

In the year 1822 considerable progress was made, although impeded in the spring by high water, and in summer by heavy rains inundating the excavations, as also other obstacles incident to a new undertaking of magnitude; but it became evident, that the monies granted, would not suffice to complete the work.—In consequence, a petition was presented to the Legislature, representing the same, and praying for further pecuniary aid. To those unacquainted with the Ottawa River which surrounds the Island of Montreal, it may be proper to explain, that the principal cause of delay in the prosecution of the excavation, has been from the circumstance of that River (which forms the drain of that great extent of Northern Country on this side of the height of land which divides the waters falling into Hudson's Bay from those falling into the Saint Lawrence) periodically beginning to rise early in May and continuing to do so, until near the middle of June.—The height of its rise has in some places for two years past been above twenty feet perpendicular, and does not fall back to its ordinary state until September, which makes the season for efficient excavation at Lachine very short.

In March 1823, an act was passed granting £12,000, in addition to the former appropriations for the canal, as being thought sufficient for this year, and leaving to a future session what further might be requisite for its completion.—The Commissioners are by that act directed to take measures for ascertaining the value of the ground through which the canal would pass, if the same were continued to the Current Saint Mary, and to report the same to the three branches of the Legislature at the next session.

The quantity of rock excavation has been unexpectedly extensive, and only requires being viewed to excite surprise, at the great quantity of human labour expended in so small a compass; but this part of the canal can never need repair.—Other causes have also increased the general expence, and what has been and is doing, is calculated for durability, as a most essential quality in a great public work. At the close of this year, (1823) it is expected that the canal from its entrance into the River Saint Lawrence at Lachine, will be completed down to the Locks at the North East end of the Côte Saint Paul, with these Locks in such a state of advancement, as to admit of the masonry thereof being proceeded with early next spring. The tunnel through which the little River or River Saint Pierre is to pass under the canal, is also expected to be finished this season, and when the Locks at Côte Saint Paul shall be passable, the whole line of canal will be practicable for boats, as far as the neighbourhood of the Saint Joseph Suburbs, and leave the residue to be proceeded upon thereafter.—In that residue there will be four Locks:

The canal is 28 feet wide at the bottom, and 48 at the water line, having a slope on each side of two to one, with 5 feet depth of water throughout, and 18 inches from the water line to the level of the towing path.—There are to be 6 Locks, each of 100 feet in length and 20 feet opening, with a fall of about 42 feet in the whole, and a regulating Lock of same size without any fall, adjoining a basin immediately above it of greater breadth—over this Lock is a handsome stone bridge with an iron railing and elliptical arch, curved at each side, to admit of an easy approach thereto at each end—all are of masonry of a superior and most substantial description and the Lock gates are and will be of the strongest