

That was all that was intended at the time of construction, as appears by a report made by Captain Bruyères, dated 10th September, 1802, which states:—

"The landing is in a bay immediately at the bottom of the fall on the nearest channel to the land of the north shore. A good wharf for boats is built at the landing, on which a storehouse, 60 feet long, 30 feet wide is erected. The wharf is planked, and pathways made and planked all around it. Close to the store a lock is constructed for boats and canoes, being 38 feet long, 8 feet 9 inches wide. The lower gate lets down by a windlass; the upper has two folding gates with a sluice. The water rises 9 feet in the lock. A leading trough of timber, framed and planked, 300 feet in length, 8 feet 9 inches wide, 6 feet high, supported and levelled on beams of cedar through the swamp is constructed to conduct the water from the canal to the lock. A road raised and planked 12 feet wide for cattle extends the whole length of the trough. The canal begins at the head of it which is a channel cleared of rocks and the projecting points excavated to admit the passage of canoes and boats. This canal is about 2,580 feet in length, with a raised bridge or pathway of round logs at the side of it 12 feet wide for oxen to track the boats. About 170 feet from the upper part of the canal a storehouse is built 36 feet long, 23 feet wide. An excellent saw mill for two saws is constructed and placed in a line with the lock parallel to it." (C. 382, p. 215.)

In 1851 two petitions were presented relative to the construction of a canal on the same side, one on behalf of Angus D. McDonell, of Toronto, praying for an act of incorporation for the construction of a ship canal around the Sault, the other from Frederick Chase Capreol, praying for a charter to be granted to him under certain stipulations for a canal at the Sault to connect Lakes Superior and Huron. A bill to incorporate the Sault Ste. Marie Canal Company, represented by Mr. McDonell, was introduced and passed the second reading, but on the motion for a third reading on the 22nd July, 1851, Mr. (afterwards Sir Francis) Hincks moved its rejection, which was seconded by Mr. LaFontaine and carried.

Next year (1852) another petition for a charter was presented by Mr. Allan McDonell, of Toronto, but by this time the canal on the American side was begun by the State of Michigan and completed in 1855. A previous attempt made by that State in 1839 had been defeated by a misunderstanding between the State and the Federal Governments.

Much of the interest in the history of these canals lies in the fact that they were the germ of the canal system now in existence. The size at different dates may be compared. The dimensions of the first canals (1779-83) it is not easy to determine. The proposals made by Colonel Mann for the canal to avoid the Cascades, &c., (1801-1805) may be taken as the measure of the others. That at the Coteau du Lac, he proposed to enlarge by making the opening of the gates 9 feet 6 inches, to give an additional breadth of 2 feet to the canal and 4 feet to the locks and deepen the whole 1 foot 6 inches. (C. 38, pp. 1, &c.)

The first canal there (the others appear to have been smaller) must, therefore, in all probability have had the following dimensions: Width of lock, 16 feet, width of channel, 8 feet; depth, 1 foot 6 inches. There is no information as to the length of the lock.