

has not been to the extent it should have been, but the entire can be completed next year. The quantity of rock to be excavated is greater than the trial pits indicated. The gross amount of work done on this section may be stated as about—

Work done. 153,000 cubic yards of earthwork.  
 300 do. rock excavation.  
 1,700 do. do. in protection of foot of embankments.  
 24,300 cubic feet of timber.  
 45,000 superficial feet of plank,  
 exclusive of considerable preparation in other materials for the Lock.

THE RAPIDE PLAT.

Rapide Plat. These obstructions to the ascent of trade vessels are about nineteen miles below Prescott. The improvements here consist of one guard Lock, one lift Lock of about eleven and a half feet rise, and a lateral cut of about four miles in length. The progress may be stated at about—

Works in progress.  
 Work done. 365,600 cubic yards of earthwork.  
 12,100 do. of stones in protection of embankment.  
 159,000 cubic feet of timber do. do.  
 63,000 do. do. delivered.  
 12,000 superficial feet of plank,  
 and considerable preparation made in other materials generally.

FARRENS POINT RAPIDS

Farrens Point. Are about thirty-three miles below Prescott. The improvements here consist of one Lock of four feet lift, and a lateral cut of about one mile in length. They have progressed very satisfactorily, and the amount of work done may be stated at—

Works in progress.  
 Work done. 133,000 cubic yards of earthwork.  
 1,867 do. stones in protecting banks.  
 168,000 cubic feet of timber in work.  
 12,000 do. do. delivered.  
 82,000 superficial feet of plank,  
 and very extensive preparation in other materials for the work is made.

LONG SAULT RAPIDS.

Long Sault. To avoid these serious, indeed they may more properly be styled insurmountable obstacles to the trade, the Cornwall Canal was commenced and to a great extent constructed under the Commissioners appointed previous to the establishment of the Board of Works. Under the control of the latter it has been completed.

Cornwall Canal.  
 In my last Report, I stated the extent to which expenditure upon the repairs, and strengthening of the embankments had been necessary in order to insure the uninterrupted use of the Canal. I am glad to be able to state that the season has passed over without any stoppage in the navigation having taken place, and I trust with due attention, and a continued, but very much reduced outlay in strengthening a few parts of the banks which require it, that no further breaches will occur. In the very low water, some obstruction was experienced at the head of the Canal from a part of the old Coffin Dam which was not sufficiently removed, this will be attended to, so that no inconvenience shall again be caused by it.

The consideration and audit of various claims for land damages on the line of this Canal has occupied the attention of the late Commissioners, with whom

this settlement was left by the Act, and those gentlemen having forwarded a schedule of the several claims (very much curtailed by them) to the Provincial Secretary a considerable time since, it is very desirable that no further delay should take place in making provision for their liquidation. Outstanding claims.  
Their settlement desirable.

The completion of the works of this Canal, upon its control being vested in this department was estimated at £57,670 currency. These works together with some amendments to them found to be indispensable, but not anticipated were accomplished for £57,110, but after the Canal was filled and in use for a little time, the breaches which took place, and the indications of giving way which presented themselves in many parts of the old banks, the causes of which, in my judgment, I enumerated in my last Report, rendered further expenditure unavoidable. Cost of completion of the works.  
Further expenditure.

This expenditure amounting to £9,925 16 4 was taken from the special appropriation for the Saint Lawrence navigation, but must next year be repaid, when the funds for the payment of the land and sundry contingent expenses generally, are required.

BEAUHARNOIS CANAL.

The object of this Canal is to open a communication from Lake Saint Francis to lake Saint Louis, avoiding all the Rapids of the Coteau, the Cedars and the Cascades, which occur in the portion of the Saint Lawrence between those Lakes. Beauharnois Canal.

The various works have progressed most satisfactorily, and with unexampled rapidity, and but for the loss of time, consequent upon the riots which occurred during the season, but little if any work would now remain undone. As it is however, the Canal is in a very forward state, and may be expected with confidence to be opened to the trade by the latter end of June next, upon which the mail and passage boats, can ply regularly between Lake Ontario and Lachine. The works of this Canal comprehend— Rapid progress of the works.  
Would have been now completed but for the Riots.

- 13 Sections of earthwork.
  - 9 Locks.
  - 10 Culverts.
  - 9 Turning Bridges.
  - 2 Entrances with Piers, &c.,
- exclusive of minor details.

Of the thirteen sections of earthwork, nine are completed, and the other four very nearly so. The masonry of six Locks is perfected, and that of the others, may be said to be nearly so, inasmuch as the materials are on the spot and six weeks will be sufficient to finish them in. Eight of the principal Culverts are finished, and very little of the masonry of the two others remains to be done. The Gates and machinery of four of the Locks are in their places, and those for the others are in readiness to be put together and hung. Three of the Bridges are framed and ready to be placed in their berths, the others are so far advanced as to insure their early completion. Work done.

LAKE ST. FRANCIS ENTRANCE.

Since my last Report, considerable progress has been made in the dredging of the points of the shoal, which by their projections made the natural deep-water channel a circuitous one. Entrance to the Beauharnois Canal from Lake St. Francis now direct and deep.

The channel is now of a breadth and depth proportioned to the canal, and suited to the wants of the Trade. It can hereafter be widened to any extent that may be considered necessary; it is marked Can be widened to any extent.