

When after the business of the day had been gone through with much regularity, about twenty-five Gentlemen, *some only of whom* were dressed in the Highland Garb, sat down to a plentiful Dinner, Duncan Cameron, Esq. (one of the Vice Presidents of the Society,) in the Chair, and John Macdonald, Gael, Esq. (also one of the Vice Presidents of the Society,) Vice President for the day.

MASONIC PROCESSION.—A dispensation having been received for installing the Lodge in this place, under a warrant from His Royal Highness the Duke of Sussex, the Most Worshipful Grand Master of England, the Grand Lodge assembled in this place agreeably to notice, on the 24th inst. and was opened by Peter Scofield, Esq. Deputy Provincial Grand Master, pro tem. A Grand Lodge Procession was then formed, accompanied by the St. Lawrence Lodge and Grand Chapter, attended by a Band of Music.—The Lodges and Chapter appeared in their Clothing and Robes. The whole made a most brilliant and splendid appearance.

The Lieutenant Governor of Upper-Canada has, by proclamation dated the 22nd ultimo, dissolved the eighth Parliament of that Province, and new writs were ordered to be made out on the 24th to be returnable on the 9th day of August next.

REPORT OF THE DIRECTORS OF THE WELLAND CANAL COMPANY.—Gentlemen, in submitting this report to your consideration, it may be advisable to accompany it with a few observations and remarks to guide you in the prosecution of the work, and to state some reasons for estimating and proportioning our Canal for eight feet Locks.

The greatest obstacle to overcome, and the only one worthy of consideration on this route, is the dividing ridge between Chippawa and the head waters of the 12 Mile-Creek—this we propose to tunnel which will save far more than one half the money necessary to expend in cutting it open, and every foot in width would add proportionably to the expense by giving it an extra foot more than the Locks: boats will never meet with any obstruction in loading, and room will be left for the surplus quantity of water for your hydrauic concerns, and for all purposes of boat navigation. A Canal of this size is considered the most profitable, and will pass all the produce that may be necessary for a century to come. The Grand Canal in Great Britain is only of those dimensions.

In recommending wooden Locks, I am guided by the following consideration, a stone Lock would cost at least £1600; from the low price of wooden materials in this country, a wooden Lock can be built for £220, the foundation of those Locks, and that part under water, will last a century, the upper timbers at least ten years, when the whole expense of repairing or rebuilding each of those entire will not exceed £100; this can be done in the winter season, and not interrupt the navigation one single hour.—Now the difference in the original cost is 780*l*. the interest on which is £46 16 currency per annum, consequently an entire new Lock may be built including the foundation every five years for the difference in interest of the money.

In regard to the Harbour, we beg to observe, that there is a natural Bason, capable of holding 500 sail of vessels drawing seven feet water, and that they can proceed three miles up without incurring one shilling additional expense to the four feet Canal.

Respecting the prosecution of this work to advantage, and with expedition, you must open the two tunnel mouths as soon as possible, which will draw off the water from each end of the tunnel, then a tunnel may be drove through in six months, which will not cause an expenditure of more than £162 per month, after which it will take fifteen months to complete the tunnel at an outlay of 500 per month, it is not necessary to lay out money the present year on any other part of the route, as ample time will be left you to finish the ensuing, and years after at your leisure; the tunnel cannot be drove faster than mentioned, which shews the necessity of its speedy commencement

We must further observe, that this estimate is founded on mature deliberation, and from the experience of the practical part of Canal operations for a series of years, and that we will undertake to complete the whole of it according to the above estimate, and require from you no advance; when we finish each mile we will expect payment, and not until then.

We have the honour to be, Gentlemen, your obedient Servants,

St. Catherine. }

June 14th, 1824. }

(Signed) SAMUEL CLOWES, } *Civil Engineers.*
JAMES CLOWES, }