

of the work was done. The Crown could not yet at the time give the necessary help to perfect the canal, but instructions were given not to abandon the idea.

Again in 1733, the same engineer made a complete survey of the route and prepared fresh plans and estimates. The old line had evidently been abandoned, as the probable cost of the work is put down at 255,000 livres, or about \$300,000. The new scheme contemplated a canal with locks. Unfortunately, no copy of the report of Mr. Chasseguet is on record in the documents referred to.

From that date nothing can be found in the Seminary papers relating to the canal, which would seem to indicate that the work was never completed. It is quite likely, however, that the imperfect channel could be used by canoes during the periods of high water. Be that as it may, traces of it in the shape of a half-filled ditch, are still to be seen in a field near the Canadian Pacific Railway embankment at Rockfield.

The small map accompanying this paper shows approximately the position of the improved waterway at the time of the cession of Canada to Great Britain, in 1763. This waterway is designated by the name of *Canal de la Morandière*, the author of the map having been under the impression that Mr. de la Morandière, one of the Royal Engineers of Ville Marie, had completed the work undertaken in 1700. This opinion, however, is not founded on fact, for, had the canal been completed at any time during the French régime, an event of such importance would, without doubt, have been recorded in the correspondence of some of the Sulpicians, who had been so anxious to have a work inaugurated by them pushed to completion. Nothing else had been done (and for obvious reasons) towards facilitating communications between the eastern and western sections of the country.

With the rapid development of the territory around the Great Lakes which followed British occupation, the necessity of improving the navigation of the St. Lawrence soon made itself felt and, before twenty years had elapsed, the first canals with locks were undertaken.

In the year 1779, under the direction of General Haldimand, commander of His Majesty's forces in Canada, a series of four canals was put under way by the Royal Engineers, the chief engineer of the work being Captain Twiss. Their object was to permit canoes or York boats to overcome the various rapids between Lake St. Louis and Lake St. Francis. The canals were located as follows:—The lower one a short distance above Cascades Point, at the rapids designated as *La Fauille*. It was 490 feet in length and had one lock. The second was at the *Trou du*