

savage population by whom we are surrounded." The Royal Warwickshire Regiment was brought in to "quash disaffection." In 1849 a man named Guillaume Sayer was tried for free trading while an anxious and armed group of trappers waited outside for the verdict. He was found guilty but lightly sentenced. It was a victory for free trade and the crowd shouted, "Le commerce est libre." That ended the old monopoly.

Life went on and the lower fort and the people surrounding it remained neutral during the rebellions of Louis Riel. The first Northwest Mounted Police arrived there for training in 1873 and moved on to their new headquarters at Dufferin the next year. In 1911 the Hudson's Bay Company closed it down and in 1913 leased the buildings to a group of Winnipeg businessmen who converted it into the Motor Country Club, with a nine-hole golf course. In 1951 the Company gave the land to the government and it became a national historic park. In 1965 the Department of Indian Affairs and Northern Development began to restore it to the size and shape it had been in the 1850s. The University of Manitoba dug twenty-two major excavations and four minor ones in 1965 and 1966, and the restoration was completed with the aid of historians, archeologists and engineers.

The Rideau Canal

The Rideau Canal celebrated its 150th birthday last year.

It began as a military project and evolved into a successful commercial one.

In 1825, with the War of 1812 still a fairly fresh memory, the British government offered to loan Upper Canada (now Ontario) £70,000 to build a canal along the Rideau River, so gunboats could move between the upper river and Kingston on the U.S. border.

The Upper Canada legislators were more interested in moving merchant ships than gunboats, and they were convinced that a canal could not compete successfully with the traffic on the St. Lawrence. They declined the opportunity.

In 1825 a British military commission traveled over the proposed route and recommended that it should be built anyway, at a cost of £169,000.

The Duke of Wellington endorsed the scheme, feeling it would result in the British dominions being "effectually defended and secured against any attempt to be made upon them hereafter by the United States however formidable their power."

The province still declined to be involved.

Lieutenant Colonel John By, of the Royal Engineers, arrived in Canada in the summer of 1826, studied the terrain and recommended that the canal have locks fifty feet wide that could serve commercial scows and steamboats as well as gunboats. He said it would cost at least £400,000.

The military said that was too much. They wanted a relatively cheap, purely military canal with locks only twenty feet wide. A compromise was reached and construction began in 1827 on a system with locks 134 feet long, 33 feet wide and 5 feet deep. The work was completed in 1832 and the canal ran 124 miles through virgin forest, rocky



Entrance to the Rideau Canal, ByTown, 1839, by Lieutenant Colonel Henry Francis Ainslie.