

against it a good path may be made. At some points where there is a bold shore, with high and uneven banks, we have made our estimates for wharfing, which is to consist of round timbers 3 to 4 feet high, to be secured with brush ties, and the whole to be filled up with stone, clay and gravel.

This is the plan generally adopted in relation to the Towing Path throughout.

Estimates for this distance, £964 2 9

At Milleroche it is proposed to raise the upper level one foot by a dam; to construct a lock of 7 feet lift near Tait's Store-house, and to extend a Pier and Embankment from the head of the lock, to Mr. Robinson's Mill, 24 chains, where we join the Pier already formed for the convenience of the Mill. (See enlarged plan of this point.)

The estimated cost at this place is £1565 10 1 1-2

From Milleroche to near Moulinette a distance of 1 mile and 28 chains to form a Towing Path &c.

will cost £109 16 6

At Moulinette, the plan recommended is much the same as at Milleroche. We propose to cut across a piece of low ground for a short distance, and thence by a succession of embankments and rough wall and pier work to join the pier now erected above Mr. Dickson's Mill. Here as at the former place we dam the River one foot.

Total cost at this place, £1,600 15 10

From Moulinette to Brownell's Bay very little is required except levelling the bank and clearing away the trees that grow along the shore, and making one small cut 9 chains in length, and 4 feet in depth to avoid a shoal.

Whole cost for this distance £145 13 9

This brings us to the foot of the Long Sault, to avoid which it is necessary, to make an entire cut. Two routes suggest themselves, the one formerly explored by Messrs. Clowes and Rykert, which passes up a ravine from Brownell's Bay, through a piece of difficult cutting for a distance of 13-4 miles to Hoopole's Creek, thence down that stream to Dr. Archibald's Point, where it enters the St. Lawrence.

The objections to this route are that the line runs about 13-4 miles through deep and unfavourable cutting, and the Canal when finished will be liable to injuries from earth washing into it from the adjoining land which is high and contains many springs.

The estimated cost of this route is £26,243 13 4

The other route designated on the map as "route No. 2." commencing at the same point in Brownell's Bay, runs up the same ravine, until it ascends all the locks, where the deep cutting