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gunwale ran the whole length, on which the crew poled up stream and kept the craft amenable to the tow line. These boats could likewise carry sail in a fair wind. Their capacity was 350 barrels of flour down stream, but only about eight tons upwards, owing to the shoal water inshore. Moreover, there was a deficiency in up-freight. They rapidly displaced the early *bateau*, as they could carry ten times the cargo. The *bateau*, however, was afterwards considerably increased in size. The Durham boat never went higher than Kingston. *

This mode of navigating the Saint Lawrence above Lachine, especially for the transport of heavy freight, was followed until the opening of the Beauharnois canal in 1845.

The completion of the Rideau navigation, however, in 1832 changed the course of freight to Kingston. A class of steamer was introduced capable of passing through the smaller locks of the Grenville canal 106 feet nine inches in length, nineteen feet six inches wide. These vessels carried both passengers and freight by the river Ottawa, passing through the Carillon and Grenville canals, to what was then Bytown, the present Ottawa, whence the steamer ascended by the Rideau navigation to Kingston. The return trip was made by the Saint Lawrence. As these steamers were the only boats which at that period descended the rapids, they were generally taken by the travel from Kingston, and there was no want of passengers by the up-route. At this date a line of steamers for passenger travel on the Saint Lawrence was also in operation, but owing to the expense of working it the fares were high.

On leaving Montreal passengers were taken by stages to Lachine. A steamboat ascended lake Saint Louis to the Cascades, about fifteen miles. At the Cascades a second stage carried the traveller to Coteau-landing, sixteen miles, where a second steamboat passed up lake Saint Francis to Cornwall, forty-one miles. A third stage made a connection with Dickenson's landing, twelve miles distant, whence the

* I am indebted for this description to Mr. T. C. Keefer, C.E.