

Eaux-Mortes river. The Iroquois falls on the Vermillion river may be also mentioned.

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If we cross to the south side of the river St. Lawrence, we find that our hydraulic resources are not inferior in number to those noted on the north shore. A few of the latter have been already mentioned in the course of this article; to this list it is only right to add the water-powers of the Becancour river.

Becancour River.—This river, after watering the townships of Nelson and Somerset and the front of the townships of Stanfold and Bulstrode, in an easterly direction, for about 46 miles, then turns to the north-west, flows for about 21 miles between Ashton and Maddington, and finally empties into the St. Lawrence.

This river is broken in several places by falls and rapids.

One of its principal falls is known under the name of the *Maddington Falls* and is situated in the village of Daveluyville at a few paces only from the Intercolonial Railway bridge.

This fall is a remarkable water-power both by its situation and by the very great facilities offered by its development.

Its height, at ordinary low water, is about 14 feet and Mr. Gauvin, C. E., has estimated its capacity approximately at 4,000 horse-power. However, a gauging made at the Saut Rouge (township d'Inverness) on the same river, in December, 1903, has proved that the flow of this river may fall to 0.217 of a cubic foot per second and per square mile of the area of its basin.

The portion of the Becancour basin situated above Maddington Falls being about 850 square miles, it follows that the minimum of the Becancour's volume at that place must be about 185 cubic feet per second.

The absolute capacity of the falls in question, at low water, must therefore be about 925 horse-power in round figures.

Let us note also two other water-powers on the Nicolet river, one at St. Leonard at the junction of the Intercolonial with the Drummond County Railway and the other at Ste. Brigitte.

Nicolet River.—Along the line of the Grand Trunk Railway, several water-powers occur, which possess some importance. Firstly, at Lyster, on the Becancour river and at a few miles from the railway, on the same river, there are the Red Falls. A little further on, at Arthabaska, the south-west branch of the Nicolet river is in a position to supply industry with a good many water-powers. The same may be said of the St. Francis river, which