

ment of Public Works in 1867. This opinion was generally accepted until the publication of the report of the Dominion Archivist for 1886, which gave credit to whom credit was due. The part played by the French in the establishment of the colony is a large one, and it is not necessary to their glory that others be despoiled of any credit they deserved in contributing to its development. Irrespective of the canals and structures above described, a considerable amount of work was done by the Royal Engineers at that time, in clearing the channel along the shore of boulders and other obstructions.

The communication between Lakes St. Louis and St. Francis, although still very imperfect, had thus been considerably improved, but Lake St. Francis and the Lake of Two Mountains were separated by the Ste. Anne Rapids, which, although of no great importance, effectually blocked navigation.

The current in the channel joining the Ottawa and the St. Lawrence between Isle Perrot and the main shore to the west of it, was also too stiff for boats to ascend it unaided. For a certain number of years at the beginning of the eighteenth century, the worst part of the rapids, which was situated at the point where the Grand Trunk Ry. and Canadian Pacific Ry. lines cross the channel, was overcome by means of a windlass placed on a pier a short distance above, and communication between the Ottawa and St. Lawrence Rivers was thus somewhat improved.

In 1816 the St. Andrew's Steam Forwarding Company built a wooden lock at the same point. The site of the structure, and of its approaches, is still quite discernible from trains going over the bridge. Two narrow channels are there to be seen close to each other along the main shore. The lock was in the outer one and the upper approach was formed by a wing dam extending to the island, now owned by Senator Bélisle.

The Postmaster of Montreal, Mr. H. S. Harwood, who furnished the above details, states that, up to about twenty-five years ago, remains of the walls and gates were still in existence.

It has been found impossible to get any information as to the dimensions of this lock, but, in all probability, they were practically the same as were adopted for the locks on the Lachine, Carillon, Crenville, and Rideau canals, during the second period of Canadian canal construction, viz., about 100' x 32' with some 5 feet of water on the sills.

The owners of this Vaudreuil lock, who also owned a number of boats plying between Montreal and Carillon, were naturally anxious not to encourage competition and, with that end in view, they made the tolls through their lock so high as to be almost prohibitive. The windlass mentioned above was, therefore, in use for