

porary occupation (till His Majesty's service shall require the abandonment) for buildings of 150 feet in front on the water side below the Sault of St. Mary's, beginning at the north-east side of the road, and running back, parallel thereto, as far as the bend of the said road. There being on the water side, and further on, between our opponents and us, not only the line of road laid out by Lieut. Brice, but the breadth of the one made by us this year, there cannot be a better line of division to avoid dispute.

"We have no wish to interfere with any other part of the ground between the road and the creek, and we have no objection to the other company making a road of communication across the said 150 feet, from the portage road to lots Nos. 1 and 2, if they wish it, at a convenient distance behind the store we mean to erect near the water, therefore our occupancy of the space now prayed for cannot incommode them in respect to the pasturage of the residue of lots Nos. 1 and 2. Further to avoid altercation with the other company, in points not essential to us, we shall content ourselves with the road made by us, and not proceed at present in our claim to the use of the canal. To render the portage complete we shall have occasion for stores at the upper end, and accordingly we further solicit a permission of occupancy for about half an acre in superficies, near to the water, but on the other side of the road from where the upper store of the other company is built. To make the whole more comprehensible to His Excellency, we have enclosed a copy of the plan of part of the ground at the Sault of St. Mary's, and noted thereon what we now pray for, which will clearly show that the other company will have every reasonable accommodation, with a fair share round their buildings, and that we ask for nothing unreasonable." (C. 363, pp. 38 to 40.)

Gabriel Franchère (*Relation d'un Voyage*; Montreal, 1820, p. 276) states that on his arrival at the east end of Michipicoton Bay, on the 26th of July, 1814, he met Captain McCargo, and the crew of one of the schooners of the North-West Company, who had escaped from Sault Ste. Marie. About 150 Americans in command of Major Holmes had attacked the post, pillaged it of every article of value belonging to the company and to Mr. Johnston, and set fire to all the houses, stores, sheds, &c. On the 30th, he, with Mr. McGillivray and others, went to Sault Ste. Marie, where they found the ruins of the buildings, including the saw mill, still smoking, and the schooner driven down to the foot of the rapid, where she had burned to the water's edge.

Seven years subsequent to that date (in 1821) the North-West Company amalgamated with the Hudson's Bay Company, and new buildings were erected at the Sault. On the 1st March, 1824, "Thomas Thain, agent for the Hudson Bay Company in Canada," wrote to Colonel Darling, military secretary, offering "to enter into such arrangements for the sale of the buildings at present occupied by the servants of the company at St. Mary's as may suit the views of His Excellency." (C. 363, p. 152.)

In the course of the negotiations a plan of the buildings, &c., was sent, which shows the canal, *but not the lock*, there being marked, however, a race to the saw mill, which it is stated on the plan was built in 1821 (C. 363, p. 156).

The remains of the canal are still visible. Mr. Joseph Wilson, Collector of Customs at the Sault, in reply to inquiries, reports that there is a narrow channel which if a canal at all, was only wide and deep enough for bateaux and canoes.