

Memorandums, relative to the Water-communications between Montreal & Kingston.

Notes from Office to
Montreal, Kingston.

La Chene Canal, on the St. Lawrence.

La Chene Canal. This canal is 28 feet wide at bottom, 38 feet at the waterline. Slopes generally two to one, has 5 feet depth of water, and a turning fall. The whole fall is 62 feet; with 6 locks. It is the property of a Company, and was begun in 1771 and completed in three years. It cost \$137,000, which was defrayed by the Company, assisted by Government; for which the public derive an advantage from toll.

The Ottawa.

St. Ann's Canal. A canal is proposed along the western extremity of the Island of Montreal, near the town of St. Ann, to surmount the Rapids of St. Ann.

Corrillon Rapids. To pass these Rapids, a cut is proposed, with 2 locks, on the left bank of the River.

Chute à Bonneau. To pass this fall, there is a cut, with 1 lock, on the left bank of the River.

Granville Canal. This canal is on the left bank of the River. It is about 7 miles in length, had 6 locks, and its section is similar to that of the La Chene Canal. From this canal the Ottawa is navigable up to the falls of Chaudiere.

The Rideau Canal.

Entrance Bay. This is a small bay on the Ottawa, about a mile below the falls of Chaudiere, and about a mile above the point where the Rideau River falls into the Ottawa. The Bay is in 45° 30' North latitude and 76° 58' West longitude. From this Bay the canal is cut, with 3 locks. The Canal then passes through a natural cutting, proper dams, which is flanked by means of a dammed up river, and is carried by means of an aqueduct, and runs the Rideau River, at the top of the dam, distant from Entrance Bay about 6 miles.

St. Ann's Dam. This dam is 65 ft high and 400 long, and the canal runs into the River by means of 1 lock. The dam, by throwing back the river, prevents about 7 miles of rapids into still navigable water.

Black Rapids. A Dam and 1 Lock.

Long Island Rapids. A Dam and 3 Locks, and two Embankments. It is supposed that this Dam will throw back the water sufficiently to overcome the rapids and deepen the channel so as to render the river navigable for 28 miles.

Barrett's Rapids. A Dam and 1 Lock.

Nicholson's Rapids. A Dam and 1 Lock, and an Embankment.

Oliver's Rapids. A Dam and 1 Lock, and an Embankment.

Morris's Rapids. A Dam and 3 Locks.

Eastward's Rapids. A Dam and 1 Lock.

Edmund's Rapids. A Dam and 1 Lock.

Phillips's Bay. A Dam and 1 Lock.

Old's Rapids. A Dam and 2 Locks.

Smith's Falls. A Dam and 3 Locks.

Fort Rapids. A Dam and 1 Lock.

Olive's Ferry. Here the Ottawa Lake contracts to 263 feet in width, and a ferry is established to connect the road between Perth and Combermere.

Upper Hornes. Here the Ottawa Lake contracts again, to about 100 feet in width, and a Dam is known with a lock 94 feet high, between the Ottawa and the Rideau. This dam is about 271 feet above Entrance Bay in the Ottawa.

St. Ann's R. Lake. This St. Ann's separates the Ottawa Lake, which is the source of the Rideau River, from the Rideau Lake, which is the source of the Rideau River. From Entrance Bay to this spot the canal has ascended 291 feet, and will now have to descend 162 feet before it reaches Kingston Harbour. The canal will be cut through this St. Ann's, which is a mile and a half in width, having one lock.

St. Ann's Lake. A cut is made through this reach of land, which is 330 feet across, to avoid the rapids of the natural channel.

Chaffey's Mills. A Dam and 1 Lock.

Davis's Rapids. A Dam and 1 Lock.

Jones's Falls. A Dam and 4 Locks.

Granby Marsh. It is about 1/2 mile above the head of Kingston Harbour, and about 1/2 mile long. Besides flowing into the Rideau River, the waters of this marsh, or Lake, flow out to the west, into the Rideau River, and flow into the Rideau River, which River will be made the water level for regulating the level of the water in the Ottawa Lake, which is the summit base, so that the water in the whole line of canal, whether in times of flood or not, may always be kept at a steady height.

Brown's Upper Mills. Two Dams and 2 Locks.

Brown's Lower Mills. A Dam and 1 Lock.

Kingston Mills. A Dam and 4 Locks. The Canal, or Rideau River falls into Kingston Bay, at their outlet, 5 miles from Kingston.

Granby Canal (in Kingston Bay). It is proposed to abate these shoals so as to obtain a depth of five feet water in dry seasons.

The Dams along the River Rideau will raise large portions of the stream, and it is observed, but it is supposed that, throughout the whole line of the Canal, there will be no more low water than there is by the falls of the Rideau, or in other words, the water will always be kept at their height, and the Rapids will still last; the quantity of water at Kingston Harbour, will be increased, and it is supposed that the Canal will raise the quantity of the Rideau more than double.

The distance from Montreal to Entrance Bay is about 120 miles, and the time required for the passage of Goods by this line would be about 10 days. The distance from Entrance Bay to Kingston is about 170 miles, and the time required for the passage of Goods by this line would be about 12 days. The distance from Kingston to the head of the Rideau is about 100 miles, and the time required for the passage of Goods by this line would be about 10 days. The distance from the head of the Rideau to the head of the Ottawa is about 100 miles, and the time required for the passage of Goods by this line would be about 10 days.



"The La Chene Canal was begun in 1771, and was completed three years afterwards. It began at Montreal, and extended up the river, the whole of which it was intended to pass, it is 28 feet wide at bottom, 38 at the water line, and is generally two to one, has five feet depth of water, and a turning fall. The whole fall is 62 feet, with 6 locks, and two stone bridges. It cost \$137,000, which was defrayed by a company of merchants, assisted by Government. The present Canal was begun in 1825, and is 28 feet wide at bottom, 38 at the water line, and is generally two to one, has five feet depth of water, and a turning fall. It cost \$1,100,000, which was defrayed by a company of merchants, assisted by Government. The present Canal was begun in 1825, and is 28 feet wide at bottom, 38 at the water line, and is generally two to one, has five feet depth of water, and a turning fall. It cost \$1,100,000, which was defrayed by a company of merchants, assisted by Government." — Macgill 1827.

OUTLINE MAP
showing the
WATER-COMMUNICATIONS
between
KINGSTON & MONTREAL

1827

Compiled from various documents, and corrected to this date, 1850.
J. M. Macgill

