

The dam on which the navigation of the upper division is in part dependent is built of truss work, on flat rock bottom and is 448' 0" in length, 8' 0" in height and 33' 0" wide at base.

The slide, piers and boom were erected for the benefit of the lumber trade, and are of the following dimensions :—

Length of slide, 52' 6", breadth, 33' 0" with 2 feet draught.

A guide boom of two sticks 379' 0" in length.

Piers two in number 16' 0" x 16' 0."

A dam 116' 6" x 16' 10," and built across head of lower slide.

A glance of framed timber 283' 0" x 4' 0" at head of falls.

Previous to the year 1870 there were heavy guide booms, and a lower slide 360' 0" in length and 33' 0" wide with extensive retaining walls, but these were swept away by the freshet which occurred in the spring of that year, and were not re-built. The upper slide is the only one used for the passage of timber.

The dam is the means of affording navigation for boats of 4' 6" draught of water to "Crook's Rapids," now called "Hastings," a distance of 12 miles, which is navigated by several steamers, the boats of the Cobourg, Peterborough and Marmora Mining and Railway Co., at present engaged in transporting iron ore from their mines in Marmora to Harwood on Rice Lake, from whence it is conveyed by rail to Cobourg, and there shipped to its destination in the States.

The Government owns twelve acres of land on the south side of the river below the dam, five acres on north side between the slide and falls, and 2½ acres also on north side adjoining old slide.

Here what may be termed the Trent division terminates, and the second or island navigation commences.

The works on the Trent division, including the slide and booms, at "Crook's Rapids," and excepting the canal and lock at Chisholm's Rapids, were placed under the management of a company called the "Trent Slide Committee," in the year 1855, who undertook to keep the slides, piers, booms, etc., in working order. They were authorized to levy tolls on timber passing down the river at Heeley's Falls, Middle Falls and Ranney's Falls.

In the year 1870 the spring freshet, as stated above, destroyed the works at Ranney's Falls and a portion of the works at Heeley's Falls and Middle Falls, and since then the bulk of square timber is not taken down the Trent, it being towed up the island navigation waters to the town of Lindsay or Port Perry, and conveyed by rail to ports on Lake Ontario.

The number of saw-logs, railway sleepers and telegraph poles taken annually down the Trent has increased to a very great extent.

INLAND NAVIGATION.

This division extends from Heeley's Falls up to Port Perry, at the head of Lake Scugog, a distance of 148 miles of which 127 are navigated by steamers and barges drawing four feet of water ; it comprises the following works at the various stations which occur in regular succession.

CROOK'S RAPIDS.

This station now called Hastings, is distant from Heeley's Falls 12 miles.

In the year 1837, the Government commenced to construct the following works, which were not completed until the year 1844.

A Canal 610' 0" in length, breadth at bottom 40' 0". A Lock of good masonry 134' 0" x 33' 0" with lift of 6' 9", depth of water on lower mitre sill 6' 0" obtained by the dam at "Heeley's Falls," and solid wooden gates, opened and shut by means of winches similarly constructed to those used on the Rideau Canal.

A Swing Bridge across Lock 68' 0" in length and 13' 6" wide reconstructed on the Howe Truss principle and swinging by means of a mechanical contrivance.