

year being double the revenue of 1795. The receipt of tolls was estimated at \$2,400.*

An improvement of some magnitude was therefore proposed, the construction of a canal at Cascades point from the Saint Lawrence to the Ottawa. It was projected to start above the two lower locks so they could be abandoned. The location selected was immediately at the foot of the slight hill which rises abruptly from the denuded rock of Potsdam sandstone. The length of this canal is 1,600 feet, with two locks 120 feet long by twenty feet width in the chamber, to admit several boats and thus save lockage; the width at the gates was nine feet six inches. The difference of level between the two rivers varies with the season, the mean difference, however, at this place has been established at about thirteen feet. There was consequently this average height to be overcome between the Saint Lawrence and the Ottawa by the two locks.

This canal does not appear to have been used until 1806, when the lower canals at "Mill Point" and the "Faucilles" were abandoned.

There then remained the three canals, "The Cascades," "The Split Rock" and "Coteau du Lac." Between 1814 and 1817 the locks were enlarged, the width at the gates being increased to twelve feet. They continued to be the only channels by which access to the western lakes by the Saint Lawrence was obtainable until October, 1845, the date of opening the Beauharnois canal.

In this simple beginning, upwards of a century back, the canals of Canada had their origin. Step by step they have increased in size and capacity. The Lachine canal was commenced in 1821 and completed in 1825. Even at that date the locks in the chambers were only 100 feet in length, twenty feet at the gates, with a depth of five feet on the sills. The Rideau canal, commenced in 1826, had locks 134 feet long, thirty-three feet wide, and five feet on the sills. The connected canal system of Canada was begun in 1842. The

* [Can. Arch., C. 38, p. 2.]

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