the eternal springs and freshess of the season will admit of—so that little or no water will be lost or wasted at any time."

"These rail ways, I propose to communicate from the East, and from the West sides of the Dock, by means of sluice gates, to open and shut at pleasure; and through which the water may pass, or be directed, over any machinery that may be erected on lands towards the south and contiguous to the Lake shore—which cannot fail to advance the value of the swamp, and all the adjoining lands, for commercial purposes, wharves, &c. &c."

"The work may be carried on chiefly by a principle of piling and embarkment—except at the entrance of the Lock, from the Lake, which must be of stone;—but I will give you the *practice* in my next—with an estimate of the expence. I may here add however, that I propose the Canal or Throat to begin from the centre of the southern wall of the Dock."

There is at present no safe or commodious harbour, worthy of the name, between York and Presqu'Ile; and, as Port Hope is nearly central between the two, there is scarcely any of the projected improvements in this Province more pregnant with advantage to the commercial interests, connected with the navigation of Lake Ontario, than the one now alludod to, and which we hope will be shortly carried into effect. PORT HOPE is the natural outlet of the deepest and richest tract of land in Canada:—by the word *deepest* we mean, that, a line running north, or a few points either east or west of north from that place, (which in fact might be run to Hudson's Bay without intersecting any considerable obstacle) traverses the most extensive region, adapted for agricultural purposes, any where to be found in the British Possessions of North America. In every point of view, therefore, this work is of vast importance; and we shall hereafter take the liberty of proposing a plan, at once novel and effective, by which the necessary funds for completing the work may be raised.

14th June.

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 Chippewa 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 hydraulic 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 £1000; from the low price of wooden materials in this, 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 bc done in the winter season, and not interrupt the navigation one single hour.—Now the difference in the original cost is £780, 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 7 feet water, and that they can proceed 3 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 tunsul mouths as soon as possible, which will draw off the water from each end of the tunsul, 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 tunsul at an outlay of 500 per month, it is not ne-