

that such a canal "would be practicable and useful both in a commercial and political view." Adam Lymburner, in 1791, renewed the proposal, as needed for an outlet for Vermont and Northern New York. Ira Allen, in 1796, addressed the Duke of Portland "on behalf of the State of Vermont" upon the same subject. Some one in the Duke's office was apprehensive that such a canal might "tend to disseminate republican principles among His Majesty's Canadian subjects"; but it may be assumed that the needs of the St. Lawrence route, rather than fear of political consequences, relegated this canal scheme to a later period.

The first lock canals in Canada were built upon the St. Lawrence around the upper and lower of the three rapids between Lake St. Francis and Lake St. Louis, at the Coteau and the Cascades. They were promoted by Haldimand, then governor of Quebec, and were built by Royal Engineers between 1779 and 1783, both for the transport of military stores and for commercial purposes. The locks were of stone less than 40 feet long and only 6 feet wide, and with but 30 inches of water, which was as much as could be used in the then condition of the rapids elsewhere; and sufficient for the only boat, beside canoes, then in use, which was the *bateau*—a flat-bottomed, sharp-pointed skiff about 5½ feet beam and 35 feet long—about the proportions of the Venetian gondola. These locks were enlarged (1800-1804) to 110 feet in length and 12 feet in width, so as to pass a "brigade" of six *bateaux* at one lockage. The depth of water was increased to four feet. This provision for flotilla lockage is now our latest development at Sault Ste. Marie—a return to first principles, which, it is to be regretted, cannot be carried out upon other canals with heavy traffic and a short navigable season. These enlarged locks displaced the *bateaux* by inviting the "Durham" boat, an American barge, which carried 350 barrels of flour—about ten times as much as the early *bateaux*. Before the construction of the Erie Canal, Northern New York, as well as Vermont, exported *via* the River St. Lawrence. Hundreds of thousands of barrels of flour and bushels of wheat were shipped from the St. Lawrence in the