

ROUTE DOWN THE ST. LAWRENCE.

DESCENT OF THE RAPIDS.

AT LONG SAULT.

THESE Rapids, universally allowed to be the most extensive and the most exciting to be found on this continent, extend in continuous lines for a distance of nine miles—the stream being divided near its centre by an island. The channels on both sides are descended with safety, although steamers usually pass on the south side, which is a trifle narrower than the other. The current moves along this channel with astonishing velocity, drifting rafts at the rate of 12 or 14 miles an hour, the waters alone moving at least 20 miles an hour. It needs not the aid of wind or steam to descend these swift-sweeping waters, and hence when vessels enter the current they shut off steam, and trust to the guidance of the helm only as they are borne on their rapid voyage by the force of the stream alone. Nature presents but few sights more grand and beautiful than is presented from the deck of a steamer when descending these rapids. The unequal movement of the waves, as they plunge from one eddy to another, causes the boat to rise and fall with a motion not unlike that experienced on the ocean after a gale of wind has disturbed its bosom. The constant roar of the waters as they dash and leap along their furious course, filling the atmosphere with misty foam; the wild and tumultuous force with which wave struggles with wave to reach the depths below; the whirlings of the yawning eddies, that seem strong and angry enough to engulf any and every thing that ventures within their embrace, and the ever-changing features, form and course of the writhing, restless stream, all unite in presenting a scene of surpassing grandeur.

The navigation of these rapids, although generally conducted with entire safety, requires, nevertheless, great nerve, force and presence of mind on the part of the pilots—generally Indians—who essay to guide the staggering steamer on its course. It is imperative that the vessel should keep her head straight with the stream, for if she diverges in the least, so as to present her side to the current, she would be in-

ROUTE FROM PRESCOTT.

DOWN THE RAPIDS.

THE steamer, after leaving Prescott, proceeds, passing, on its way, between Chinney Island and Drummond's Island—now steering for Tick Island, thence northwest round the western end of Isle aux Galops, and by Fraser's Island to a point opposite Lock 27 of the canal, which extends from the beginning of the Gallop Rapids to Point Iroquois and rapids. Instead of passing through that canal, however, the steamer proceeds down the Gallop Rapids.

GALLOP RAPIDS.

In sailing down these rapids, the steamer passes on its way Isle aux Galops, and several other small islands in the channel, onwards to Long Point—passing down the rapids between Tonson's Island and the south bank of the river; thence on again, and down the Iroquois Rapids, shortly after passing which we reach Ogden's Island, with rapids on each side of it. (At this point the *up* steamers ascend via the Rapide Platte Canal, from Lock 23 to 24.) After passing Ogden's Island, and several smaller ones, we pass Goose Neck Island and Cryslar's Island, and proceed on between the two Cat Islands, the Upper Long Sault—now called Croyle's Island—and the rapids on the north-western end of it, at Farren's Point, where there is a short canal for the *up* steamer to pass through.

LONG SAULT RAPIDS.

SAILING down the rapid there, we pass at some distance Dickenson's Landing, close to Long Sault Island, and prepare to what is termed "shoot the Rapids of the Long Sault"—passing by the north channel, and downward through the rapids between Sheek's Island and Barnhart's Island. After steaming a short distance, with smooth sailing, we again reach rapids, being those between the town of Cornwall and Cornwall Island. (The *up* steamers enter in at Lock 15, at Cornwall, and passing along the canal with its eight locks, find an exit at Lock 22.) For a description of the passage