

"will allow six boats to pass at a time. I suppose that three locks "will be required," etc.

This new work took about four years to build and, up to the time of its opening to navigation in 1805, the old canals were used, as shown by a report from John By, Lieut. R.E., dated 24th April, 1805, which is among the papers in the Archives Department. Another report by Captain Bruyères, R.E., of January, 1805, gives a detailed account of the progress of the work of the new canal. On the 7th March following, the same gives a statement of the cost of the work performed and the sum required to complete it as follows:—

	£	s.	d.
Expenditure up to March, 1805.. . . .	2521	9	9½
Original estimate.. . . .	2881	0	0
Sum remaining to accomplish work... . .	359	10	2½
Sum proposed to continue work in 1885.. .	831	13	9
Excess.. . . .	472	3	6½

The total cost of the Cascades new canal was, therefore, about \$17,000, but, if it be borne in mind that labour was considerably cheaper at that time than it is to-day, it may be said that the expenditure was equivalent to \$30,000 of our present currency.

Some vestiges of this canal are still visible. The lower locks were obliterated by the works of the Soulanges canal. The writer examined the whole line of it in August 1890, when the masonry of the locks was still standing, although considerably dilapidated. Remains of the gates even were in position at the time.

The old channel crossed the line of the Soulanges canal immediately below lock No. 2, and no later than last year, its presence there was felt in the development of a serious leak under the high bank forming the northern side of the present canal at that point, owing to the original cutting in the rock not having been thoroughly filled. The remains of the other canals are also plainly visible. The plans accompanying this paper will give a good idea of the whole system.

A curious fact in relation to these canals is to be noted here:—For a number of years a local tradition attributed their construction to the French. How this opinion arose and how it became adopted by people whose fathers must have witnessed the execution of the works, it is not easy to understand. At any rate, it had acquired such a hold on the public mind that it was officially admitted as correct in the General Report published by the Depart-