

This navigable portion of the Trent extends from Percy Landing nearly down to the Widow Harris'; and in order to complete the navigation it is necessary to construct a canal from Heely's Falls to Percy Landing, the distance by the river being $12\frac{1}{2}$ miles, and the fall 232 feet; and another from Widow Harris' to the mouth of the Trent, the distance by the river being 9 miles, and the fall, in that distance, $110\frac{1}{2}$ feet.

In the first survey of the Trent, made by Mr. Baird in the year 1833, he proposed to make this river navigable by means of a series of locks and dams, and, in accordance with his plans, the three locks above mentioned and the dams with which they are connected were undertaken by the Commissioners, and have since been completed under the direction of the Board of Works, for the purpose of taking advantage of the long reaches of the river which are made available by their means. But since the erection of the slides upon the Trent, and the great impetus that has been given to the lumber trade in consequence, it has now become sufficiently apparent that the system of locks and dams is neither a suitable nor a safe one to be adopted for this navigation. Nor would it be wise, (even supposing that the immense quantities of timber descending the Trent could be conducted down it without injury to the works,) to expend so large a sum as would be necessary to make this navigation, when the essential structures upon which its very existence depends, viz., the dams, are subject to annual and sudden floods, and the failure of only one of which might possibly cause the destruction of the whole.

In making the present survey it was, therefore, laid down as a fixed principle that the canal should be made inland, and beyond the influence of the floods; and, notwithstanding it was evident from the formation of the country that both shores of the river were composed of stratified limestone, it was considered as the only safe and proper mode of accomplishing the end in view.

From various reports made to me of the existence of ravines which afforded facilities for making the canal around Heely's Falls, I hoped to be able to find an inland route from thence to Percy Landing; but, after much time and pains spent by Mr. Lyons in the search, no such favourable line could be found. He was therefore under the necessity of resorting to the bed of the river itself as the only practicable means of surmounting the obstacles to the navigation presented between Heely's Falls and Crow Bay. This portion of the river comprehends his *First Section*, which is one mile and 35 chains long, and the fall, which is $79\frac{1}{4}$ feet, is proposed to be overcome by eight locks. His estimate for this section is £46,255 10s. 5d.

I am fully persuaded, however, that this part of his plan will not answer, both on account of the interference of the lumber trade with his proposed navigation, as well as the danger to which

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