GENERAL REPORT.

To His Excellency Sir Peregrinc Maitland, Knight Commander of the Most Honorable Military Order of the Bath, Lieutenant Governor of the Province of Upper Canada, Major General Commanding His Majesty's Forces therein &c. &c. &c.

In pursuance of my instructions of the 9th June last. & having obtained the aid of George Rykert, Assistant Engineer & Surveyor, we proceeded to the Survey of the River St. Lawrence, and now respectfully begleave to submit the following Estimates and Report.

ETTANITES OWT

Of the expense of improving the Navigation and constructing a Canal at the several Rapids in the River St. Lawrence from Johnstown to Cornwall of the following dimensions, viz:—

The first, eight feet in depth, sixty feet in width at the bottom and 84 feet in width at the surface of the water, the banks to slope one foot and a half to one foot perpendicular. The Locks to be one hundred and thirty-two feet in length by forty feet in width, with turning bridges forty feet in the clear, and ten feet wide.

The second four feet in depth, twenty-six feet in width at the bottom, and thirty-eight feet in width at the surface of the water; the banks to slope the same as in the first; the Locks to be one hundred feet in length, by fifteen feet in width, with turning bridges fifteen feet in the clear, and ten feet wide.

	Estimate No. 1, 8 feet Canal.							Estimate No. 2, 4 feet Canal.							
£.,	Cubic Yards	Rate S. d.		£ s	. d .	£	5.	.d.	No. Cubic Kards.		£	s. d		£	. d.'
From Johnstown to the head of the Galloup Rapid, a distance of 4 miles, the river is well adapted to steam-boat navigation. It will be necessary, however, to form a towing path on the hanks of the small canal. Making towing path At the head of the Galloup rapid we leave the river for a distance of 44 chains. The cutting runs above our level. The situation being however favourable, as the whole of the excavation may be deposited in the river, we purpose contracting the bottom width of the large canal to 40 feet, and that of the small to 17 feet in this place; by which means a great saving will be made. The distance being so short that boats will have no occasion to meet on the canal; besides those descending will naturally take the river, which is practicable in going down. Lock No 1, of 4 feet 6 inches lift, will be required in both, where the canal will descend into the river at the foot of the rapid.	,				,	A COMPANY AND THE PROPERTY OF	v				946	17	o	986	17 0
Excavation Puddling Lock No. 1 Fencing' From the foot of the Galloup rapid the river is navigable to Point Cardinal, a distance of 135 chains; all that will be required is the formation of a towing path along the bank & deepening some shoals for the boat canal.	98310 850		3	325 21 206 22)74	7 6	37055 500		979 29	10	0 0 0	2164	9 43
Making Towing Path Deepening Shoals At Point Cardinal we again leave the river for a distance of 25 chains. The cutting runs considerably above the level; the nature of the excavation is loam and large loose rocks. Here we again contract the bottom width of both, as at the Galloup rapid. Lock No. 2, of 2 feet 6 inches lift, will be required in each to connect the card with the river at the fort of						entre entre la companya de después de la companya d			447			19-7		475	19 0
Excavation Excavation Excavation Puddling Lock No. 2 Fencing From point Cardinal to the head of the rapid plat a distance of 11 miles the river is well adapted to steam boat natigation. No expense will therefore occur in the distance of the 8 feet canal: Some excavation and lock No. 3.	4268 80		,	134 20 528 1:			194	150	14037 400	,- ,	10 800	17 0 0 10	0	1530	70