

shall permit the passage of sea-going vessels of 1200 tons burthen.*

It will, of course, be necessary to the completeness of the communication with the sea, that the St. Lawrence Canals be correspondingly enlarged, and that some improvements be made to the natural channel of the river, but as these works would involve only a, comparatively, small cost, it may be assumed that they will either immediately follow the construction of this Canal or be executed simultaneously therewith.

The effect of this canal will be, to diminish the distance between the upper lakes and tide-water, whether at Quebec or New York, about 400 miles; to avoid the tedious and comparatively unsafe navigation of lakes St. Clair and Erie, and the shoal waters of the St. Clair Flats, and to enable a class of large screw steamers and ocean-going vessels to pass from any of the upper lake ports to the sea, or across the Atlantic,

* The origin of this project is thus described by Kivas Tully, Esq., C. E., in a report to the Toronto Board of Trade in 1866.

"The proposed route of the canal, to unite the waters of Lakes Huron, Simcoe and Ontario, was first explored by me in 1846. In 1851 a second exploration was made, and I ran a line of levels between the head waters of the Humber and Holland Rivers, on the Simcoe level, but no action was taken in the matter by the gentlemen who employed me, namely, Sheriff Jarvis, Dr. Rees, Dr. Hayes, and the late Vice-Chancellor Jamieson."

In 1857 a charter was granted incorporating the Toronto and Georgian Bay Canal Company, with a capital stock of \$24,000,000. Under a Provisional Board of Directors, Mr. Tully's services were again engaged, and as engineer of the work, he made a complete survey of the line, locating the canal, and published his report with maps, profile, &c., estimating the probable cost at \$22,170,750. No further action, however, was then taken.

In 1865 the present Provisional Directors obtained an amended charter under the name of the Huron and Ontario Ship Canal Company. Mr. Tully was, at their first meeting, appointed Engineer, but shortly afterwards resigned on account of the claims of other professional engagements. It must be gratifying to him, after having so firmly maintained the perfect feasibility of this great work, against the contrary opinion very generally expressed, to find his judgment confirmed by the first Engineers in Britain. His professional labours on this project, formed the ground-work for his successor, Mr. Sykes, but all the details of the work, as set forth in Mr. Sykes' report, are entirely his own, and he estimates the cost at \$35,989,800. The accompanying Maps were published by Mr. Tully in 1857.