

through which will pass the great mass of the supplies needed along the whole line of the Ottawa and its tributaries; but as the lumbering on some of the branches of the Madawaska is extending a good deal Westward, a communication connecting the productive Country North of the Bay of Quinté with it (the Western section) would, I believe, be of advantage in several respects.

Such a line should, in my opinion, start either from the head or foot of Des Allumettes, as may on examination be found most advisable; and at the Southern end it may, when surveyed, be found expedient to run one branch through Madoc, Huntingdon, or some of these Townships to the Bay of Quinté, and another through Sheffield, &c., to the head of the Camden road, which intersects the Kingston and Napanea road about 14 miles West of Kingston.

The foregoing I do not state with confidence, not being at all acquainted with the Country to be explored, especially along the Southern portion.

Upon applications from several Members of the Legislative Assembly from the Ottawa section of the Province, during the last Session of Parliament, an examination of the road on the North side of the Ottawa, from Hull down to Grenville, was ordered, and also a similar examination of the road from L'Original to Bytown, on the South side. The Report of Mr. Walton, the officer who was sent on this service, is given in the Appendix (Letters H. and I.)

Surveys of the Roads on the North and South sides of the Ottawa below Bytown.

Applications have been made also to the Executive Government by Messrs. Pemberton Brothers, and other interested parties, for a Crown Land Survey of the Gatineau timber District, "with a view towards the defining of the limits to be granted with sufficient accuracy to prevent disputes and thereby to put an end to the monopoly which has existed in that section for a long term of years," and setting forth the immense advantage, both to the Revenue and to the Commercial interests of the Province, that would arise from improving the River by the erection of slides, similar to those lately made on the Madawaska, Grand Calumet, &c."

Applications for the sliding of the Gatineau River.

It is a question deserving the consideration of the Legislature, whether it might not be advantageous to "slide" the principal obstructions on those lumbering Rivers, when the result of such surveys should satisfactorily establish the fact of there being a sufficient quantity of marketable timber, within a reasonable distance, to insure the outlay upon such works being repaid within a moderate time, with interest thereon, by the imposition of light Tolls on the timber descending. Such expenditure should be strictly confined to those obstructions, which are of too serious a nature to permit their removal being undertaken by individuals. On all the Rivers improvements of a similar description, but of lesser cost and extent, must be effected by the conjoint exertions of those interested in getting down the lumber cheaply to Market.

BURLINGTON BAY CANAL.

Burlington Bay Canal.

In the Appendix (Letter K.) will be found a plan of this Canal, shewing the progress which has been made with the new Works, and also their position contrasted with that of the old Work. On referring to this plan it will be seen that almost the entire of the north-east and north-west new Piers are sunk, the slip for the Ferry constructed, and considerable progress made in the dredging and removal of the old north-east and north-west Piers, a work of very great difficulty, especially as from the narrowness of the old Channel, the constant passing of the Steam and other Vessels

very much interrupted the operation of the Dredges, which it was repeatedly necessary, in the midst of the work, to unmoor and move out of the way. A glance at the Plan will shew the impossibility of this Work proceeding without some inconvenience being felt by the Trade, but no exertions have been spared to lessen these inconveniences, as much as possible.

Several times, since the commencement of the work, Impediments shoals have been created in the channel, from sand and shingle being washed into it through the breaches in the old Piers; these impediments have been removed as often as they occurred.

Considerable progress has been made with the outer and exposed parts of the south-east Pier, and the piles in the old work, projecting into the channel, have been extracted; the formation of the remainder of the south Pier is comparatively light work, and will proceed rapidly, as there will be but little trouble in preparing the foundation for it. Two Dredge Vessels are on the spot, and from the extensive preparation of materials of every description, I consider the work to be in a very satisfactory state, and I see no reason to doubt its being fully available to the Trade, within the time stated in the Contract, namely, 1st May, 1845, although some dredging and other work may then still be required.

Impediments to the Trade.

Description of the progress made.

No reason to doubt the works being completed by 1st. May 1845.

The quantity of work done up to the 1st December may be stated at—

17,350	lined feet	Framed Timber in superstructure,	Quantity of work performed.
144,274	do	do sunk in Cribs,	
45,009	do	do not sunk,	
171,933	do	do delivered but not framed,	
4,518	Cords of	Stones in Piers and Cribs,	
1,118	do	delivered but not placed,	
120	Tons of	Wrought Iron used in the work,	
76	do	do delivered,	
10,010	Cubic yards of	Excavation for North Pier,	
38,635	do	of Dredging,	
46	Cribs	taken up,	
391	Piles	taken up,	
130	Piles	driven,	
49	Squares	of Planking.	

The Revenue from the Port of Hamilton, to which this Canal is the entrance, has been steadily increasing for the last five years. The Tolls received at the Burlington Bay Canal—

In 1842 were.....	£1720	11	10	Increase of the Revenue of Hamilton.
In 1843	1986	9	4	
1844 (Estimated at).....	2600	0	0	
The Customs at the Port were,				
In 1842.....	7044	8	8	
" 1843.....	12190	6	9	
" 1844.....	16342	3	3	

When the Canal is completed the Port and Harbour of Hamilton will be second to none on Lake Ontario, and the extensive and highly productive country of which it is the natural outlet, its excellent position as regards the trade and communication with the portion of the Province west of it, the main lines of improved Roads leading from it, and the construction of the Dover Road, by which a new and extensive section of country is now for the first time opened to it, must naturally tend to the prosperity and rapid increase of the Town of Hamilton, and of course to a corresponding increase of the Revenue from this work.

Sources of the increase to the Revenue of the Port of Hamilton.

IMPROVEMENTS OF THE RIVER TRENT, AND OF THE INLAND WATERS OF THE NEWCASTLE DISTRICT.

The works under this head, as originally contemplated and authorized by the Acts 3d Will. IV. cap. 32, 6 Will. IV. cap. 35, and 7 Will. IV. cap. 53.

River Trent and Newcastle District Improvements.