

of the dam, seems matter of great regret (and loss.) Their road of communication has also been entirely cut off, and now many feet under water, depending entirely on the alternative of canoeing in getting to and from their houses to mill, market and church, and which at certain seasons is impracticable, if not dangerous; entailing with it many inconveniences to the farmer, who must needs have his horses, if not cattle, as a matter of course, and no road to employ them to advantage in the transport of his grain or commodities.

While on the subject of overflowed lands, it may not be out of place to mention the overflowings on the two Cross Creeks, so called from their entering the Sengog nearly opposite each other and at nearly right angles, at 7 miles above Purdy's dam, upon which there are several Settlers, as per statement, and on the North Creek particularly a *good Mill privilege* has been drowned on the property of Mr. Robert Miller, upon which that individual says he wishes to erect a mill.

Having discussed the merits of the overflowed land question, I trust in conformity with the spirit of the address, as well as in accordance with your Excellency's instructions, in so far as the same can at present be done without an actual survey on the ice; I come now to lay before your Excellency the result of my examination, levels and survey, as to the effect of the removal of the dam upon the navigation of the Sengog River and Lake, and under what the remaining heads of the subject come more immediately to be discussed.

In viewing this matter, as I am convinced it is intended it should be upon a liberal footing as regards equally Mr. Purdy's, and the public interest, and accommodation to the country at large, I have, of course, been under the necessity of assuming some data upon which to form the ground work of my opinion, viz.—the *proper* dimensions of navigation. In deciding this point it at once strikes the conviction that, one continuous scale of construction through any country must be the best and most convenient, where practicable; accordingly I have decided on the scale of dimensions as now estimating for the internal communication from the Bay of Quinte to Lake Simcoe, and it is presumed ultimately to Lake Huron, viz.—five feet draft of water as the most eligible.

In considering the subject, many regulating points present themselves, and among these the most prominent is the subject of *levels*; the all-deciding data in internal navigation. Accordingly, as no correct conclusion could be come to, in the absence of such as to the effect the removal of the dam would have upon the navigation of the River and Lake, further than the simple conclusion that it would thereby be reduced to its original state, I immediately ran a set of levels from the back water of Sturgeon Lake, or from point A, already referred to, to the summit level of Sengog Lake, making a total difference of level at present to be overcome of 13 feet 7 eight-tenths as per section accompanying, including nine inches running over the dam.