



*Intrepid voyageurs braved the terrors of the mighty river in Canada's early days*

to deep water at the foot of Lake St. Francis, another widening in the course of the St. Lawrence. Between 1779 and 1783, the Royal Engineers built four side canals with locks six feet wide, giving two-and-one-half foot depth to overcome the Cascades, Split Rock, Cedars, and Coteau Rapids, in ascending order. The Beauharnois Canal, on the southerly shore, built between 1842 and 1845, replaced these earlier canals and provided nine-foot navigation. It, in turn, was replaced by the new Soulanges Canal on the opposite side of the river. Begun in 1892 and completed in 1899, it was provided with five locks, a total lift of 84 feet, and provided fourteen-foot navigation.

The International Rapids Section, extending from St. Regis at the head of Lake St. Francis to Chimney Point, east of Prescott, with a total difference of water-levels of some ninety-two feet, had to be overcome by a series of canals. The

first of these, proceeding up-river, was at Cornwall where a nine-foot canal was built between 1834 and 1842. In turn, this canal was enlarged to fourteen-foot depth between 1897 and 1901. Next in order was the Farran's Point Canal, first built between 1844 and 1847 and enlarged to fourteen-foot depth between 1897 and 1901. The Rapide Plat Canal at Morrisburg, constructed at the same time as the canal at Farran's Point, was enlarged to provide fourteen-foot draught between 1884 and 1904. The last in the series of canals in this section was the Galop Canal at Iroquois. Construction of this canal for nine-foot depth navigation commenced in 1844 and was completed in 1848. This canal was later enlarged to fourteen-foot depth and completed in 1908.

The obstacle to navigation between Lake Ontario and Lake Erie is presented by the Niagara River, its rapids, and