the beach at a great expense to the proprietors and it would have been unjust to have levied tolls thereon for merely passing through it : the constant presence of the dredging machine in the canal, rendered it inconvenient for vessels to pass---it was also found that the current carried the sand loosened by its operation to slack water at the extremity of the piers in lake Ontario, and thus formed a bar which has been but lately removed. To prevent its recurrence it has been found necessary to construct a pier in Burlington Bay on the south side of the canal, which at first it was thought could have been dispensed with, the good effect of which was immediately perceived, and the latest experience justifies the expectation that when all parts of the work is completed, the sand, so far from accumulating in the canal will be carried away by the force of the currents to a depth beyond what was originally intended.

The commissioners in closing their report heg leave to assure your excellency of their unqualified belief that the work entrusted to their superintendence (when completed) will answer fully the purposes for which it was undertaken-indeed no doubt whatever remains upon their minds upon the subject, and recommend commencing to levy tolls thereon on the opening of the navigation.

All which is most respectfully submitted.

JAMES CROOKS, WILLIAM CHISHOLM, (Signed) ROBERT NELLES, WM. M. JARVIS. MANUEL OVERFIELD, Commissioners.

December 30th, 1826.

ORIGINAL ESTIMATE FOR BURLINGTON CANAL.

Estimate of the expense of making a cut and pier at Burlington Beach, at the present, drawn with red upon the map.

