

The earliest mention of canals in Canada is in connection with the Lachine Canal, begun by early French settlers in 1700. Only after the conquest of Canada by the British, however, were improvements of the main water routes made. In the early part of the 19th century increased internal and foreign trade and the introduction of steam navigation resulted in more attention being given to this work. Although some of the early canals were constructed primarily for military purposes, they soon became essential to the commercial life of the country. However, since the development of railways in Canada and, even more, since the growth of motor-vehicle traffic, the canals, with the exception of those on the Great Lakes-St. Lawrence River route, are playing a minor part in the transportation activities of the country.

The principal canals of Canada are under the jurisdiction of the Dominion Department of Transport and each is accessible from the Atlantic Ocean. They serve six routes: (1) Montreal to Port Arthur and Fort William, via the St. Lawrence River and Great Lakes; (2) Montreal to the International Boundary near Lake Champlain, via the Richelieu River; (3) Montreal to Ottawa, via the Ottawa River; (4) Ottawa to Perth and Kingston, via the Rideau and Cataraqui Rivers; (5) Trenton, at the mouth of the Trent River on Lake Ontario, to the mouth of the Severn River on Lake Huron; and (6) St. Peters, Nova Scotia, on the Atlantic Ocean, to the Bras d'Or Lakes. The aggregate length of these six routes is 1,890 miles, the total of actual canal being 509 miles. A detailed description of the individual canals is given at pp. 626-629 of the 1926 Year Book.

#### 4.—Length and Lock Dimensions of Canals Under the Control of the Department of Transport, 1941

Name	Location	Length of Canal	Locks			
			No.	Minimum Dimensions		
				Length	Width	Depth
St. Lawrence—		miles		ft.	ft.	ft.
Lachine.....	Montreal to Lachine.....	8.74	5	270	45	14 <sup>1</sup>
Soulanges.....	Cascades Point to Coteau Landing.	14.67	5	280	46	15 <sup>1</sup>
Cornwall.....	Cornwall to Dickinson's Landing...	11.00	6	270	43-67	14 <sup>1</sup>
Farran's Point.....	Farran's Point Rapids.....	1.28	1	800	50	16 <sup>1</sup>
Rapide Plat.....	Morrisburg.....	3.89	2	270	45	14 <sup>1</sup>
Galops.....	Iroquois to Cardinal.....	7.36	3	270	45	14 <sup>1</sup>
Welland Ship.....	Port Weller, Lake Ontario, to Port Colborne, Lake Erie.....	27.60	8	859	80	30 <sup>2</sup>
Sault Ste. Marie.....	Sault Ste. Marie, Ont.....	1.38	1	900	60	18-25
Richelieu River—						
St. Ours.....	St. Ours, Que.....	0.12	1	339	45	12
Chambly.....	Chambly to St. Johns, Que.....	11.78	9	120.5	23-25	6.5
Ottawa River—						
Ste. Anne.....	Junction of St. Lawrence and Ottawa Rivers.....	0.12	1	200	45	9
Carillon.....	Carillon Rapids, Ottawa River.....	0.94	2	200	45	9
Grenville.....	Long Sault Rapids, Ottawa River..	5.94	5	200	45	9.5
Miscellaneous—						
Rideau.....	Ottawa to Kingston.....	126.25	47	134	33	5
Trent.....	Rideau Lake to Perth (Tay Branch) Peterborough.....	6.50	2	134	33	5
	Peterborough Lock to Swift Rapids.	88.74	18	175	33	6 <sup>3</sup>
	Swift Rapids to Port Severn.....	135.71	24	134	33	6
	Port Severn Lock.....	16.00 <sup>4</sup>	1	100	25	6
	Sturgeon Lake to Lindsay (Scugog Branch).....	8.35	1	142	33	6
	Lindsay to Port Perry (Scugog Branch).....	26.65	Nil	-	-	-
Murray.....	Isthmus of Murray—Bay of Quinte.	5.15 <sup>5</sup>	"	-	-	-
St. Peters.....	St. Peters Bay to Bras d'Or Lakes, Cape Breton, N.S.....	0.50	1	300	48	18 <sup>6</sup>

<sup>1</sup> Navigable depths are occasionally less at times of extremely low water. <sup>2</sup> Minimum depth between locks 25 ft. <sup>3</sup> This depth may be increased to 8 ft. 4 in., on reasonable notice being given for the accommodation of larger commercial vessels. <sup>4</sup> Minimum depth of navigable channels is 4.5 ft. <sup>5</sup> Minimum depth of canal with Lake Ontario at elevation 244 ft. above sea-level is 10.5 ft. <sup>6</sup> The depth of canal prism is 17 ft.