

feet deep—but no definite legislative action took place on the subject until December 1826, when a Report was laid before Parliament by the Governor, shewing the length of the proposed Canals between Lakes Ontario and St. Francis, and their probable cost. The question, however, remained in abeyance until 1832, when the House of Assembly of Upper Canada passed measures appropriating the sum of £280,000 for the improvement of the navigation of the St. Lawrence, so as to admit vessels drawing 9 feet water, and recommending the immediate commencement of such improvement between Cornwall and the head of the Long Sault Rapids. One of the stipulations of the Act was the completion of the Cornwall Canal before any of the other proposed works, leading to Lake Ontario, should be undertaken. In 1833, a Commission was appointed for the purpose of carrying out the provisions of the Act, and Mr. Benjamin Wright was employed as engineer with authority from the Government of Lower Canada to make the survey of the lower Canals, on a scale commensurate in all respects with those of the Upper Province.

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Without going into unnecessary details, it will be sufficient to mention that the Engineers determined on Locks 55 feet wide, 200 feet long between the gates, with 9 feet depth of water on the mitre sill; Canal 100 feet wide at bottom, to admit the passage of steam boats; these would allow the passage of vessels 175 to 180 feet long. That, for the improvements proposed at the four several places above the Long Sault, where vessels would only use the Canals when going up, and run the rapids when going down, the breadth of the Canals should be only 50 feet at bottom.

The suggestions of the Engineers were adopted by the Legislature, and Commissioners were subsequently appointed to superintend the works. The services of Messrs. Wright and Mills were engaged as Engineers, as well as those of Captain Cole, R.E., and Messrs. Geddes and Fleming. In 1834 the work was put under contract, and the first sod cut with considerable ceremony by the late Sir John Beverley Robinson.

The rebellion, as well as financial causes, retarded the completion of the work for some years. The passage of the first steamer, in December, 1842, through the locks, was the occasion of some ceremony, but it was not until the month of June, 1842, that the work was formally opened.

Since the completion of the works, several improvements have been authorized for the purpose of increasing the depth of water, and giving other facilities to vessels passing through the Canal. At the present time, the Canal is of the following dimensions:

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