excavation, $\frac{620}{510} \times 13 \times 73 = 14880$ solid yards,					-		1	{		
		•	•	•		•		1.		
$580 \times 18 \times 72 = 18240 \text{ do. do.}$		•.	•	•		••	A	1	1 1	1
op slope, $1.06 \times 6 \times 380 = 8951$ do. do.		•	•,	•		•	ij	1		7,3, 4
$87 \times 18 \times 72 = 20400 \text{ do. do.}$		•	•			•		}	1	
425 62471 solid yards at 3	3d. per yard,		•	1		•	1	1	(780 17 9
redging machine not included.	• • •						1	1 1	1	
mber work, bay , Each pier 810 feet in length (ca	lculated of or	ne) 810×9	2 = 1620	lineal,			[1	1 1	le en is a
ide, or south pier, Sexternal and internal surface p	pile and shee	ting pile8	10×26:	=21060	solid	fect a	t.	ł.	1 .	
20s. per hundred		•				•	510	12	0	
1 1620 = 810 sheeting piles × 20 feet length	=16200 solid	feet at 20	Os.		1		162	0	0	
enders, upper and under,1620 solid superficial feet :	at 20s.			•		•	16	5	0	
side piles,2 internal piles or 404 × 20 = 8080 solid fee	et at 15s.	•					60	16	0.	
agonal braces,46 solid feet for each 15 feet lineal						•	18	16	0	
ore braces,one for each 50 feet $16 \times 15 \times 29 = 4800$ s	olid feet at 1:	5 s.				•	36	0	0	1
oad way,810 × 15 == 12150 superficial feet at 20s.	•	•		•		•	121	10	0	
							1			625 19 (
orth pier, same length and dimensions,		•	•			•		1		625 19 (
each,length of one side 510 feet,								1		
les and sheeting piles,540 × 24=12900 solid feet at 9		•				•	129	12	0	
side work, $\frac{510}{}$ = 135 × 30 = 4050 solid feet at 15s.							30	10	0	j ·
	•	•	•	•			B)	,	1 1	
enders,540 lineal feet at 20s.	•	•				,	5	8	0	1
pad way,540 \times 6==3240 superficial feet at 20s. 3 inc	ch plank,	•			•	• '	85	. 8,	.0	
							1			197 18
orth side—same dimensions as south side,		•	• . •			• .	I	1 .	l i	197 18
ntario side, north \langle 570 feet in length 1140 \times 24=2736	o solid feet	of pile &	sheeting	g pile a	20s.	per	H	'		1
pier, Shundred,		•		•		•		['''	1	273 12
side work, = \frac{570}{4} = 284 \times 47. Pier head 331 \times 22 =	7000 001:4 6	- ot 1 E -	non hu	n.tno.d			5.1	1 '		ĺ
wile work, == 204 X 4/1. Fier near 331 X 22=	1202 SOHO 16	ser at 198	· her no	narea,			54	16	0	
agonal braces,65 feet for each, 15 lineal 88 × 65=2	170 solid feet	at 15s. pe	er hundr	ed.			18	10	6	
nders1140 feet lineal at 20s							11	8	0	1
ore braces,each 50 lineal feet 17 × 10 × 24=480 solid							30	12	0	
oad way,570 ⋈ 11=6270 superficial feet at 15s. per	r hundred,			•		•	47	· :0	6	1
	A			,	i			•		162 7
ain or south side,525 lineal feet 1050 x 24=25200 s		ile and sh	reeting p	ile at 20)s.	• , ,	252	0	0	
side work,2 each 4 feet length 262×26=6812 soli			•	•		•	51	0	0	, ,
agonal braces and fenders,100 feet for each 15 lines		olid leet a	t.155.		*	• '	26	5	0.	
ore braces,each 50 feet 10, 15 ×24=560 solid feet a		•	•	•		•	36	, 0	0	14 15 1
ad way,525 × 15=7875 superficial feet at 15s. per l	nunarea,	•	•	•		•	59	1	4	
er 18 feet,	d chanting sil			.i			104	0	0	
side work,100 × 2 × 26=10400 solid feet pile and tide work,100 × 26=2600 solid feet at 15s.	T succring his	e, gos. pe	r nuugre	:u, .		•	19	10	o	
agonal braces and fenders,80 feet for each 18 lineal	foot 880 soli	d feet at 1	5:	. •		• .	6	12	0	† /
agonal braces and lenders,so feet for each 18 infeature braces,each 30 feet 7 × 18 × 26=7056 solid feet	at 15s			•		• ,	52	17	9	1
ad way,200 × 18=3600 superficial feet at 20s.		•	•			•	36	0	0	1, '
turning head,200 feet length $490 \times 35 = 16170$ solid	feet at 20s	:	• • •			•	161	14		(
ide work,200 × 33=6600 solid feet at 15s.		•	•	•		• .	49	10	0	
nders and diagonal braces,2000 solid feet at 15s. pe	r hundred.	•	•	•		•	15	0	o l	[1
re braces,each 30 feet lineal 7 × 22 × 28=4312 soli			•				52	5	0	, 1.5
ad way260 × 22=5720 superficial feet at 15s.			;		,	•	42	15	0	J
ouching piles,237 × 30=7110 solid feet at 15s,			•			•	55	6	6	
		,				- '	1		.	997 16
• •	80 feet 778 v:	ards at 5s.	per var	d	. P			, T		193 5
nd and protecting rail,Rail for south side of pier 28		• ,						$\xi = 0$. [25 0 0
tht house and machinery,			-						ł	50 0 0
turning wall 200 yards at 5s	•	•	• 5.							
tht house and machinery, turning wall 200 yards at 5s. orkmanship, groving and driving 8480 piles and sheet	ing piles at 4s	s. each,							ļ	1696 O O
th house and machinery, turning wall 200 yards at 5s. orkmanship, groving and driving 8480 piles and sheet iving 2019 piles,				. 2:	s. each	• نوا				1696 0 0 479 10 0
th thouse and machinery, turning wall 200 yards at 5s. orkmanship, groving and driving 8480 piles and sheet iving 2019 piles, on work,12 bolts for each lineal foot 6560 bolts ‡ inc			ength 84	. 2: 80lbs. in	. each cludin	g	. , , ,		., .	1696 0 0 479 10 0
ght house and machinery, turning wall 200 yards at 5s. orkmanship, groving and driving 8480 piles and sheet iving 2019 piles, on work,12 bolts for each lineal foot 6560 bolts 4 inc workmanship at 1s. 6d. per pound,	h square, 15 i		ength 84	. Q: 80lbs. in	s. each cludin	g				479 10 0
ght house and machinery, iturning wall 200 yards at 5s. orkmanship, groving and driving 8480 piles and sheet iving 2019 piles, on work,12 bolts for each lineal foot 6860 bolts 1 inc workmanship at 1s. 6d. per pound, les shoes,1000 piles shoes each 6lbs=6000lbs. at 38	h square, 15 i		ength 84	. 9: 80lbs. in	each cludin	• B				479 10 0 686 0 0
les shoes,1000 piles shoes each 6las=6000lbs. at 38 1000lbs. nails at 7½d. workmanship 1s.	h square, 15 i s. per cwt.		ength 84	2 80lbs. in	s. each cludin	g				479 10 0 656 0 0
ght house and machinery, sturning wall 200 yards at 5s. orkmanship, groving and driving 8480 piles and sheet iving 2019 piles, on work,12 bolts for each lineal foot 6560 bolts 1 inc workmanship at 1s. 6d. per pound, les shoes,1000 piles shoes each 6lbs=6000lbs. at 58	h square, 15 i s. per cwt.		eogth 84	g: 80lbs. in	s. each cluding	, g				479 10 0 636 0 0 90 0 0
the house and machinery, turning wall 200 yards at 5s. orkmanship, groving and driving 8480 piles and sheet iving 2019 piles, on work,12 bolts for each lineal foot 6860 bolts 1 inc workmanship at 1s. 6d. per pound, les shoes,1000 piles shoes each 6lbs=6000lbs. at 38 1000lbs. nails at 71d. workmanship 1s.	h square, 15 i s. per cwt.		ength 84	9. 80lbs. in	s. each cludin	• 5 •			2 3 2 3 2 6 2 6 2 6 2 8 2 8 2 8 2 8 2 8 2 8 2 8 2 8 3	479 10 0 636 0 0 90 0 0 •50 0 0

(Signed)

FRANCIS HALL,

Engineer: and the second states of the second states of

and the second second

Queenston, 14th April, 1826.