

only the least expensive sections of the Canal should be at once proceeded with, and the other portions Railwayed, "for which," says the report, "it is rather remarkable, the whole ground of these intermediate sections affords the most favourable opportunity for construction that can be imagined or wished for, any descent that is being in the proper direction and easy of construction. The estimate of the probable expense of forming a connection between Lake Simcoe and the Bay of Quinte, on the double principle of Railway and Canal, was as follows:—

	MLS.		£	s.	d.
From the Bay of Quinte to Widow Harris'	9	Per Railroad..	17,500	0	0
" Widow Harris' to Percy Landing...	21	" Navigation	14,114	7	6
" Percy landing to head of Heely Falls	11	" Railroad..	12,000	0	0
" Heely Falls to Peterboro' Basin	55	" Navigation	21,359	8	10
" Peterboro' to Chemong Lake	8	" Railroad..	15,000	0	0
" Chemong Lake to Balsam Lake	40	" Navigation	33,362	17	4
" Balsam Lake to Talbot River	13½	" Railroad..	27,000	0	0
" Thence along River to Lake Simcoe..	2½	" Navigation	7,450	0	0
" Across Lake Simcoe to Narrows	22	" Navigation			
" Narrows to Lake Huron, say	15	" Railroad..	30,000	0	0
Making in all.....			177,786	13	8
To which add for Contingencies, Management, &c.....			17,778	12	10
Making a Total of			£195,565	6	6

The objection of transshipment, an almost insuperable one in the double scheme, Mr. Baird proposed to get rid of thus:—"With the view of doing away with the only, at least the chief objection to the expedient system—the idea of frequent transshipment, I would propose that long and substantial steamers, of particular construction, should regularly ply to and from on the intermediate water communication, and so arranged as to admit of the train of cars being transported at once, with their loadings, direct either for Lake Huron, or Lake Simcoe, as the case may be, and which I am satisfied can be done in such a way as to be practically useful, and serve well the present, and until such time as it may be deemed proper to put the lockage system in execution, the prospective wants of the country."

This project, great as was the interest which attached to it at the time, was never carried out. Some £90,000 odd was expended upon the River Trent works; and the Lock at Peterboro' basin, proposed by Mr. Baird, was constructed; but the troubles of 1837 and 1838, and the changes which immediately succeeded, prevented the full execution of the project of connecting the waters of Simcoe with the Bay of Quinte. The necessity for such a work, however, has never been lost sight of. Within the last two or three years the project of connecting the waters of Huron with those of Ontario or the St. Lawrence, with the view of directing the immense and growing trade of the Western States through Canadian channels—its natural outlet—has engaged the attention of the people and Press not only of Canada, but of Chicago and the Western