

tion could have been met with. There is no rock to impede the excavation, and although the soil, a stiff clay, is more expensive to remove than lighter earth, that difficulty is amply atoned for by the solidity and tenacity of the banks, and the assurance there seems to be that they will sustain, without material alteration, the influence of the weather. Experience has given no reason for apprehension on this head. When the excavation of the Canal is finished, so that the margin can be dressed, and the water led off from it by small drains, it is not probable that any considerable quantity of earth will be crumbled by frost and thaw or washed down by torrents; and it is conceived that whatever portion shall be from time to time detached from the sides, will be conveniently intercepted by the towing path on the one side, and the berm on the other, and be removed from thence in scows with little difficulty.

The alteration in the dimensions of the Deep Cut, has rendered an additional excavation necessary of 115,090 cubic yards, but it is conceived that the obvious advantages of it will fully justify the measure. It will be seen in the Engineer's Report, before referred to, in what state of advancement the Locks now are. The Contractor has had difficulties and disappointments to contend with, but has, nevertheless, proceeded with much activity, and from present appearances there is every reason to trust that this important part of the work will be executed to the satisfaction of the Company.

Three Locks of 32 feet in width, and 125 feet in length with 5, 7, and 9 feet, lifts between the village of St. Catharines and Lake Ontario, on a level of 5 miles, will, it is expected, be completed this autumn and will be navigable by means of a feeder from the West Branch of the 12 Mile Creek. On the section including the ascent of the Mountain 4 Locks will be finished also this season, with the exception of the gates.

It has been a matter of much consideration with the Directors, whether it would not be advisable to construct the Locks throughout of the width of 32 feet, in order to admit of a continual navigation by Steam-boats from the one Lake to the other, but they found that the increase of expense would be more than they dare venture to incur; besides that from the greater length required, there would not be room to descend the Mountain without a combination of Locks, which it is very desirable to avoid. The object however is so important of admitting navigation without transhipment by Steam-boats