

Canadian Bank, by extending, if necessary, the time for resumption of specie payment, and also to authorise, if necessary, the amalgamation of said bank with any other bank or banks, and for other purposes.

To amend the charter and increase the capital stock of the North Shore Loans Protection Company.

To continue for a limited time the charter of certain Banks.

Respecting Nova Scotia.

To amend the Act of the late Province of Canada, 12th Victoria, chap. 114.

To consolidate the law relative to the powers and duties of the Trinity House of Quebec, and for other purposes.

Respecting Juvenile Offenders within the Province of Quebec.

An Act to amend the Act 31st Victoria, chap. 33, and to make further provision with respect to the salaries and travelling allowances of Judges.

An Act for granting to Her Majesty certain sums of money required to defray certain expenses of the public service for the financial years ending respectively the 30th June, 1869, and the 30th June, 1870, and for other purposes relating to the public service.

After which, His Excellency the Governor General was pleased to reserve the following bills for the signification of Her Majesty's pleasure thereon:—

An Act respecting the salary of the Governor General.

An Act for the relief of John Horace Stevenson.

GOVERNOR GENERAL'S SPEECH.

OTTAWA, June 23rd.

Hon. Gentlemen of the Senate,

Gentlemen of the House of Commons:

The time has come when I am able to release you from your labours, and I have the greater pleasure in doing so in as much as the session, of which the opening was delayed for the reasons you are cognizant of, has necessarily been protracted to a period somewhat later than suits the general convenience. Satisfaction may, I think, be expressed at the result of your deliberations. In addition to the long list of measures and amendments on subjects of internal policy which have passed under your notice, your records show that memorable steps have been taken towards the accomplishment of the great scheme of uniting the whole of British North America in a single confederation.

You have sanctioned the arrangement entered into in London by the Imperial Government in reference to the North West territory; that wide expanse will I hope, ere long be opened to settlement and become the abode of myriads of thriving and industrious immigrants.

The terms to which the delegates from Newfoundland agreed, and which it may be expected will prove acceptable to the people of that island, have met with your concurrence. The basis has been laid for negotiations with the Government of Prince Edward Island. Moreover what is not of less importance seeing that the good will of the people already within the Dominion, is a matter perhaps of greater, at the least of equal concern with the acquisition of new territories, you have adopted the precautions of timely and well considered liberality, in order to satisfy reasonable demands and conciliate attachment in Nova Scotia.

The Acts rendering the criminal laws uniform will ensure an exact and equal procedure, and cannot fail to be conducive in the highest degree to the public advantage.

Gentlemen of the House of Commons:

In Her Majesty's name I thank you for the supplies you have granted for the public service, though the revenue accruing from import duties has not reached the expected standard. I rejoice to think that a vigilant supervision of the public expenditure has ob-

viated the necessity of imposing any fresh burdens on the people.

Hon. gentlemen and gentlemen, I will not detain you further than to express the hope that in returning to your homes you will find the country blessed with every prospect of an abundant season, and that you will continue your services to the State by encouraging industrial pursuits diffusing contentment and upholding the authority of the law in your respective neighbourhoods.

THE OTTAWA SHIP CANAL.

In the House of Commons on Friday Mr. Wright (Ottawa) presented the first report of the select committee on the improvement of the River Ottawa.

The Select Committee appointed to investigate the petition of the Rev. C. Guillaume and praying for the improvement of the Ottawa river navigation and other references, beg leave to present the following as their second and final report:—

In view of the advanced period of the session at which the Committee was obtained, it has not been thought expedient to endeavor to collect new evidence to show the practical need of opening an unbroken line of navigable communication from Montreal by way of the Ottawa to Lake Huron.

Your Committee, therefore, trusting that the investigation will be resumed in the next session of Parliament, would desire their report to be considered as preliminary to a more thorough and searching examination of the very important subject with which it deals. Meantime they have limited their labors to collecting from the documentary evidence at their command such evidence as would enable them to present a general summary of the leading features of what is known as the "Ottawa and French rivers project," showing the extent and estimated cost of the works involved in the undertaking, and the advantages in point of distance and time of transport to be derived from its completion.

