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In 1851, the Government approved of this project and granted a loan of \$200,000 for the completion of the work, which was immediately commenced, and completed in 1853. At this time, the Canal occupied nearly the same site as the present one, but the locks were of small dimensions and exclusively of wood.

No works of importance were constructed on this Canal until after the union of the two Provinces. In 1837, the Government took the step of converting all its loans up to that time into stock, and was authorized to subscribe \$980,000 new stock. The capital stock of the Company was declared to be \$1,195,200, and the Directors were limited to an expenditure of \$100,000 during the year. In 1839, an Act was passed in Parliament by a vote of 26 against 9 to authorize the Government to purchase all the private stock, so that the work should become public property, but no steps were taken in consequence of financial difficulties to carry out that design, until 1841, when the works were placed under the control of the Board of Works. The total expenditure by the Government on the Canal, amounted at that time to \$1,851,427.77, but as the work was inadequate to the requirements of the trade, it was decided to enlarge the Canal, but not to the full extent proposed by Colonel Phillpotts in 1839, viz.: Locks, 200 feet long by 55 broad. It was, however, determined to rebuild all the locks with stone, 120 x 24 feet, with 8½ feet of water on the sills, that the aqueduct should also be rebuilt with stone, that the feeder should be converted into a navigable Canal; that the harbors of Port Dalhousie and Port Colborne should be improved; that the two first locks at Port Dalhousie, and the one at Port Colborne should be 200 x 45 feet, with 9 feet of water on the sills; and finally that the Port Maitland branch should be undertaken and completed with an entrance Lock from Lake Erie 200 x 45 feet, with 9 feet depth. Henceforth the progress in the improvement of the works was systematically and successfully conducted, until the Canal reached its present condition, of which the following statistics will afford a general idea: