

The islands referred to in Randall's letter are the four islands on which now are erected Mr. J. R. Booth's mills, and the other industries at the Chaudiere. The character of the channel between these islands has now been completely altered by the construction of the slides and the dams. At the time of Randall's application, the distance from the main land to the "rocky clumps" or islands was about sixty feet and except in the time of high water the passage was almost dry. Randall's idea, as explained in subsequent letters, was that by extending a dam from the main land to one of the nearest islands, and throwing a wing dam out into the main channel of the river, he would command a sufficiency of water for the purpose of developing power. Except for building works of this character, Randall did not consider that a grant of the main land and the islands would be worth possessing, but by developing the power in the manner he had in mind, a large settlement would spring up in a part of the Province which at that time was totally uninhabited.

Randall's letter to Boulton was written on the 8th of October, 1807, but it was not until the following July that he received his answer. In the reply, reference was only made to the lots in the First Concession back from the river, which were not the lots Randall was desirous of obtaining. This apparently annoyed him, as he immediately wrote another Solicitor, Mr. Jonathan Rudsdel, to call at the Executive Council Office in Toronto and ascertain if his petition had been filed, and also ascertain if the lots which he had asked Mr. Boulton to obtain for him had been acquired by anyone else, and if so, by whom, and if the date of the application had been since the date of his letter to Mr. Boulton, he was to remonstrate to the Governor and explain the facts, and endeavour to have the grant reversed. Between Mr. Boulton and Mr. Rudsdel, the application was properly made.

The Officials in the Land Office were careful and dilatory. They expressed doubt as to whether Randall's dam would interfere or obstruct the passage of canoes or boats navigating the river. Their minds were set at rest in regard to this by Mr. Wm. McGillvray, the chief agent of the North West Company, who reported to them that no such damage would occur.