

To new settlements to the North, and around the Rice Lake, Otonabee River, and Lakes beyond, what an incalculable benefit would accrue from the improvement in contemplation; necessitated now to drag from Lake Ontario all the many wants for their infant settlements at exorbitant rates, over a hill and dale road to Rice Lake, there shipped on board of a Steam Boat for Peterboro' established nearly two years ago by an enterprising individual (J. G. Bethune, Esquire, of Cobourg) there unloaded and conveyed again nine miles by land into another Steamer (belonging to the same individual), thence by various portages to their different destinations. When the Trent shall be rendered navigable, the Settler and Merchant may have their goods shipped under their own eye at Montreal wharf, pass along the Lachine, Ottawa River, and canals at Carrillon, Chute Aux-Blondeau and Grenville, along the Rideau Canal, up the Bay of Quinte, along the Trent navigation, Rice Lake and to Peterboro' without ever once being disturbed after leaving the Montreal wharf, to say nothing of the diminution in freight, which must, as a matter of course follow—and on the other hand it requires no stretch of imagination to anticipate all these settlements in a few years contributing materially towards the export Trade, and that Wheat, Pot Ash, Staves, &c., must be re-shipped as return Cargoes.

Another and by no means the least consideration, to induce the early adoption of such a splendid scheme and rational measure, should be the consideration of the fact, that the navigation carried into Rice Lake is, comparatively speaking, the communication carried into Lake Huron, as appears evident from all the information I have been able to collect (not having visited those quarters), as to the obstructions existing between Peterboro' and Lake Huron, and which, although not coming within the immediate sphere of my instructions, I have the honor to submit for your Excellency's information, as collected from my intelligent guide, John Harris (an Indian Trader).

- 1st. From the Otonabee River to Mud Lake, excavation 7 miles.
- 2nd. Thence into Chemong, Buck, Pigeon and Sturgeon Lakes, rapids 1 mile.
- 3rd. Into Cameron's Lake, rapids $\frac{1}{2}$ mile.
- 4th. Into Balsam Lake, rapids 1 mile.

From thence to Lake Simcoe, 18 miles by land, making the total Canaling from Rice Lake to Lake Simcoe, 27 $\frac{1}{2}$ miles, then into Lake Huron down the Severn (I believe the difference of level is somewhere about 70 feet).

Taking all these into consideration, connected with the immediate local advantages which must, as a matter of course, follow the improvements now in contemplation; the key to all those regions beyond, and viewed in connection with the Ottawa and Rideau navigation already in operation, and those in contemplation by the back of the Island of Montreal, the grand desideratum of an internal water communication from the Atlantic or Gulf of St. Lawrence to Lake Huron, ought certainly to have some weight in interesting the Mother Country in furthering such an undertaking: that is, if the Provincial funds should not be adequate within the 4 years of execution (which, however, is somewhat out of my sphere), but I believe I may safely assert, without the fear of contradiction, that there is not a landholder between the Trent's mouth and Lake Simcoe but would cheerfully submit to an annual tax on his lands during the execution of the works, to assist in defraying the expense; and if such a measure were properly digested and arranged, I have little doubt but as an alternative it would meet the general feeling of the District, and tend to facilitate the undertaking.

From the preconceived magnitude of the undertaking, the short time from necessity available to accomplish the whole during the lowest pitch of water, and to enable me to give my exclusive attention to the levels and localities of the river, I found it indispensable to engage the services of a Provincial Surveyor [Mr. Rubidge of the Newcastle District] in whom I found, throughout the whole of the arduous duty, much perseverance and attention, and in the necessity of which engagement, I trust your Excellency may concur.

In submitting the foregoing as the result of your Excellency's commands, I trust I may have succeeded in laying the matter before your Excellency in a comprehensive light.

I have the honor to be,
Your Excellency's
Most obedient and
Very humble Servant,
N. H. BAIRD,
Civil Engineer,
M. I. C. E., L.

Amount of estimate for locks of substantial rough masonry as per	
detailed estimate with wooden dams.....	£233447 6 11 $\frac{1}{2}$
Locks, 134 x 33 x 5 feet water.	
Estimate for locks of dimensions similar to the Lachine Canal.....	195300 10 0
Difference.....	£38146 16 11 $\frac{1}{2}$