

it is stated that a very complete canal is finished at the Côteau, by which bateaux pass through three locks. (B. 54, pp. 410-11.)

On the 22nd August, 1783, Captain Twiss reports the progress of the work during the season in these terms:—

“On Wednesday morning I left Montreal and visited (*sic*) the progress of the several canals, which fully answer my expectations, and I can assure Your Excellency that the whole will be completed about the 30th September, when I propose to discharge all the workmen employed there. In the meantime some little assistance will be required from expert miners, and therefore I write by this post to Lieut. Hockings to direct him to send here two such as soon as possible.

“The canal at Mons. Longueuil’s mill I have directed to be finished, so as best to answer the king’s service, and, at the same time, have insisted on Mons. Longueuil paying a part of the expenses.

“The money received this year at the several locks is as follows:—

The Côteau du Lac.....	£127	0	0
Between the Cascades and the Trou.....	46	15	0
	£173 15 0		

“And when the lock at the Split Rock is finished, the toll upon each bateau will be 25 shillings. Now supposing the private trade only continues as for two years past, which has been about 260 bateaux each year, the sum received annually will amount to £325 currency, which sum I think cannot fail of paying all persons necessary to be employed, as well as all expenses for keeping the whole in the best repair possible, and whatever boats the king’s service requires will of course always pass free.” (B. 154, pp. 453-4.)

It is unnecessary for the present purpose, to follow the history of these canals further, yet a brief statement of the alterations made in 1804, may be useful. As already stated, Colonel Mann, in his report dated in December, 1800, recommended certain changes to be made in the Canals. He proposed to enlarge the opening of the gates at the Côteau du Lac to 9 feet 6 inches; to give an additional breadth of two feet to the canals and four feet to the locks and to deepen the whole one foot six inches. A similar enlargement was recommended for the canal at the Split Rock. For the canals at the Mill Rapid and Cascades, however, owing to their bad condition, to their liability to damage from ice, and to the consequent large annual expense for their maintenance, he proposed the construction of one canal to avoid both rapids. “At about nine hundred yards,” he says, “above the Cascades, on the stream leading to the Grand or Ottawa River, and at nearly the same distance above the Mill Rapid on the Cataraqui River, a neck of land is formed, which presents a favourable situation for a permanent canal. The length across is fifteen hundred feet in a straight line on the course which I should propose the canal to run.....At the extremities of the section line the waters of the Cataraqui or St. Lawrence River were thirteen feet eight inches higher than those of the Ottawa River.....I propose to sink the canal three feet below the surface of the waters as they were when the level was taken, at which period they were uncommonly low. This will be more than sufficient to