

mate of more than 2,000,000 dols. appended to it in the Ottawa Blue Books. In the space of about twenty miles above the Cornwall Canal on the north shore are the Williamsburg Canals, by which loaded vessels, unable to ascend the rough water of the stream, cut in and out three times, so as to avoid the Farran's Point, Rapide Plat, Iroquois Point, and Galops Rapids, the total length of this set of canals being $8\frac{1}{2}$ miles, the width 90 feet at the top, 50 feet at the bottom, and the depth not much more than 6 feet; six locks lie in their course, and an estimate of another two millions is standing against them in the Blue Books, though Mr. Page thinks that the adoption of "the chain tug system" with certain vessels might obviate the necessity for the enlargement of these canals. Both the Canals and the Rapids of the St. Lawrence will evidently require great attention at the hands of engineers before propellers of 1000 or 1500 tons burden can regularly ply between Lake Michigan and Montreal. It is the intention of the Dominion Government, however, ultimately to give a depth of 14 feet or 12 feet at least to all the canals, and to render the locks 270 feet long by 45 feet broad.

The incidents of progress from the Galops Canal, through river and lake to the head of Ontario, including a detention of several hours on account of a dense fog, and the variety of a severe thunderstorm on the lake, suddenly bursting upon us from the bosom of the mist, might possess interest in general descriptive writing; but having a special end in view, I skip all intervening particulars, and with the propeller bound west, approach the rocky isthmus between Erie and Ontario, and steam up the twelve-mile creek into the Welland Canal, till on the mountain ridge of the ascent between St. Catherine's and Thorold, which is made by a complete staircase of locks rising one above another to the number of