

which must be set the lessening the quantity of land to be overflowed, and the having a depth of water, where the river is now to be dammed up, little more than half of that which was found at the place first chosen: the river, however, at the point where the dam is to be constructed, is nearly as wide again as at the other.

The Directors cannot but persuade themselves, that His Majesty's Government will, from the disappointment which the Company have experienced, be the more induced to take upon themselves the charge of improving the harbour at the entrance of the Grand river, or rather of forming a harbour there; for there is, at present, nothing that deserves the name. Piers must be built, and a channel excavated; and works of that kind, to the extent necessary for commercial purposes, were part of the plan of the Welland Canal; for indeed without them the Canal could not be called accessible. But to make such a harbour as would be of use to a navy in time of war, is more properly a national work; and the Directors are encouraged to hope it will be undertaken on that footing.

The Directors next proceed to lay before the Stockholders the present state of the Canal. They visited it early the last month, inspecting the whole line, and the result of their observation was exceedingly satisfactory. The harbour at lake Ontario has received no damage whatever, from its exposure for two years: the piers have not swerved, nor have they been in the slightest degree shaken. The brush dam at the mouth of the twelve mile creek, by which the basin is formed, and which sustains a head of four feet water, has received no injury; and there seems, therefore, no reason to doubt its durability. From lake Ontario to the deep cut, including the ascent of the mountain, the whole line of the Canal, with all the locks and necessary erections, is finished and ready to receive the water. At the deep cut, the locks are in a great state of forwardness—two at the northern end, for descending from the Grand river level to the original bottom level of the Canal; and two near the southern end of the deep cut, for passing such vessels into the Welland as are to be navigated by that river, and the river