

opened on the 6th April, 1871. No interruption to navigation occurred. Extensive dredging operations continued during the year. There was a serious fall in the water in the feeder canal and the Grand River, and it was found necessary to shut off the water from all the mills above Allenburgh. It is a very embarrassing fact that the tonnage on the canal is rapidly augmenting, while the water of the Grand River is every year falling more and more.

Vessels of 10 feet draught, and with a tonnage of 400, are the largest that can go through the Welland Canal at its present depth.

Through the St. Lawrence Canals, vessels of 9 feet draught and 600 tons can pass.

The Burlington Bay Canal is  $\frac{1}{2}$  mile in length through the sand bar which separates Burlington Bay from Lake Ontario. It is navigable for vessels drawing 10 feet of water. Only a trifling sum for the maintenance of the ferry was expended on this canal during 1871.

A line of tug steamers on the navigable reaches between the St. Lawrence Canals, is subsidized by the Government. From the opening of navigation up to 30th June, 1871, 694 vessels were towed up, and 531 down. Nine vessels are provided by the contractors for this service, for a subsidy of \$12,000.

The Ottawa Canals are—The St. Anne's Lock, Carillon Canal, Châte à Blondeau Canal, Grenville Canal and Rideau Canal. Their united length is 134 $\frac{1}{2}$  miles, with 59 locks. The St. Anne's Lock, 23 $\frac{1}{2}$  miles from the Harbour of Montreal, is  $\frac{1}{4}$  of a mile long, with a rise of three feet. Navigation closed on the 30th Nov., 1871, and was re-opened 13th April, 1871. Besides ordinary repairs during the year, boulders were cleared from the upper entrance, and out of the channel below the lock, and a portion of the Big Rock shoal removed.

The Carillon Canal, 27 miles from the St. Anne's Lock, is 2 $\frac{1}{2}$  miles long, with three locks. The canal is 30 feet broad at bottom. It closed Dec. 6th, and re-opened May 1st.

The Châte à Blondeau Canal is four miles from the Carillon,  $\frac{1}{4}$  of a mile long, with one lock rising 3 $\frac{1}{2}$  feet. It closed and re-opened at the same time as the Carillon, and is of the same breadth.

The Grenville Canal, 1 $\frac{1}{2}$  miles from Châte à Blondeau, is 5 $\frac{1}{2}$  miles long, with seven locks, rising 45 $\frac{1}{2}$  feet. Considerable repairs were made on this canal during the year 1871. It closed and re-opened at the same date as the other Ottawa Canals, and is of the same width. Very extensive improvements have been made in this canal during the past summer.

The Rideau Canal between Kingston and Ottawa is 126 $\frac{1}{2}$  miles long, with 47 locks, and a lockage of 446 $\frac{1}{2}$  feet. It is from 54 to 60 feet broad. Navigation closed on the 30th Nov., and re-opened on the 21st April. There have been extensive repairs all along this canal. Vessels drawing five feet, with a tonnage of 100 tons, can pass through the Carillon and Grenville Canals, those of 4 $\frac{1}{2}$  feet draught, and 250 tonnage through the Rideau.

It is intended that the canals on the St.

Lawrence and Ottawa be enlarged to a uniform width of 100 feet, those on the St. Lawrence and the Welland Canals to be deepened to twelve feet draught, and on the Ottawa to have 9 feet, and the Richelieu the same, provided the water in the river will allow it; the channel in the St. Lawrence, above Montreal, to have all obstructions removed so as to give 14 feet of water throughout, and below Montreal to be deepened so as to give 22 feet draught at low water. The Bay Verte Canal to have 15 feet draught, and a canal cut through the Island St. Mary, on the Canadian side of the St. Mary Rapids, to improve the communication between Lakes Huron and Superior—all these are either being surveyed, or the works being prosecuted on them.

Besides these, canals are projected between Lake Champlain and the St. Lawrence at Caughnawaga, on the Upper Ottawa, to connect the Ottawa navigation with Lake Huron, the Georgian Bay Canal from that Bay to Lake Ontario, and Murray Canal, from the Bay of Quinté across the Peninsula of Prince Edward, to Lake Ontario. These, however, are still works of the future.

The tonnage of vessels passing through the Welland Canal was 1,554,118, carrying 8,147 passengers, and 1,439,060 tons of merchandise.

Of these 4, 270 were Canadian vessels, and 3,459 American.

Through the St. Lawrence Canals passed 12,750 Canadian vessels and 391 American, with a tonnage of 1,339,000 tons, and carrying 48,563 passengers and 912,268 tons of freight.

Through the Chambly Canal passed 4,557 Canadian and 1,259 American vessels. Tonnage, 458,415; number of passengers, 2,761; freight, 549,442 tons.

Burlington Bay Canal, 1,468 Canadian vessels, 81 American. Tonnage, 262,411 tons; passengers, 12,278; freight, 101,243 tons.

St. Ann's Lock, 5,224 Canadian, 434 American vessels. Tonnage, 420,607; passengers, 27,316; freight, 358,962 tons.

Ottawa & Rideau Canal, 8,396 Canadian vessels, 493 American, with a tonnage of 623,676, carrying 1,307 passengers and 594,645 tons of freight.

The total tonnage of vessels of all kinds on the Welland Canal was 1,554,118, showing an increase over the preceding year of 12.88 per cent. On the St. Lawrence Canals, 1,339,000, showing a decrease of 8.5, but this decrease is only apparent. It is due to the new system of Through "Let Pass'es."

On the Chambly Canal, 458,415, giving an increase of 5.96 per cent. On the Burlington Bay Canal, 262,411, a decrease of 16.69. On the St. Ann's Lock, 420,601, a decrease of 25.74 per cent., due to the same cause as the decrease on the St. Lawrence Canals. And on the Rideau & Ottawa Canal, 623,676, a decrease of 4.18 per cent., also attributable to the same cause.

The tolls on the canals during the fiscal year ending 30th June, 1871, amounted to \$490,271, the expenditure for salaries, &c., to \$25,555, and for construction and repairs to \$381,206.

We append the Tariff of Tolls on the Dominion canals: