

efficiency Sir John Colborne to make a survey of the waters connecting those two Lakes, with a view of deciding upon the eligibility of the route for that purpose. He entered upon the work in 1833, and in that year completed the survey of the Trent and Otonabee Rivers. Having received further instructions, he resumed the survey in 1835, and continued it from Peterboro' via the Otonabee, and back waters to Lake Simcoe. This report of his surveys were exceedingly favourable.

The estimate for the works east of Rice Lake upon the River Trent was £233,447 6s. 11d. which added to the estimate, from Rice Lake to Lake Simcoe, made the entire proposed cost of opening up an uninterrupted Water Communication between the Bay of Quinte and Lake Simcoe a distance of about 165 miles, and 706—4 feet of lockage. £495,515.

Mr. Baird, however, appears to have feared that the amount of the estimate might deter the Government from prosecuting the work, to which he attached very considerable importance. He therefore made the suggestion that only the least expensive sections of the Canals could be at once proceeded with, and the other portions Railways, "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 decent 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:—

	Miles.		£	s.	d.
From the Bay of Quinte to Widow Harris'	9	Per Railroad	17,590	0	0
" Widow Harris, to Percy Landing	21	" Navigation	14,114	7	6
" Percy Landing to head of Heely Falls	11	" Railroad	12,090	0	0
" Heely Falls to Peterboro' Basin	55	" Navigation	21,359	8	10
" Peterboro' to Chemung Lake	8	" Railroad	15,000	0	0
" Chemung Lake to Balsam Lake	40	" Navigation	33,562	17	4
" Balsam Lake to Talbot River	13	" Railroad	27,000	0	0
" Thence along River to Lake Simcoe	24	" Navigation	7,000	0	0
" Across Lake Simcoe to Narrows	22	" Navigation			
" Narrows to Lake Huron, say	15	" Railroad	20,000	0	0
1974					
Making in all			177,786	13	8
To which add for Contingencies, Management, &c			17,778	12	10
Making a Total of			£195,565	0	0

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."