

5. I find all the drains lastly above referred to have a much greater fall per mile than the Raleigh Plains Drain; that they are effective, and generally in a good state of repair, and bring down the surface waters from the lands they respectively drain in an immensely increased volume and rapidity to the Raleigh Plains Drain, and during the spring and summer, freshets far exceeding the original capacity of the Raleigh Plains Drain to receive and convey away the same.

6. I find that as a result the waters so brought down from time to time break over the banks of the Raleigh Plains Drain and flood, damage and injure the adjacent lands, and render the cultivation of the plains land a precarious undertaking.

7. I find, as a further result, that the Jeanette's Creek and the Raleigh Plains Drain have been so filled up and choked by the soil, sand, silt and debris brought down during such freshets, and by the wasting away of their banks, that they are not now adequate to carry off the volume of water equal to what was conveyed away by them when the drain was originally constructed as above mentioned, and the gradient is destroyed by the banks formed thereon by the silt, soil and debris deposited in places in the creek and drain.

8 I find and report to you that in order to put the Raleigh Plains Drain in a proper state of repair, and the better to maintain the same as an efficient and necessary outlet for the waters brought into it by said other drains, and to prevent further damage to the adjacent lands along its course by the overflow of water from said other drains seeking an outlet through it to Jeanette's Creek, that it be deepened, widened and straightened from station 0, marked on the ground on Lot 15 in Con. 7, Raleigh, to station 174, near the Drake Road at Jeanette's creek, and that Jeanette's creek be widened, deepened and cleared of the silt and debris deposited in it by said drains, where necessary, from station 174 to station 300, on lot 1, con. 4, Tilbury East.

9. I recommend and report that a new channel be cut from station 73 on lot 12 in the 6th concession of Raleigh, to station 104, on lot 10 in con. 5, in a course direct from one station to the other, in place of improving and enlarging the old curved channel between these stations, for the following reasons:—

(A) The new channel will be six chains shorter, and being more direct, will have a better course and grade for the passage of water down it.

(B) It would be necessary to expropriate land for the enlargement of the old channel, the expenses of which would necessarily be great from the necessity that would arise in having to destroy two farm-house roads and a great number of shade and fruit trees, and to destroy or remove much fixed fencing, and to remove divers farm buildings.