

Deepening the channel between the lock at Port Robinson and the main line.

Construction of a regulating weir and channel at the point where the Grand River Feeder enters the canal.

Construction of boom to protect vessels in rock cut. Facing the slopes of the banks with gravel. Securing the towing-path at the float bridges, above and below Port Robinson.

During the year ending 30th June, 1866, navigation was interrupted for 48 hours. This was occasioned by the schooner "Theodore Perry" carrying away three of the gates of the Allanburgh Lock.

The east pier at Port Maitland, which had been damaged by the high water of the Grand River in the spring of 1865, was repaired.

The repairs to the canal works were of the usual general character, viz : to locks, gates, bridges, &c.

For further details—see Appendix No. 6, page 81 to 85.

TABLE shewing the size of the smallest locks on the Canals of the St. Lawrence line of navigation, also the dimensions of the largest vessels which may pass through them.

Name of Canal.	Dimensions of Locks.			Dimensions of Vessel.			
	Length.	Breadth.	Depth of water on sill.	Length.	Breadth.	Draught of water when loaded.	Tonnage.
St. Lawrence Canals.....	200	45	9	186	44½	9	600
Welland Canal.....	150	26½	10½	142½	26½	10	400
Sault Ste. Marie Canal.....	350	{ 70 top 61 bottom }	12	2000

BURLINGTON BAY CANAL.

Length of Canal..... ½ mile.

No locks on this Canal.

Average breadth between piers.....138 feet.

Narrowest.....108 "

This Canal is simply a cutting through a piece of low land which separates Lake Ontario from Burlington Bay, and may be considered as a branch of the main line of the St. Lawrence navigation.

It enables vessels to reach the City of Hamilton and the Desjardins Canal, a work belonging to a private company, and which leads to the town of Dundas.

No new construction.