



While the Tay Canal was a huge endeavour for its time that brought many benefits to the surrounding area, it just wasn't built to last; a result of the limited resources available to the Tay Navigation Company during its construction. As well, several problems, some expected and some unforeseen, prevented the canal from really coming into the widespread use that some had been imagining: issues with shallow and unpredictable water levels; rocks, weeds, and obstructions; lack of full maintenance due to the Tay Navigation Company's financial woes; inaccessibility for larger, more efficient steamboats, and heavy tolling on forwarding and transshipment certainly didn't help, either.



It did, however, still get use for nearly a decade, and appreciably increased the level of prosperity, traffic, and communication to the area. It was a great idea that happened to have the odds against it, due to poor circumstances. Even once travel on the canal became less common, timber was still routinely sent downstream, going over timber slides at the dams; the TNC kept limited maintenance up for several years beyond the canal's obsolescence, as an income of £1200 per month was to be gained from its use as a timber run. *(Larry Turner "The First Tay Canal in the Rideau Corridor, 1830-1850"; pg. 113)*

One interesting puzzle that's worth noting is the "new" lock at Lock #2. Sometime between the canal's construction and 1854, a second lock was built at this location. It is unknown whether the cash-strapped TNC was somehow responsible, or if it was rebuilt by the owner of one of the nearby mills, but the remains of this mysterious lock can still be seen today.

*(Larry Turner "The First Tay Canal in the Rideau Corridor, 1830-1850"; pg. 49) (G. Attar-Hassan et al "Rideau Canal Preliminary Site Study Series, Tay Canal Branch, Beveridges - Perth"; pg.32)*