

a number of years after the lock had been completed, the latter being used almost entirely by the owners.

In 1841, however, "Captain R. W. Shepherd, then in command of the steamer 'St. David,' belonging to a rival company, as the result of a clever and hazardous experiment, discovered a safe channel through the rapids at Ste. Anne's, which put an end to the monopoly. (\*)

This quotation, which is taken from the book mentioned in the foot note, is misleading, in as much as the safe channel referred to was not in the Ste. Anne's Rapids, but on the Ile Perrot side of the Vaudreuil channel.

The lock was in consequence made practically free to all vessels a short time later and remained in use until 1843, when the Ste. Anne's lock was open to traffic, thus perfecting the system of public canals between Montreal and Kingston, the Carillon, Grenville, and Rideau canals having been completed about fifteen years before that date.

Another canal, the existence of which had been entirely forgotten, was built about the same time, and we are still indebted to the late Douglass Brymner for the discovery of papers, in which it is mentioned and summarily described. This is the canal on the Canadian side of Sault Ste. Marie, which was constructed by the original North-West Company after the disagreement which had the result of dividing the concern into two rival companies.

The work was done between 1798 and 1802. The following description of it, is taken from the "Report on Canadian Archives," for 1886, p. xxix.

"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

(\*) Steam navigation and its relation to the commerce of Canada and United States, by Jas. Croft, Montreal, p. 318