

float the largest boats and will allow for a still further decrease of the rivers. The canal should be ten feet wide and the locks twenty feet wide, and if they are each 120 feet long will allow six boats to pass at a time. I suppose that three locks will be required, &c." The total expense, he estimated, would be £2,871; towards defraying this he takes £600 as the annual amount received for tolls, the revenue from this source increasing steadily, the amount paid by the trade in 1799 having exceeded that in any previous year, and being more than double what it was in 1795. (C. 38, pp. 2-7.)

The original plan, with profile, accompanies the report from which these extracts have been made. The yearly reports made by the engineers of the progress of the work and the accounts of expenditure by the Commissary-General, show that the work was not completed till 1805, till which time the old locks were used, as is proved by a report dated 24th April, 1805, signed "John By, Lt. Royal Engrs," which gives an account of the damage done during the winter at the Cascades, Mill Rapids and Split Rock, with an estimate of the repairs necessary to enable bateaux to pass through during the next season of navigation. On the 16th January, 1804 (endorsed 1805, which is the correct date) Captain Bruyères, R. E., gives a detailed account of the progress of the work in the new canal (C. 38, pp. 68-70) and on the 7th March (pp. 72-74) states the expense already incurred to

have been	£2,521	9	9 $\frac{1}{4}$
Original estimate	2,881	0	0
Sum remaining to accomplish work	£359	10	2 $\frac{3}{4}$
Sum proposed to continue the work in 1805 (details given)	831	13	9
Excess	£ 472	3	6 $\frac{1}{4}$

The additional expenditure was due to the difficulties encountered in the rock cutting. The canal still exists; the masonry, however, is showing signs of giving way, but the rock cutting appears to be almost unchanged. The gates are no longer on the locks, and owing to their absence, the waters rushing through have made a shoal at the Ottawa end, which impedes navigation. Preparatory to improving the channel, a dam has been built nearly mid-way between the extremities of the canal, to stop the flow of water by which the silting was caused. The remains of the other canals are perfectly visible.

The history of the construction of a canal on the Canadian side of the Sault Ste. Marie is still more obscure than that of the St. Lawrence canals. The very existence of this canal has been entirely forgotten. Being a private undertaking, there are no records of the work in any public department, British or Canadian. Evi-