

eventual connection of ocean navigation and railway traffic with the factories, mills, and warehouses to be placed along the line of the proposed improvements.

The entire work being so planned as to admit of being carried out in sections, from time to time, according to the requirements of the country, and, when totally completed, presenting a *whole*, entire in all its parts, each working in harmony with the others.

C. LEGGE,  
Civil Engineer.

Montreal, 14th October, 1867.

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## APPENDIX II.

### ADDENDUM.

In answer to the questions contained in Mr. Page's letter of 23rd October last, with reference to additional information respecting the levels of water, land, &c., the following addenda are made to the previous memorandum on the subject of the contemplated hydraulic improvements at the Lachine Rapids.

On referring to the plan, a line of soundings is shown a short distance above the dam, where the river possesses a width of about 2750 feet; the average of these soundings will give seven feet, or a sectional area of water way, of 19,250 square feet, and are reduced to a level of 17 feet on the mitre cill of Lock No. 1, Lachine Canal.

Section No. 1 on line AB, shows the contour of the river bottom, and the adjacent lands on either side of the channel.

Section No. 2 on line CD, along the centre of Isle Heron, shows a fall in the river, between these two points, of eighteen feet, in a total distance of about 6000 feet. The fall between the upper end of this section and the point in the river where the cross section was taken is about 13 feet.

The level of the river bank on the main land where the cross section was taken, is nearly  $25\frac{1}{2}$  feet above the present water, and if the surface at this section is raised to the level of the water at the