. Lawrence, which is the natural highway between the Great West (now rapidly becoming the granary of the world) and the consumers of Europe, would be more used than at present. The consequence would be the necessary enlargement of the St. Lawrence Canals, and the admission to that noble river of the vast trade which nature intended it to have, but which the energy of man has hitherto, to a large extent, diverted through artificial channels in the neighbouring Republic. By means of the improvements suggested in the navigation of the St. Lawrence, and an improved system of International Navigation Law, Canada would share, to a large extent, in the carrying trade of the world, and our Confederacy would be enriched by the stream of trade which would pass through our territory on its way to the ocean.

All of which is respectfully submitted.

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HOUSE OF COMMONS, Committee Room, No. 8,

Ottawa, June, 14th, 1869.