

"Prior to the construction of the Beauharnois Canal, the navigation between Lakes St. Louis and St. Francis was effected by means of short canal locks at the Cascades, Cedars and Côteau du Lac.

Prior to 1804, they were as follow, viz. :

	Length of Canal.	Width of Lock.
At the Cascades—old French canal and lock at the		
Faucille, about.....	400 ft.	6 ft.
do do Trou du Moulin.....	200	6
do do Old lock at Split Rock.....	200	6
At Côteau du Lac—canal and two locks.....	900	7

These canals had a depth of  $2\frac{1}{2}$  feet on the mitre sills of the locks, which were of stone, and were designed for the passage of boats capable of carrying from 30 to 40 barrels of flour.

In 1804, the locks at "Split Rock" and "Côteau du Lac" were partly rebuilt, and a new canal, about half a mile in length, with 3 locks, 6 feet in width between the quoin-posts of the gates, was constructed at the foot of the Cascades, instead of the old French locks at the "Faucille" and the "Trou du Moulin."

The error committed in calling these *French* locks, arose from the Department of Public Works having been obliged to rely for information on local tradition, no reference being possible at the time to documentary evidence.

That these canals were not built during the French occupation, may be inferred with certainty from the negative evidence of Bougainville, who served with distinction under Montcalm (*Mémoire sur l'Etat de la Nouvelle France, 1757*). In this *Mémoire*, Bougainville describes (p. 79) the passage of Montcalm, from Montreal upwards, speaks of the frightful rapids; gives in detail the names of the places passed; describes, briefly but forcibly, the Cascades, the Buisson, with its strong current, the difficult navigation over the whole course, and the portaging at various points, but makes no mention anywhere of a canal, except in speaking of Lachine, to which place, he says, a canal from Montreal had long been spoken of, but none built. It is clear, that situated as the French were after 1757, no canal could have been built in the interval before the Conquest in 1759 and 1760.

Knox, in the second volume of his "Historical Journal," at page 458, under date of September, 1760, describes the passage upwards from Montreal and the difficulties of navigation, but gives no hint of the existence of a canal.

The positive evidence is, on the other hand, very complete. Colonel Gother Mann, of the Royal Engineers, in his report on the state of the canals, dated 24th December, 1800, says that they were first built between 1779 and 1783, and recommends their enlargement (C. 38, pp. 1 to 8). The exact date of construction can be settled positively from the letters of Capt. Twiss, the commanding officer of the Royal Engineers, under whose direction the works were executed in accordance with the orders of Haldimand, then Governor, who designed these canals primarily for facilitating the transport of military stores and munitions, but with the secondary object of assisting the merchants. These letters are in the series B, of the Canadian Archives. Instead of putting the account in the form of a nar-