

embraced generally the improvement of the River Trent throughout, from the Bay of Quinté on Lake Ontario to Rice Lake; and the improvement of the several Rivers and Lakes continuously, thence by Lake Simcoe and the River Severn to Gloster Bay, a portion of Lake Huron.

Grounds on which the works were undertaken.

These improvements were recommended and undertaken by the Legislature of the then Province of Upper Canada, chiefly upon two grounds: First, that they would effect a facile and uninterrupted line of inland navigation from Lake Ontario to Lakes Huron and Michigan. That it would become the channel for the trade of the "Great West." That it would be very much shorter than that of the River and Lakes of the St. Lawrence. That it would not be liable to interruption in time of war, and, as stated, was absolutely necessary for the opening and settlement of the various Townships bordering on it. Secondly, to encourage and afford facilities to the extensive trade in staves and lumber, reasonably to be anticipated from the large and well timbered tracts, which would be opened to the market by the removal of the obstructions in the river.

Report on these works furnished by order of Lord Sydenham.

Memoranda, on which the appropriation was based.

Prior to my appointment to the office I have the honor to hold, and previous to the establishment of the Board of Works, I was requested by Lord Sydenham to furnish him with my views generally upon the several public works of the Province whether in progress or projected. Upon the general report which I accordingly furnished, were based the memoranda, which that nobleman subsequently laid before the House of Assembly, and upon them was founded the Act making provision for the construction of certain works therein enumerated.

Opinion expressed in original report.

In that report I felt it my duty to express an unfavorable opinion generally, upon the contemplated works of the Newcastle District, as then laid before the public. I stated in substance, nearly, as follows: Even assuming the navigation to have the depth of water proposed, namely, 5 feet (but this I felt persuaded would not be) the class of vessels navigating it would not be suited to the large western Lakes Huron and Michigan; that consequently transshipment would be necessary at its entrance on Gloster Bay. That the navigation would be much impeded by the floods, currents, &c., in the river, through which it was carried, and would also be seriously obstructed by the ice forming earlier and continuing later in the several small inland lakes, through which it passed, than was the case in the more southern waters of the St. Lawrence. That from the great amount of lockage (upwards of 820 feet) see Appendix (Letter U.) and its very circuitous course, it could never in my opinion become the channel of the "Trade of the Great West." That this being the case, the local wants of the country did not make necessary nor demand the immense outlay which the undertaking would require, estimated at about £620,000, but to which I stated £300,000 should be added. This addition I have since ascertained would not be sufficient.

Class of Navigation recommended.

Finally, I suggested that a very much reduced class of improvement might be undertaken, to meet the wants of that section of country, which from its great extent and capabilities for production and improvement, is highly deserving of attention. The works suggested were, the formation of some good cross roads, leading from the Ports on Lake Ontario into the back township; The construction of some slides to facilitate the running down of timber, and for which memorials had been previously presented to His Excellency the Governor General, and the completion of some detached locks and dams, commenced under the Commissioniers, and which were then in different stages of forwardness. The cost of such works to amount to about £50,000.

These suggestions it would appear were approved of and acted on by the House of Assembly, as the appropriation Act provided for them; under the authority of which these works have since been carried on.

Suggestions contained in my original report, approved of by the Legislature.

The lock and dam at Scugog have been completed, by which a navigation of sixty miles in length, from Cameron and Bobcaggau Falls to Rice Lake, is effected, and a road thence to Lake Ontario at Windsor Harbour is being constructed, nineteen miles in length.

Lock and Dam at Scugog.

Although this lock and dam have been finished since the last summer, it has not been considered advisable to lower the water to the level at which it is permanently to be kept, until the cold weather has fully set in.

Lowering of the water of Purdy's Dam to its permanent level postponed.

So far back as the year 1834 great dissatisfaction and excitement existed in the neighbourhood of this lake in consequence of the level to which it was raised by a dam at the outlet of it by Mr. Purdy, to whom were granted by the Government certain rights connected therewith. In 1835 Mr. Baird, Civil Engineer, made, by order of the then Lieut. Governor Sir John Colborne, a very minute and laborious examination and report upon the subject (see No. 13 in Appendix to Journals of the House of Assembly, vol. 1. 1836.) The substance of his Report was that in its natural state, the lake might more properly be called a marsh, through a great portion of which a canoe could with difficulty be paddled, and that the Miasma from it was very destructive. That the level to which the waters were raised by Mr. Purdy's dam, was serviceable, so far as the limits of the original marsh, to the health of the adjoining country, but from its height, by flooding into a great number of small creeks, and over a vast quantity of land, low but previously dry, that it was a nuisance of a most serious character. That the total removal of the dam, however, would not only destroy the navigation, but by again reducing the lake to a state of marsh, would render the country most unhealthy. That this extreme height of Mr. Purdy's dam, (13 to 14 feet) was wholly unnecessary, whether for the purposes of milling or for the improvement of the navigation. He recommended therefore, that the lock and dam should be built below Purdy's dam, which caused the mischief, and that the latter should then be removed. He fixed upon the level of the new dam to be between six and seven feet below that of the old one, and on this principle accordingly the works have been constructed, and the old dam will now be removed.

Action which has been taken with respect to Purdy's Dam.

The lock and dam at Whitlas's Rapids, as well as those at Crook's Rapids, have been completed; by means of them a navigation of about 50 miles in length (embracing Rice Lake) from Peterborough, the District Town to near Heely's Falls, is created, and by it in conjunction with an excellent road from Rice Lake to Port Hope, 9½ miles in length, the several townships bordering on Rice Lake and the Otonabee River are opened to Lake Ontario.

Lock and Dam at Whitlas's. Lock and Dam at Crook's Rapids. Navigation gained by these works.

On the completion of this navigation a Steam-boat was built and placed on it, by which, no doubt the inhabitants of the adjoining country will be much accommodated.

The lock and dam at Chisholm's Rapids, the most of which had been built under the former Commissioniers, have also been finished; by them the river is rendered navigable for vessels drawing four feet water from the widow Harris's to Percy's Landing, a distance of about 20 miles, but at present there is no appearance of any vessel being placed upon it.

Lock and Dam at Chisholm's. Distance rendered navigable by these works.

I have considered it necessary to go into the foregoing general repetition upon the works connected