

This was not however the final alteration, for the same Commissioners in examining the works then in progress on the Grenville Canal, recommended that the remaining Locks on that Canal should be enlarged to correspond with those of the Rideau Canal, which were then finally ordered to be of the following dimensions: 110 feet long, clear of the Gates, 34 feet wide and 5 feet deep, adapted to the navigation of Steam Boats, 33 feet broad across the paddle boxes. The estimate was now increased to £576,757, a sum however large it may appear, proved to be wholly inadequate to the completion of the Canal upon this scale; for in March 1830, the estimate was still further increased to £762,679; including the sum of £69,230 for 22 Block Houses, 15 Bridges, &c. These increasing estimates which were regularly laid before the House of Commons and voted, proved to be so much beyond the original intention of the House to grant, that they became alarmed and voted an Address to the Crown, requesting the whole correspondence between the Treasury, the Colonial Secretary, the Board of Ordnance and Lieut. Colonel By, together with all official documents to be laid before them, which being done in February 1831, they were ordered to be printed, forming a folio volume of considerable pretensions, from which the preceding facts have been collected.

During this time, Lieut. Colonel By lost no time in prosecuting his great work; having the confidence of the Ministry and the Board of Ordnance, unlimited capital appeared to be at his disposal; Dams, Locks, Basins and Bridges rose in the wilderness, as if by the magic lamp of Aladdin, and contrary to the expectations of every one but the chief architect and his immediate friends, the Canal was declared fully completed in the spring of 1832, just ten years