

locks were then established to 200 feet in length, forty-five feet wide and nine feet on the mitre-sills. The modern lock is 270 feet long, forty-five feet wide and fourteen feet on the sills: dimensions held to be the maximum of the navigation attainable on the Saint Lawrence to lake Ontario. On the completion of the Soulanges canal, the Cornwall, the Williamsburg and the Sault Saint Mary canals, it will be possible for vessels of this capacity to make the voyage in British waters from Montreal harbour to the western limit of lake Superior.

A large traffic passed through the canals of 1814. By a return of the house of assembly in 1834, it is shewn that between 1815 and 1833, the nett earnings amounted to \$86,385.40: the number of *bateaux* averaging 900 annually. In 1833, the revenue obtained was derived from 863 *bateaux* and 612 Durham boats.* In 1830, the money appropriated by the legislature, \$40,805.70, was expended in removing large boulders from the river, and, moreover, in excavating at several troublesome points narrow cuts with inclined planes, so as to avoid the current, overcome only with difficulty, the fall being carried onward at a regular grade. Cuts of this character were made at the Cedar village and also at Wind-Mill Point, three-quarters of a mile to the east; the former being 1,080 feet, the latter 2,000 feet in length. No locks were constructed. Works of this character were also carried out at the "pointe au Diable," a name suggestive of the labour exacted to pass it, at the *Rigole*, and some other places. An expenditure was also made in the construction of a wooden lock, 120 feet in length, fifteen feet in width, with four feet water on the sills, about a mile west from the Coteau canal. It is questionable if the work, without guard gates to control the current, proved a success.†

* Legislative papers 1842, Vol. II., app. Z.

† These are the canals which Sir H. Langevin, in his report of 1867, p. 566, unwarrantably described as French works. The account there given of these works is also wholly incorrect. [Ante., Vol. V., p. 245.] I have to acknowledge the kindness of Mr. Monro, M. Inst. C.E., the engineer in charge of the