

"The streams would be actively used for floating out the timber to within reach of the canal barges, but first of all the large blocks of timber immediately on the line of the canal would be available and people would begin at once to manufacture and get it out and an IMMENSE AMOUNT OF LABOUR would be employed in this way for many years. They would then begin to float the woods down the streams I have mentioned. The hardwoods, as a rule, will not float green and some will not float for many weeks even dry, but by cutting and allowing to dry all can readily be floated for considerable distances. We have large tracts of hardwood land which we are holding, hoping to be able to manufacture with profit in the future, which cannot be profitably utilized without this canal, because it requires a cheaper means of transport to market than at present. I do not think the railways could begin to give the facilities for getting out forest products that would exist if the Trent Valley Canal were built."

As to the probable traffic tributary to this route when opened throughout, Mr. Boyd estimates "that 100 acres of average forest land (such as there are hundreds of thousands of acres adjoining this route) has at the present more tonnage than 100 acres of the best agricultural land would yield in 200 years. 100 tons an acre is not a large estimate of the forest products that would be taken off, if there was a ready means of taking it to market; that would be 10,000 tons off an hundred acres, whereas 50 tons a year is all that is exported by 100 acres of agricultural land. I do not think the land exports that quantity, but even at that it would take 200 years to make the 10,000 tons which 100 acres of fair forest land is good for at once.

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The territory lying along the North-Eastern shore of this water route and penetrated by the tributary streams already mentioned, abounds in mineral resources of great value and which only require a cheap outlet to ensure their development and the employment of much labour.

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Perhaps no better illustration of the difficulties now lying in the way of the development of the resources of this district could be cited, than the history of the Blairton mine. Years ago the manufacture of charcoal iron was undertaken at this mine, and was continued until the ever widening circle from which the wood required for the charcoal had to be gathered by teams, annihilated the profits, and work was abandoned. Subsequently a company of American capitalists erected a smelter at Charlotte, N.Y., and undertook to supply it with ore from the Blairton mine. To do this, the ore had to be taken first by rail to the Trent river (a distance of about six miles) where it was put on scows and taken by water to Harwood, on Rice Lake; where it was again transferred to the rail and taken to Cobourg,