

village of Fort Erie, where extreme rapidity of current has to be encountered, and it was consequently determined to have recourse to the Grand river, which, while it would furnish the water supply, would also assure a satisfactory and quiet navigation. The locks were to be 100 ft. x 22 ft. width, 7 ft. 6 in. on the sills and 40 in number.

The work was undertaken with the design of making an immediate connection with the Welland river, the Grand river navigation feeder hereafter to be completed. The connection with lake Ontario was to be effected by the navigable Twelve mile creek, which would be followed from the lake to the foot of the higher ground, overcome by the lockage.

In 1826 the company appealed to the house of assembly for assistance, with the understanding that the connection with lake Ontario would be attained in 1827. It was stated that \$100,000 had been subscribed in Canada, an assertion that subsequent facts disclosed to be entirely untrue, and that \$300,000 had been contributed in New York. It was likewise advanced that the directors were desirous that at least a majority of the stockholders should be British subjects, consequently that a limit had been placed on the stock offered in the United States. \$400,000 had been left for the English market. A loan of \$600,000, the first in a long series of such applications, was made; 21 members voted for, 12 opposed the bill. About this period, lord Bathurst, on the part of the British government, agreed to pay one-ninth of the estimated cost, \$65,400, the equivalent being a free toll on the government stores forever. On the ground that the stock had not been sold in the London market, an appeal was again made to the legislature in 1827. No loan was asked, but the government was petitioned to take \$200,000 worth of the stock. Although sustained by the influence of the government, the bill had a very narrow escape of failure, and only passed by a majority of two, the vote being 20 to 18. On the prorogation of parliament sir Peregrine Maitland made special allusion to the work. He felt, he said, the responsibility of giving the aid that had been granted and cheerfully shared it. The conduct of the Upper Canada legislature had its effect on the Lower Canadian house, which took stock to the extent of \$100,000.

In 1828 the company continued to be in great difficulties. The estimate was that \$450,000 was required to finish the work, while the exchequer of the company had merely to rely on prospective payments coming due in shares amounting to \$84,000, and it was doubtful how much of this sum would be paid. It was evident that further application to the Upper Canadian legislature would be without effect. The imperial government was therefore appealed to; the consequence of which was that £50,000 sterling was generously advanced, on security of the tolls and property of the company. No loan was applied for in 1829. The work was, however, carried on with such spirit and energy that on the 30th of November, the anniversary of the commencement of the canal five years previously, two vessels passed between lakes Ontario and Erie, drawing 7½ feet of water, with 21½ feet of beam. The length of the canal was 16½ miles, with 34 ascending locks.

The route of that day from the Niagara river lay through a canal of 9½ miles in length, commencing a quarter of a mile west of the entrance of the Welland