

and Cascades, abandoned his transports at Lachine, he left them in the mouth of this canal. Probably he found this inland Rivière St. Pierre navigation unsuited to his purpose, as he marched overland on Montreal.

In the Blue-book of 1867, page 566, the Commissioner of Public Works, states: "Prior to the construction of the Beauharnois canal, the navigation between Lakes St. Louis and St. Francis was effected by means of short canals and locks at the Cascades, Cedars and Coteau du Lac.

"Prior to 1804 they were as follows, viz.:—

	Length of canal.	Width of lock.
At the Cascades—old French canal lock at the		
Faucille, about.....	400 feet.	6 feet.
" " —Trou du Moulin.....	200 "	6 "
" Old lock at Split Rock.....	200 "	6 "
At Coteau du Lac—canal and two locks.....	900 "	7 "

"These canals had a depth of two and a-half feet on the water sills of the locks, which were of stone, and were designed for the passage of boats capable of carrying thirty to forty barrels of flour.

"In 1804 the locks at 'Split Rock' and Coteau du Lac were partly rebuilt, and a new canal of about half a mile in length, with three locks six feet in width between the quoin parts of the gates was constructed at the foot of the Cascades, instead of the old French locks at the "Faucille" and the "Trou du Moulin." In 1807 the locks were enlarged by the Royal Staff corps from six to twelve feet in breadth, and the depth of water on the sills was increased from two to three and a half feet for the passage of boats capable of carrying eighty to one hundred barrels of flour." From which I was led to infer that there had been certain small French canals at the Cascades, Cedars and Coteau rapids which had been subsequently enlarged under the British *regime* in 1804 and 1807, and subsequently abandoned after the opening of the Beauharnois canal on the south shore in 1845, but I could get no information as to