

It is proposed to build a steam-boat at Chipewewa to navigate the rivers Welland and Niagara, and sail between Beverly at the deep cut and Fort Erie, making one trip each way daily.

THE LOCKS, WASTE WEARS, &C.

Locks no. 1, 2, 3, are 32 feet wide and 130 feet long. Above St. Catharine's the locks are 120 feet in length, by 22 feet wide in the clear.

In Lock no. 7, at the lower corner on the west side, the joints have started down stream a little, but not so as to injure the lock or the navigation.

In lock no 5, the timbers inside have sprung inwards about 12 inches ; the width therefore is only 21 feet.

Locks 8, 9, 10, 11, 12, are in good condition. Some puddling will be required at no 12.

Lock no. 13, has sprung in the width at top, but not so as to injure it ; at the lower corner, the joints have sprung open a little.

Lock no. 14, bilged out like no 13.

Lock no. 15 requires some puddling or filling in, and the gate post will have to be repaired. Some other repairs are wanted, but it will not prove an obstruction to the navigation.

Lock no. 16, bilged out like 13 and 14.

Lock no. 17, a good lock and in good order.

Locks no. 18, 19, 20, 22, 24—These are all in good condition ; some puddling is required at no. 18.

Lock no. 21 has bilged out as much as 26 inches wider. There is a bridge across the canal here which is in good repair.

The lower corners of lock no. 23, are not well put together.

Lock no. 25 is in good condition. At this place is the commencement of Rock excavation. Between locks 25 and 26, the rock is full of chinks, and the water leaks through at bottom to the serious inconvenience and damage of the farm adjoining, which is owned by Mr. Ker, a settler from Scotland.

No. 26 is a good lock of fine workmanship. The lower end of this lock, and of no. 25 are handsomely faced with stone, laid up in dry wall.

The carpenter work of lock no. 27, is not well done.

Lock no. 28, same as 26.

Lock no. 29, a good lock of fine workmanship.

Lock no. 30, the same. The waste wear apron is too narrow.

Lock no. 31, in good condition. A waste weir between it and no. 30, and a waste weir above. Both in good order. Between 31 and 32, a highway and bridge across.

No. 32 is a fine lock ; the same may be said of 33 and 34. Close by 34 is Mr. Keefer's grist mill and a growing village of 15 or 20 dwelling houses.

No. 35 is a good lock, and there is a bridge over the canal in this place. Between and the road from De Cou's mill is a waste weir in good order. On the Beaver dam road, there is a bridge which wants raising on the pivot. Between Mallatt's and Upper's, are four culverts in excellent condition.

No. 36 is a complete lock, except the paddle gates, which the company are about to alter. Some puddling required. Waste weir good.

No. 37 is a good lock. From this upwards, about a hundred yards of excavation will be required of nearly a foot in depth. A short distance above the lock, there is a saw mill ; and a flume is in progress for the purpose of draining the deep cut, when it may be necessary to do so.

The carpenter work on the whole line, from the Harbor to St. Catharine's, appears to be substantial and in good order, except 2 tow-path bridges. The towing path bridge at lock no. 10, requires some repairs.

I have availed myself of the experience of a master carpenter in matters appertaining to his line of business and obtained the advice and assistance of professional and other persons in whom I could place confidence, in all such matters as seemed to me to require counsel and information.

A great deal of doubt has been thrown on the stability of the locks, and perhaps some of them may give way ; but I have not had reason to apprehend such a casualty from any thing which came under my observation. I examined the locks one by one, very carefully, as required by the act, and consider them upon the whole as fine a specimen, both in design and workmanship, as any others which have come under my observation on this continent.

I ascertained by enquiring at the carpenter's that the timber employed had been cut down at a proper period of the year, and not when full of sap, and that it was afterwards seasoned. The lock gates however should have been made of sunk oak or timber that had been immersed some time in water, and afterwards thoroughly dried. Such timber is very difficult to work, but makes a superior job ; and it is well known that canal lock gates are in Canada, exposed to great changes of climate, being from the duty they perform, neither wet nor dry.