

close. A minute account of the survey, with plans and estimates, is herewith submitted ; on examining these, it will be seen that the practicability of connecting Lakes Erie and Ontario by a navigable canal, is established beyond a doubt, and that secure harbours may (as had been suggested) be formed at each of its extremities at a moderate expense.

The estimate of the cut by which it is proposed to connect Burlington with Lake Ontario, is on a scale corresponding with that for the contemplated canal ; should it be required of greater dimensions, a re-survey will become necessary. In making choice of the situation for this, every proper consideration was given to the advantages and disadvantages of every part of the beach ; and, after comparing them, it was the decided opinion of the civil engineer, in which opinion the marine surveyor concurred, that immediately under the high bank near Mr. Brants was the most favorable point for the work.

The scale on which this work is designed was determined on, with reference, first, to the exigencies of the trade, to which a boat-navigation would render no essential service, as many of the facilities afforded by canal-navigation, would be lost by the necessity of removing the cargoes several times before reaching Montreal ; secondly, to the probable means of the Province for carrying it into effect ; and lastly, to information communicated to the Board (since found to be incorrect) that there were obstructions and shallows in Lake St. Louis, which could not be removed without much difficulty and enormous expense.

The estimate is for a canal of the following dimensions :—Forty feet wide at the bottom, about sixty-two feet wide on the water surface, and to be seven feet deep ; the Locks, one hundred feet long, and twenty-two feet wide in the clear ; the Bridges to be what are called, in England, Turn-Bridges, ten feet wide and twenty-two feet long ; these may be opened and shut without difficulty by one person.

A canal of these dimensions will answer for vessels of eighty, or even one hundred tons burthen, and also for rafts of timber or masts ; and by enlarging the Locks to the proper dimensions, (which would probably cost thirty thousand pounds,) might admit large class gun brigs light, and steam vessels to pass through on any emergencies.

In estimating the advantages of which a work of this kind, connected with corresponding improvements between Lake Ontario and Montreal, would be productive, it is only necessary to look at the map of the Province. The immense chain of lakes and navigable waters which would thus be connected by uninterrupted sloop-navigation, and made subservient to the interests of agriculture and commerce, will immediately appear to view.

The valuable timber, masts, staves and other bulky productions, with which the peninsula between Lakes Huron, Erie and Ontario abounds, and which are at present of little value, would, by the facilities thus afforded to transportation, be conveyed to Montreal, and there sold or bartered for British manufactures, and other commodities of indispensable necessity to the inhabitants of a new country, thereby increasing the consumption of British goods, and augmenting the means of paying for them.—The shipping interest would also benefit largely by the increase of this trade.

The Ouse (Grand River) is a beautiful stream. With its various branches, it flows through a very extensive and fertile territory, which, being remote from market, is but thinly settled and little known. It has, however, been ascertained, that one of the branches (Hornor Creek) takes its rise to the North-West of the township of Zorra, and that in that township it comes within a quarter of a mile of the main branch of the River Thames.

Cedar Creek, which flows into the Thames from Blandford, through the township of Oxford is a constant stream, and may be connected, by interlockage, with Hornor's Creek, so as to make a boat-navigation from the Thames to the Ouse, and from thence through the feeder, to sloop-navigation on the Canal.

The proposed canals would give a new stimulus to population and improvement, and in places where at present not an inhabitant is to be seen, towns and villages would speedily arise.

The superior advantages attending such a canal as is here proposed, would destroy the hopes and defeat the calculations of the Commissioners of the American canal ; as our being enabled to ship commodities on the Ouse three weeks before the lake opens at Fort Erie and Buffalo, with a certainty of their being transported without removal, direct to Montreal, would give a preference to that route,