

New works available in spring next.

Old Lock at Allenburg to be altered for temporary purposes.

Proposition to make this Lock a Steam-boat Lock.

Advantages proposed thereby.

Upon the completion and hanging of the gates, the new works of masonry, available next spring will be the Broad Creek Lock, and twenty-three Locks between St. Catharines and Thorold; to open the line to the full sized vessels, the Lock at Allenburg and the Aqueduct over the Chippewa not being built, it is necessary to alter the old Lock at Allenburg and to repair the present wooden Aqueduct. All the masonry unfinished, can be completed next year; the cause of delay in building the Lock at Allenburg has been a desire to afford an opportunity for an appeal to the Legislature, by many persons who are anxious that that Lock should be a steamboat Lock. Among many other advantages they anticipate from it, would be that steamboats from either Lake could approach to within about five miles of each other, and that a short line of rail-road being laid for that distance, the rapid transit of passengers and a certain class of merchandize would be greatly facilitated; the extra cost of the enlarged Lock would be about £5000.

Steam Excavator.

The Deep Cut.

The progress made in the earth-work last winter and subsequently has been very satisfactory, and the steam excavator in operation in the deep cut is admirably adapted to its work. This portion of the Canal now presents a very workmanlike appearance; it is opened to its full breadth, the slopes increased and neatly dressed off, and the obtaining of the depth through it, suited to the Lake Erie level, is by means of the excavator proceeding steadily and without any apprehension of slides occurring.

Lake Erie made the summit level of the Canal.

Local as well as general advantages therefrom.

The vast importance of making Lake Erie the summit and supply, needs no comment; independent of the advantages to the Canal, others affecting the interests of the adjoining country are now occupying public attention in that quarter; among which is prominent the construction of a water course to the Town of Niagara for hydraulic purposes.

The benefits derivable from such a command of water as might be taken, without injury to the Canal (say of a body equivalent to work ten run of stones) would be very great, especially as from the level, at which it would be brought to the Town, it might be made use of, probably, three times over.

The amount of Revenue from this work has continued to increase annually, but no just estimate of the great increase that may reasonably be expected, can be made until the advantages of the Canal, complete in all its parts, are experienced. This, I trust, I may be able to announce in the next annual Report.

The gross quantity of work done may be stated at—

Masonry.....	110,000 cubic yards.
Rock excavation.....	70,000 do.
Earthwork.....	1,300,000 do.
Oak timber.....	20,400 cubic feet.
Pine timber.....	534,000 do.
Plank.....	1,436,000 superficial feet.

From the daily growing importance of the trade through this Canal and of Port Colborne, it appears to me highly desirable that the establishments there connected with the collection of Tolls and of Customs, should be put upon a more efficient footing. It is not necessary, however, that I should enter into the subject more fully, as it will, no doubt, be comprehended in the general arrangement (so much required) for the collection and revising the scale of Duties, &c., now under the consideration of the Finance Department.

There is another point connected with this work, which seems to me extremely deserving of attention,

I mean the defining distinctly of the rights and privileges of the several Lessees of Hydraulic Power along the line of the Canal.

As the Country from which the supply was derived when the surplus water was disposed of, became cleared, and as the trade on the Canal improved, the amount of surplus would have been daily diminishing, but it will now by the adoption of Lake Erie as the summit level, be steady and limited only by the rate of its passing down being regulated, so as to present no obstacle to the trade.

The amounts and description of property passed through this Canal during the year, may be seen on reference to the Appendix (Letter D).

ST. LAWRENCE NAVIGATION.

The portions of the River Saint Lawrence from Lake Ontario downwards to Montreal, that most required improvements, and for which appropriations have been made, are—

The Galoppes Rapids.	
Point Iroquois.	do.
Rapide Plat.	do.
Farrens Point.	do.
The Long Sault.	do.
The Coteau.	do.
The Cedars.	do.
The Cascades.	do.

And the enlargement of the Lachine Canal, by means of which the Lachine rapids are avoided.

The works upon each of the foregoing are now in progress, and may be expected to be completed next year.

THE GALOPPES RAPIDS.

These Rapids are situate at about six miles below Prescott. The current in the River is very strong, varying from six to ten miles per hour. The first class steam passage vessels can overcome these Rapids, as well as those at Point Iroquois, Rapide Plat and Farrens Point in the natural state of the River, but to enable the trade vessels generally to ascend the Galoppes, improvements are in progress, which consist of one Guard Lock, one Lock with a lift of between seven and eight feet, and a lateral cut two miles in length. The works are all under contract and satisfactory progress generally has been made during the season, impeded however by the turbulent and riotous spirit of the laborers, which has unfortunately been the case upon all the other Canals also.

The gross amount of work done on the Galoppes section may be stated at about—

312,500 cubic yards of earthwork.	
17,300 do. of stones in protecting embankments.	
103,000 cubic feet of timber in work.	
34,000 do. do. delivered.	
81,500 superficial feet of plank,	
exclusive of a large quantity of other materials prepared for the Locks.	

POINT IROQUOIS.

These Rapids occur at about twelve miles below Point Iroquois, to enable the trade vessels to ascend them, the works in progress are those of a Lock and lateral cut, the lift of the former about six feet, and the length of the latter about three miles. The progress made