

C A N A L S.

Bellechasse. The Ruisseau Camus rises behind the highlands in the front of the S. and runs N. W., then turning suddenly to the N. it empties itself into Ance de Berthier, on the S. shore of the St. Lawrence.

CANALS.—The advantages to agriculture and commerce to be derived from the facilities offered by artificial water communications are duly appreciated by the legislature of this province, and various sums of money have been voted and applied to this object with a liberality worthy of the important results that may be expected to flow from such useful labours. Of these sums, amounting to £180,000, about £130,000 have been expended in the progress and completion of the Lachine Canal, a fact that must prove more honourable to the public spirit of the colonial government than the most just and eloquent eulogium. The innumerable rivers of Lower Canada will facilitate, and their numerous natural and impracticable obstructions will render necessary, a large number of canals, in order to develop the almost infinite agricultural resources of this increasing colony. The experience of the past proves that these necessary labours have been successfully begun; and, as the prosperity and population of the country increase, these enterprising efforts will become more numerous and extended. The rivers and lakes will ultimately connect the remotest townships, and convey their produce into the broad bosom of the St. Lawrence. Some canals have been completed, some are in progress, and many are in contemplation.

The *Lachine Canal* has been completed under an act, passed in the 1st George IV., for making a navigable canal from the neighbourhood of Montreal to the parish of Lachine. The commencement of this canal, at first a private undertaking, will be ever memorable in the commercial history of the province; for though it is not quite eight miles in extent, its advantages are of the first importance to the navigation of the St. Lawrence, on which the prosperity of Upper and Lower Canada most particularly depends. By means of this canal two very great obstructions in the river are avoided, Sault St. Louis and Sault Norman; and had the canal been continued a little farther to the N. E., so as to have entered the St. Lawrence below the current of St. Mary, its benefits to the navigation would have been still greater. As it is, however, there can be no doubt of its immense utility, and,

notwithstanding the enormous sum expended in its completion, its eventual profit. Although the cost has far exceeded the original expectation, yet the execution is such as to do credit to those who effected the several departments of the work. The rock and other excavations are well and neatly done, and the locks and bridges are handsome and made with a view to durability, being superior to any in America and inferior to none in Europe. It will hardly be credited, although strictly true, that the gunpowder expended upon the rock excavation by the contractors cost them above 10,000 dollars.—The length of the river basin and of the adjoining wharf is about 350 yards: the latter is formed of stout timber placed obliquely on end, well tied behind and carefully filled up with earth, but it is impossible to speak decisively about the effects of its pressure until it is tried. The fences have been a source of heavy but unavoidable expense; therefore a railing of cedar, on a more durable plan, being thought the most economical, the commissioners have erected a very strong and neat railing of that material along the N. W. side, from the banks above the canal wharf up to the bridge of the lower Lachine road, which, besides being ornamental, will protect the canal and allow of an excellent public walk in summer. Trees are here planted, which, if they succeed, will add to the appearance and form a shelter from the sun; these trees have been procured and planted by means of voluntary contribution. As repairs will always be occasionally necessary, the canal commissioners still continue their services, which however are given gratuitously. These repairs are indispensable from causes produced by the severity of the climate, which no artificial means can thoroughly guard against; but a great eventual saving will arise from immediate repairs being made when needful. These repairs, however, will be chiefly confined, for many years, 1st, to the holes caused by the percolation of the canal water through the banks where they are raised above the level of the solid ground: 2d, to the tunnels which convey under the bed of the canal the natural streams; for when the thaw is sudden these tunnels cannot at once discharge the accumulation of water thereby produced, and a breach may be the consequence if they are not properly attended to. 3d, The passage of the Little Lake or river Saint Pierre, across the course of the canal, cannot be avoided and must, every spring, be a