

oblivion in that "Tomb of all the Capulets" the shelves of a Secretary's Office,—though not without a last effort to shield it from premature condemnation, from either any *blatancy* on my part, or any misapprehension or misapplication of my meaning, as will be found noticed in its proper place.

Such however would doubtless have continued to be the fate of my long cherished disinterested exertions, but for the onward march of mind having at length given birth to a more satisfactory, because independent public arbiter, through whom the merits of all scientific and useful projects can now be investigated and duly appreciated,—though it may not have the power of carrying them into effect.—Need I add that I allude to the auspicious institution of the Canadian Institute of Toronto—At all events, I can sincerely state that feeling persuaded that such would be the guiding motive of that association, and seeing it exemplified in more than one instance, besides its laudable movement in behalf of the Harbour of Toronto, all my old feelings on the subject of my long dormant patriotic project revived, and led to an endeavour to recover a copy of my letter to Mr. Higginson; and having succeeded, I was at one time inclined to place that document at the disposal of the Institute, "without note or comment," but on second thoughts I deemed it more advisable to alter the form of my statements so far as, by a few modifications and additions, to make them assume something of the shape of a regular paper, though still partaking more of the character of a simple narrative of facts than an elaborate Essay:—and accordingly in that desultory form are the following particulars respectfully submitted. Feeling however that something more was wanting, I have taken the trouble of preparing and prefixing thereto a large scaled sketch map of the Southern portion of the Western District, as likely to prove of assistance in correctly comprehending the different bearings of the subject, but more especially, as regards the drainage of the Township of Colechester. And I am also willing to confess that in taking that step at this particular time, I was not without hope of thereby drawing the attention of "*The General Drainage Society of Upper Canada*," about to be incorporated, towards a part of the Province furnishing so attractive and profitable a field for their patriotic operations.

Trusting that these introductory remarks will not be deemed altogether misapplied, I now proceed to state,—as observed in the letter above alluded to, and from which I am about to quote almost verbatim, that my attention having (in 1845) been unexpectedly drawn to a petition from the Municipal Council of the Western District to the Governor General, praying for a *Survey*, to ascertain the practicability of forming a harbour at the mouth of "Two Creeks," in the Township of Romney, and at the same time opening a communication from thence either by *Canal or Road*, to some point on the River Thames, but without furnishing any specific data from which Government might be encouraged to give a favourable answer to their prayer, and having observed the same project strongly advocated by a well-informed though rather over-sanguine correspondent of "*the Patriot*," from Chatham, I was induced to throw whatever might be the weight of my humble advocacy of so patriotic a proposal into the scale, in the hope that the additional information which I happened to be able to furnish would ensure the matter being not only brought pointedly before the Governor General, but patronised to an extent beyond the hopes of either the Municipal Petitioners or the writer alluded to.

Impressed with these feelings I took the liberty of stating that it so happened that the undertaking in question had been regarded by me as a great *desideratum*, ever since my arrival

in the Country, and that my progressive enquiries on the subject, in connection with a plan for the general drainage of a large and valuable portion of the Lake-shore Township, (which I proposed to form the basis of another communication)* rendered me not altogether unqualified for giving a well-grounded opinion as to the feasibility of the project, as well as to the prospective public benefits derivable therefrom. In stating thus much, however, I did not wish it to be inferred that I laid any claim to being the originator of the idea, the truth being that I had noticed it broached some 8 or 9 years before in some publication on Canada, in a letter written by Mr. William Elliott of Sandwich, (then I believe member for the County of Essex), when I was so struck with it, that I was, from time to time, induced to make memoranda on the subject, for future reference,—of one of which the following is the substance.

"Mr. Elliott of Sandwich observes that much advantage to the Western District would be derived, could a Canal be made from the first fork of the Thames to Lake Erie, near the Romney Township line; and is of opinion, from information obtained from others, and his own observation, that this would be practicable at an expense truly tiding, compared with its advantages, and the quantity of fine land that would be thereby reclaimed, amounting to at least a million of acres! Were the waters once made to take this course, it would of itself soon wear it to a level with Lake Erie, and thereby lower the waters of Lake St. Clair, if not reduce it to a river.† Were this effected, much of the Government and Canada Company's lands in Harwich, Raleigh, Tilbury, Rochester, and Maidston, would be drained by it, besides much other land, which, without something of the kind being done, must remain a Marsh, particularly the fine plains at the mouths of the rivers St. Clair and Thames."

My attention having been thus attracted towards a project pregnant with such great public benefits, it had ever since been more or less kept in view during my visits to the various localities alluded to; and, though unable to keep pace with Mr. Elliott's sweeping conclusions and sanguine expectations, I had thereby become so satisfied of, not only its feasibility, but its certain utility and value as a public work, that I made up my mind to publish a few desultory observations in its favor, but was long deterred from attempting it by the unsettled state of the political horizon. The matter having however been at length unexpectedly mooted by the Municipal Council of the District, I determined not to run the risk of its merits not being properly appreciated, for want of either sufficient preliminary data (such as I happened to possess) or my own humble testimony in its behalf.

Having thus introduced the subject, I next proceeded to refer to the letter‡ alluded to, (a copy of which is here annexed),

* It may be necessary to note that the reception which my letter met with completely extinguished any desire to fulfil the intention mentioned.

† The level of Lake St. Clair is a little more than 5 feet above that of Lake Erie.

‡ The excellent letter above alluded to, was as follows:—"Sir, Through the medium of your Journal, I beg leave to call the attention of Merchants and Traders to a subject of the greatest importance to their interests,—a subject which was mooted at the last Session of the Municipal Council of the Western District, and which has for its object the uniting of the waters of Lakes Erie and St. Clair, by means of a Canal between the mouth of the River Thames and what is called "Two Creeks," in the Township of Romney, on Lake Erie. The whole distance across in this direction is 15 miles, and 23 chains and 46