

great cheerfulness consented to pay ten shillings currency for each bateau which passes the new locks..... We imagine (the toll) will produce from £120 to £160 currency per annum, so that I hope all improvements on this navigation will fall very easy on Government." (B. 154, pp. 318, 319.)

The amount of toll during the season of 1781 was, according to a letter from Twiss, of the 3rd of December :

263 bateaux.....	at 10s.	£131 10 0
2 canoes and 1 boat.....	do 5s.	0 15 0
		£132 5 0

In the same letter, he says :

"I minutely examined the progress made in our plan towards improving the navigation of the Cascades and the Cedars, and all difficulties considered, we are as forward as could be expected, but the season will not permit us to proceed except in enlarging and deepening the passage at the Split Rock, and in providing timber for the spring." (B. 154, pp. 353, 354.)

The report of the work done during the season of 1782 is given in a letter from Twiss, dated the 19th September of that year.

"On the 15th inst., Capt. Maurer and I left Montreal, and the same day examined the progress of the works at the Cascades, &c.

"At the Cascades the sides of the locks (are) carried out to their full length, and two pairs of gates hung, which are all the rapid requires, a part of the floor and the sluices still remain to finish, but I apprehend loaded bateaux will certainly pass in six or seven days, tho' after that a great quantity of stone must be brought and laid on the outside to secure this work against the ice.

"At the Little Rocks, six of the Cornish miners have been employed, where, by their great abilities and industry, they will in a few days open a commodious channel close to the shore, so that we all think the loaded bateaux will pass without difficulty and without the expense of flood gates.

"These miners have also been at work on the canal which avoids the Trou, but nothing can be completed here so as to be useful this season. The work at the Bisson (Buisson) is in the same predicament, and I propose during the winter to employ Mr. Muchmore to procure such timber as may be necessary for both these services, and then I think next summer, with the assistance of about forty workmen for two months, the navigation at both these places will be quite easy, yet still a thousand little improvements can be made, and indeed are necessary at almost every point, and as it appears to us beneficial to the transport to begin this service at present, I have ordered four miners to proceed next week to the Long Sault in order to blow a rock much complained of there, and on their return they are to attempt the improvement of several places between the Côteau du Lac and Lake St. Francis.

"Nothing can be done at the Côteau du Lac since Your Excellency visited that post, except pointing the walls of the locks, which for want of good workmen are not yet so waterproof as they ought to be, but they shall be attended to." (B. 154, pp. 407-8.)

At the Côteau du Lac, there were originally three locks, not two as stated in the report on Public Works already referred to. In a letter to Lord George Germaine by Haldimand, dated the 23th October, 1780, giving an account of the works done during the year, and among others the improvements to navigation,