

Locks, and to finish the channel in the deep cut, with a Guard Gate, at the South end of Lake Charles. We have now arrived at Dartmouth.

The work done has been the cutting and removal of a large mass of stone up to the Lock at the foot of Dartmouth Lake. As the proposed position of the new Lock, at the Dartmouth Lake, will require its location on a clay foundation, a lot of Timber has been passed through the Canal and is now ready for use in the foundation. The fact that Timber has already passed through 14 miles of the Canal, is some proof of its present utility.

The Canal Basin, above the large circular Dam, was filled with water, last Fall; the Dam retains the water, and I do not doubt but that, with some repair to the sluices, it will answer the purpose for which it was intended. From the Circular Dam an Inclined Plane or Railway, about 1,500 feet in length, has to be made to pass the Boats into the Harbour at Dartmouth Cove; the principal cost here will be the expense to be incurred for the rails, wire, rope and water-wheel to work the Incline. The grading of the Plane is not a very expensive matter, and can be made very solid and perfect. The Company own at Dartmouth a large and valuable property; the Grist Mill is rented to Messrs. White & Co.; there are several tenements under rent; the Cove gives some small revenue as a place for small vessels to winter in. On the West side of the Cove are several Lots of Land, lately used for ship-building purposes; these Lots will increase in value as the facilities for obtaining ship timber, *via* the Canal, extend. The most valuable property in Dartmouth is the water power of the stream descending from the Dartmouth Lakes, here-