The waters comprising the proposed line of navigation are as follows:

Ottawa river, Montreal to Matawan	305 miles
Matawan river and Summit Ridge	46 "
Lake Nipissingue	30 "
French river	49 "

Total distance from Montreal to Lake Huron..... 430 "

This chain of waters having been used by those engaged in the fur trade from the earliest days of discovery as the safest and most direct route from Montreal to the Great Lakes has naturally, and for a long time, attracted attention as possible to be made available for the wider range of commerce so rapidly developing in the West; and according in the year 1856, the Commissioner of Public Works obtained from the Legislature an appropriation for the purpose of exploring and surveying the route, a task which they entrusted to Mr. Walter Shanly, Civil Engineer who made a general exploration of the entire line of communication, and actual surveys of the Mattawan River and of those portions of the Upper Ottawa where the greatest difficulties in the way of improvement are to be encountered.

The appropriation having been insufficient to meet the expenses of a complete survey of the whole route, an order to suspend the work was issued in May, 1857; but a further appropriation having been asked and obtained the following year, the survey was resumed under Mr. T. C. Clark, Civil Engineer.

The reports of Messrs. Shanly and Clarke are on record, and the facts they establish may be summed up as follows:—

That the distance from the mouth of French River to Montreal is..... 430 miles

That the saving in distance by this route, as compared with that by the Welland Canal, between Chicago and Montreal is..... 368 miles

That it is possible to obtain a con-

tinuous navigation throughout with a depth of water according to Mr. Shanley's report of..... 10 feet
And according to Mr. Clark of.... 12 feet

That the Bay of the French River affords safe and accessible harborage for the largest vessels navigating the Upper Lakes.

That an abundant supply of water for all possible purposes of lockage can be obtained at the summit.

That the total ascent and descent to be overcome by lockage is 698 feet.

That the total length of canal required to improve the several obstructive portions of the route, and including the enlargement of the Lachine Canal, will not exceed 58 miles.

And that the highest estimate (Mr. Shanly's) for the completion of the whole scheme of navigation, providing for locks of 250 in length, by 50 feet in width, with 10 feet depth of water, is \$24,000,000; while the lower estimate (Mr. Clarke's) places the entire cost for a 12 feet navigation at not much over half that amount.

It is also shown by the engineering reports referred to, that the saving in time in the round trip of a propeller between Chicago and Montreal, would be about ninety hours less than by the circuitous lake route; and that the cost of transport, not taking into account the great saving in insurance, would be less by fully 10 per cent on the Ottawa route than on that by Lake Erie.

It is also satisfactorily established that there are no extraordinary Engineering difficulties to be overcome in constructing the several canals needed as connecting links between the long stretches of deep water which form the leading feature on the entire length of the chain. At the summit dividing the upper waters of the Mattawan from those of Lake Nipissingue, a cut of 20 feet depth and scarce three quarters of a mile in length, would cause the former, now tributary to the Ottawa, to change their course and flow through the French River to Lake Huron.

Another feature deserving of remark is that the improvements required are made up of a number of small canals no fewer than 21 separate links in a total of 58 miles; the largest link in the chain being the Lachine canal, 84 miles long; and while it is admitted that in some places the excavations will be of hard rock. It is also shown that there are no very deep or long cuttings and that the dams which will enter largely into the system of construction can be generally constructed without damage to the surrounding country.

Your Committee think that enough has now been said to show the practicability of the route, and with the growing necessity for doing something to improve our system of interior navigation, they respectfully submit that the Ottawa route is deserving of special attention, not alone as affording the most direct water communication between the sea ports of the Dominion and the great Western lakes, but also because of the benefit to be derived from its construction in ending to open up and make known so large an extent of the interior of the country, thus inducing settlement of our wild lands, and stimulating manufacturing industry, the water of the Ottawa and its tributaries, as well in quantity as in facilities for ready application, being, perhaps, unrivalled in the world. From a defensive or military point of view, the advantages of such means of communication with the lakes, if, unfortunately, they should ever require to be tested, need hardly be remarked upon. In conclusion, your Committee reiterate the hope that this most important national question may soon engage the attention of Parliament, and that it may be consistent with the public interests to complete at an early day the surveys of the needed improvements, so that perfect maps and charts of the route may be available to the public.

ALONZO WRIGHT,
Chairman.