

IV. Lock No. 2, which is a lock of 13 feet lift. This is an old lock, now standing, originally faced with cut stone and laid up with lime mortar. It is proposed to let all the walls of this lock stand, except what extends above the upper lock gates, and to line the chamber of the lock with timber and plank, and fill the space between the plank and walls with concrete, making what is called a "composite lock," constructed partly of stone and partly of wood.

V. A canal, 1,000 feet long, extending from the head of lock No. 2 to the foot of lock No. 3.

VI. Lock No. 3, which is to be reconstructed upon the site of the old lock, at the west end of the summit level. It is to be a "composite lock" of 13 feet lift.

VII. A canal, 2,640 feet, being the summit level of the proposed navigation, and bringing the waters of Lake Charles to the head of lock No. 3, including also a stop gate at the entrance into the lake.

VIII. Porto Bello inclined plane, with a lift of 33 feet, connecting Lake Charles with Lake Thomas.

IX. Lock No. 4, with 9 feet lift, connecting Lake Thomas with Lake Fletcher. This is a cut stone masonry lock, laid in cement mortar, and nearly completed. At this lock there is a dam and large overfall or weir, with gates to discharge the surplus waters.

X. Lock No. 5, with $10\frac{1}{2}$ feet lift, connecting Lake Fletcher with the Grand or Shubenacadie Lake. This is also a cut stone masonry lock, laid in cement mortar, and so nearly completed as to admit of locking boats through it. At this lock there is also a large dam and a very extensive weir, completed, with gates to discharge the surplus waters.

XI. Lock No. 6, with 6 feet lift, including river dam No. 1, and a short canal of 700 feet, reaching from the dam to the lock. This lock is situated about $1\frac{1}{2}$ miles below the natural outlet of Grand Lake. It is to be a "composite lock." The dam is built with crib work of timber and stone, having suitable openings to discharge the surplus waters.