as having appeared in the Toronto *Patriot;* and added that I heartily concurred in many of the writer's remarks, though in some instances a little too sanguine, and in others he overlooked arguments in favour of the project which I might perhaps take the liberty of supplying; but that in the mean time I might remark that the writer was evidently neither a military nor naval man, otherwise he would not have altogether overlooked the great advantage that would result, *in the event of War with the States,* from our thereby possessing so much additional *internal* navigation, and having the control of the waters of Lake St. Clair, in case of any hostile movement from Detroit.

I then proceeded to state that in addition to less *direct* information, picked up at intervals, relative to the suggested line of canal, and the great natural capabilities of the mouth of "Two creeks" for being converted into a superior harbour, I had then lying before me a minute profile of the levels of the very tract of country through which the former was proposed to pass, which had been in my keeping several years, and to which I had, after a careful examination of the details, attached the following memorandum:—

"Memorandum regarding the levels of the country between the mouth of the Thames and Lake St. Clair on the north, and Lake Erie on the south; as applicable to the feasibility of cutting a canal between the two Lakes in that direction.

"From the data furnished by an elaborate *Profile* (from actual survey) of the proposed line of canal from a creek and marsh on the north shore of Lake Erie, (inferred to be *Two Creeks,* but not expressly so stated) to Jennett's Creek, at the mouth of the River Thames, on Lake St. Clair, by A. E. Hathon, Esq., Engineer, (executed about eight or nine years ago), it would appear that the surface of Lake St. Clair is 5¼ feet higher than that of Lake Erie, and that the direct horizontal distance between the two Lakes is 1,140 chains, or about 14¼ miles,* and that from Lake Erie the land has a gradual ascent for between four and five miles, until it has attained its greatest elevation or summit level of 38¾ feet above the lakes, when it descends gently for more than four miles to a black-ash swamp and creek (not named) about sixteen and a half feet above the lake; after which there is a slight sudden rise of about three feet, after which it resumes a continued gradual slope during the remaining third of the distance until it meets Jennett's Creek (at a point not definitely explained) on the same level with Lake St. Clair. The nature of the surface *soil* is nowhere particularly noted; but it would appear to be free from rocky impediments; and its general superior character, as regards agriculture, may be inferred from the forest with which it is described to be clothed, consisting of varieties of hardwood, indicative of fertility, such as black-ash, elm, red and white oak, maple, hickory, and beech."

Having thus furnished the data from which I had been led to assume that the opening of a canal or cut between Lakes Erie and St. Clair, at a moderate expense, was quite practicable, I next referred to the following memorandum respecting the equally easy conversion of the mouth of Two Creeks into a "first-rate" harbour for any reasonable number of vessels, as gathered from two highly intelligent friends residing in the neighbouring Township of Gosfield, who were familiarly acquainted with its locality; adding that there were not a few other well informed persons in that quarter who regarded Two Creeks as not only superior to the Rondeau as a safe and sufficiently commodious harbour, but a far more eligible site for a village, the latter sheet of water being so very extensive as to partake more of the character of an open road-stead than a shelter harbour, and at times agitated by waves of such magnitude as to place small craft in no little jeopardy; and the neighbouring land being in general low and marshy; whereas the proposed harbour at the mouth of Two Creeks is described as well sheltered on all sides, and the village site on the point of land at the junction of the two branches high and dry, and otherwise of a very agreeable aspect, as demonstrated in the following "Descriptive Sketch:—"†

"The name of Two Creeks is derived from two branches

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links, and the difference of level in the waters about 8 feet (taken from a Survey made some years ago.(*a*) By throwing the eye over a Map of the district, the immense advantages which such a channel of communication would produce are immediately seen. Vessels navigating the upper lakes would save a distance of from 125 to 150 miles, and that of the most dangerous part of the voyage. Three-fourths of the vessels which go up the Detroit River, passing by that City, and even those intended for that Port, would gain by the proposed improvement, in as much as Vessels are often wind bound for days together at the mouth of that River, to the great detriment of trade and loss to the owners.(*b*) To Propellors, which will no doubt very soon supersede the sail craft on our Lakes, it will make a material difference in the article of fuel. Those boats are particularly adapted to our narrow and deep streams and when used by us will have the effect of adding to our inland navigation some 300 miles through a country abounding with the choicest woods, with a soil unsurpassed in richness and fertility,—the destined granary of the Province. The contemplated project would facilitate trade and navigation, by affording a cheaper, safer and speedier route,—objects of no small importance to those whose means are limited. It would be a link in the chain of improvements now going on in the Province; and, instead of detracting from, would add to their general utility and profit, by increasing the means of transit, and thereby bringing the productions of the "Far West" nearer to market; a desideratum most essential to the settlement and growth of the country, as well as to the development of its resources. One of

(*a*) There is probably some mistake here; the distance according to my memorandum being 14¼ miles, and the difference of level between the two lakes only 5¼ feet. See Note R. L., as below.

(*b*) This, owing to the great prevalance of N.W. and N.E. winds is often exemplified in from 20 to 30 vessels being at times seen at anchor for days together, waiting for a fair wind, both at the mouth of the Detroit and in Lake St. Clair,—presenting to the idle spectator a very interesting view of these "Musquito Fleets" taking a bustling advantage of the first puff of a favourable breeze.—It may also be here added that so rapid is the deposition of sediment in Lake St. Clair, from there being no perceptable current, that it is inferred by many that it will ere long assume the form of a regular river, bordered by broad marshes. How far this will tend to fill up, or to deepen the few narrow navigable channels now available may be a question.—But it is a fact that at the mouths of the Rivers that fall into it, it is difficult to discern whether the water flows out or in, and that there is generally a greater depth within their mouths than outside. R. L.

the difficulties which its present inhabitants have to contend with would be removed, encouragement would be held out to the industrious, and new energy imparted to every part of the province. Capital would be safely invested in a thousand ways, with the certainty of an ample and sure return; and the Farmer would not only obtain a better equivalent for his labours, but the necessaries of life, being cheaper would be more available, and the luxuries of life would sweeten its cares.—The Municipal Council have addressed His Excellency on the subject, requesting that a Survey may take place, and a report be made thereon, under the control of the Board of Works. A question of such moment, it is to be hoped will not be lost sight of by the Merchants of Toronto, and Kingston; but that on the contrary they will canvass its merits and demerits. Several eminent Engineers have pronounced the work practicable; and that it would be profitable there is no doubt. Trade is every year increasing. The project is not visionary, but real; and all that is wanted is a united effort to consumate it. (Signed.) Y. Z.

* This is about two miles less than from Chatham to Shrewsbury, on the Rondeau, which by the plank-road is about sixteen miles.

† It may be proper to add, with regard to the Rondeau, that the large natural basin, so called from its being of a round form, is situated on the western side of a long projecting point of low land, named Point aux Pins, and consists of about 6,600 acres, with a depth of from ten to eleven feet, but so unsheltered--the surrounding marshy tract being