

SECOND REPORT, &c.



To His Excellency, Sir John Colborne, K. C. B. Lieutenant Governor of the Province of Upper Canada, Major General Commanding His Majesty's Forces therein, &c. &c. &c.

MAY IT PLEASE YOUR EXCELLENCY:

The Report which I had the honor to lay before Your Excellency eight months ago contains a full account of my proceedings under the authority of the Canal Act up to that period. The following statements are a continuation of the same subject.

In November last I examined the Deep Cut, and found that its banks had sustained no additional injury; but that they remained in the condition stated in my former report.

Since the month of July last seven hundred and ninety-seven cords of stone have been laid on the dam at Dunnville in the Grand River.— That work is now in good condition; substantial and likely to prove permanently useful. It may possibly require a few additional cords of stone yearly for eight or ten years to come.

The inclined plane at or near its centre, is seventy feet long and thirty wide, having a fall of one foot in ten; at each end of the dam is an abutment filled with stone. The embankment has been improved within the last eighth months. It is now fifteen hundred feet in length; seventy-five feet wide at base, and fifteen at surface, twelve feet high, with a piling for a breakwater extending from the dam three-fourths of its length. Three waste weirs are placed at the south side of the dam; one of which is one hundred and fifty feet, one one hundred and thirty feet, and the third two hundred and ten feet in length. At Dunnville there are three Saw Mills, a Grist Mill, and Carding Machine, all of them in full operation.

The state of the Locks justifies the expectations I formerly expressed: with some little repairs they have been kept in good order during the past season:

The feeder, extending from the Grand River to Robinson, is in length about twenty-six miles and varies in depth from four to six feet. It also answers the purpose of a boat navigation.— From Broad Creek to the aqueduct, the width of the feeder or boat Canal is from thirty-six to forty-four feet at the surface. From the head of the Barefoot Rapids on the Grand River down to the dam at Dunnville there is a fall of twenty nine feet. To obtain a feeder from these rapids for the Welland Canal would, according to the estimate of Mr. Geddes in 1828, cost upwards of fifty thousand pounds.

To make the Grand River navigable from Brantford to Dunnville for boats it is estimated by Cusack and Lewis that eight or nine locks of four to five feet lift would be required, with dams, involving an expenditure of seventeen thousand five hundred pounds,

A towing path is now in progress from the Grand River dam to the Mouth of the River, a distance of four and three quarter miles. The expense is estimated at five hundred pounds.— From five to six thousand dollars are to be expended in a dredging scow, long boats, and warehouses at the mouth of the Grand River, by which to hasten the transit of goods and produce between Lakes Erie and Ontario at the opening of the navigation in the spring.

The towing path from the locks at the head of the Deep Cut to the mouth of the Chippawa Creek will cost about one thousand pounds: two thirds of this distance have been completed.

A detailed statement of the improvements made within the last eight months, or in progress at Port Dalhousie, is annexed to this report and marked A.

In September last I accompanied Mr. Samuel Keefer the Engineer, in a survey of the North shore of Lake Erie and the Niagara river from the mouth of the Grand River to the mouth of the Welland, the distance being sixty one miles thirteen and a half chains: the particu-