

the banks overgrown with bushes. It was a desolation, but it was suggestive of the efforts of either military or commercial organization to overcome the difficulties of navigation. I knew, moreover, that Canada was historic ground, and that Quebec and Montreal were the starting points of the pioneers of Canada, who had explored the country from Hudson Bay on the north to the Gulf of Mexico on the south, and from Louisburg on the east to the Missouri on the west. I therefore, sought a clue to the history of this canal and the result of my enquiries is here given:—

My friend, Raphael Bellemare, a well-known Canadian archæologist, had in his possession a map of the island of Montreal, dated 1744 (executed by Bellin, of the Department of the Marine), which corresponds with the map in Charlevoix's work on Canada. This map he lent me, and it is herewith reproduced, and is worth studying. It will be noted that the only "canal" there indicated is the one by which the little River St. Pierre is utilised as a means of passing through the then Lake St. Pierre (since drained) to Lachine by what is styled the Lachine canal.

There is no canal laid down at the "Cascades," nor in that neighbourhood. Parkman, the careful and reliable historian of Canada under the French *régime*, having been referred to, I found that in 1673, Frontenac, with a force of 600 men, supplied with 120 canoes and two flat-boats, had passed *over land* from Ville Marie (Montreal) *en route* to Cataraqui (Kingston), where he visited the Iroquois, and that the "Cascades" and the neighboring rapids were passed with toil and difficulty by dragging their boats up the rapids, or, where that was impracticable, by *portages* through the woods. From this it may be inferred that there were no canals at any part of the route at this time (1673).

I had noticed, many years since, that along the shore of the St. Lawrence, cuttings had been made in the rock-