

undertake a preliminary survey, from Lake Simcoe to our own County, to the Trent, and thence to the Bay. I insist that we are bound to take a step in this direction, and I also insist that ours is the outlet which can be constructed at the least cost to the public, and with a greater degree of probable completion. And to use the words of our Toronto friends, I ask is not all Canada equally interested, what is wanting to complete the chain of Canadian Canals, but such a link between the Bay of Quinte and Lake Huron, as shall enable Montreal and Quebec to compete with New York, Buffalo and Oswego. And it must here be remarked that when in the Bay, with our Presqu' Isle Canal opened, as I trust it will be, by our exertions and influence, we are as near to Oswego as Kingston is, and much nearer than Toronto. You have no doubt read the remarks of our Toronto friends in which they calculate most assuredly upon the assistance of Oswego, its neighborhood and influences, and is not the reason obvious? If brought to our Bay, the works will be truly and really a Canadian work, for the probabilities are two to one, that what passes down the Bay and reaches Kingston, will go the length of the Canadian waters to the Atlantic, or at least be directed in proportions to Oswego and Ogdensburg. But the Oswego influences perceive, that should they succeed in getting the Canal into Toronto, then they could safely calculate upon at least three fourths of the traffic coming from the contemplated canal. If then the question is to be viewed in a national light, are not the general interests of Canada more immediately connected with the route which we advocate, than that which the Toronto and Oswego influences would carry out. And I am sure you will agree with me, that the Government cannot fail to fall back upon its own survey, with renewed estimates, and that we should be wanting in the discharge of our duties as Councillors, representing the influences of the County of Hastings, if we did not exert every nerve, to bring this project to a successful termination.

"There appears to be no doubt about reaching Lake Simcoe from the West, and having reached that point, I will now refer you to a report made by N. H. Baird, Esq. Civil Engineer, upon instructions sent to him by Sir John Colborne, "to examine the most eligible route for a Canal between Lake Simcoe and the Rice Lake, by a series of running levels." I have caused a copy of that Report to be drawn up, and now lay it on the table for your consideration and action:—

"Cost of construction from Rice Lake, to Peterboro' including the Bar at the mouth of the Ottawa, Dangersfield, Robinson's, and Yankee Bonnet Shallows, Whitlay's Rapids, &c.,	£ 4,246 19 0
"From Peterboro' to Clear Lake, including the nine mile Rapids, Katchiwannoe Lake and Young's Rapids,	66,524 14 1
"From Young's outlet of Clear Lake to Bobeaygean, including Clear and Stoney Lakes, Peninsula Falls, Burleigh Chutes, Buckhorn's Rapids, Buckhorn's Lake, Chemong and Pigeon Lakes,	21,102 2 6
"From Bobeaygean to Cameron's Falls and Balsam Lake Portage, including Sturgeon Lake, with Bobeaygean Rapids, Shallows above Rapids, Dams there, Dam at or below the mouth of Little Bobeaygean, Navigation of Sturgeon Lake, Cameron's Falls and Shallows, Cameron's Lake, Balsam Rapids, and Balsam Lake,	22,546 16 2