

(For the CANADIAN ILLUSTRATED NEWS.)

WINTER NAVIGATION ON THE RIVER ST. LAWRENCE.

AN ACCOUNT OF A TWO DAYS' CRUISE IN THE STEAMER "PROGRESS." BY NEPTUNE, JR.

FIRST DAY.

While the stars were at their brightest, between the hours of three and four on Friday morning, the twenty-sixth of November of the present year of grace 1875, I was wending my way through the deserted streets of Quebec towards the Lower Town. Not a soul did I meet, not even a policeman. Indeed, to give the poet's lines a new application I might with candor say:

"The streets were left to solitude and me."

And, as I passed by some doorway, deeper than its neighbors, the thought involuntarily rose in my mind—

"Here the mild protectors of the public sleep."

At any rate, none crossed my path, and the only signs of life that met my eyes were at a newspaper office, where light and flitting shadows could be seen through the windows. My path led to Connolly's wharf where the Steamer *Progress* was moored and preparing to start on a short cruise down the river, for the purpose of rendering assistance to some of the steamers reported in distress below.

The hands were firing up when I came on board, and, in about half an hour after, we were all ready to start.

At five o'clock precisely, we cast off our moorings, steering at once into the stream of ice which, with the full force of the strong flood, was rushing up. We could barely see the outlines of the land on either side, the stars giving but a feeble light and there was no moon. As we went crushing through the ice the noise made was something to terrify the fishes beneath, and in the darkness it had a peculiar effect upon all who heard it. For about three miles no open water was met with, the ice being continuous, but our speed was something wonderful, as I will show further on.

As the clouds in the east began to show the approach of sunrise by reflecting his rays, they, one by one, became tinged with that deep blood-red which indicates the coming of a snow-storm, and although the prospect was not cheering, I could not help admiring the premonitory signs which turned the eastern sky into a blaze. Just as the sun came over the horizon, we made out the masts of a vessel in the distance and apparently alongside of Grosse-Isle. Onward we ploughed through the same interminable fields of ice, until eight o'clock, having made the run to Grosse-Isle, a distance of thirty miles, in exactly three hours.

A canoe was now brought into requisition, and into it I jumped, along with Captain Lecours, who is no novice at winter navigation. Our canoe was a good one and our crew reliable. I, therefore, felt as much at home in the frail craft as I had felt a few minutes ago on the staunch steamer. Fifteen minutes through and over the ice brought us alongside the vessel which we had come to succour. It would be superfluous to say that we were heartily welcomed by Captain McMaster, of the *SS. Venezia*. I think he must have felt relief when he saw our steamer steering toward him, for his position was certainly a critical one. Short handed, what men he had worn out, one steam winch disabled, tuns upon tuns of ice formed on the deck, fore-castle, ropes, yards and chains, it was next to impossible to work the vessel; added to which her injection pipe used to choke with ice when an attempt to work the engine was made which rendered it impossible to keep up steam. A glance at the position of the vessel convinced me that her total loss was only a question of time if not at once relieved. Although moored at a wharf with one anchor out, she could not possibly withstand the pressure of the immense fields of ice which the ebb-tide would bring down, and, if once her cable parted, twenty minutes would suffice to land her high-and-dry upon the rocks.

A few preliminaries being arranged with the Captain, no time was lost in bringing the *Progress* alongside and transferring a good gang of men to relieve the worn-out handful belonging to the *Venezia*. The anchor was got up, the hawser attached and the two vessels carefully guided through the narrow pass in the sand-bar which lies in front of Grosse-Isle, the ice rendering the operation doubly dangerous. Skillful pilots, however, accomplished the feat safely, and at eleven o'clock we were outside the bar and steaming towards Quebec. The same fields of ice which we had already cut through obstructed our way, and the snow-storm which the rosy clouds of morning had predicted overtook us about noon, completely shutting out the sight of land in every direction.

In the narrow channel which we were then in, the compass was of very little use and the lead had to be called into requisition. For upwards of an hour our course was guided by this means, until we got sight of the Island of Orleans, at the Point of St. Jean. By just keeping the island in sight we were enabled to run along under a full head of steam, and reached Indian Cove at half past two o'clock, having towed the *Venezia*, a large steamship, through fields of heavy ice, a distance of thirty miles in three hours and a half.

A very short time sufficed to place her in safety within the outer blocks in Indian Cove, where she now lies alongside of the Upper Traverse Light Ship. And, let us hope, in safety for the present winter.

Having accomplished our difficult task, the *Progress* returned to Quebec, with all hands on board satisfied that a good day's work had been brought to a successful termination.

SECOND DAY.

The next morning, Saturday, the twenty-seventh, the *Progress* left her berth at Connolly's wharf, at twenty minutes after five o'clock. As we shot past the Custom House, and came opposite the mouth of the St. Charles river, we became sensible of the fact that a cutting north west wind was blowing. This, however, was rather an encouragement, as we knew that while the wind continued in that quarter we should not be troubled with snow.

The snow of the day before had greatly increased the quantity of ice in the river, and had also thickened the large fields of old ice upon which it had fallen.

The run down the river was a repetition of that of the day previous, with the exception that it was longer. In passing Crane Island, the inhabitants seemed a good deal astonished to see a steamer going at the rate that we were going, for they stood still on the road while we passed, and even one driving a horse pulled up to see us go by.

I had more time to-day, and the state of the weather also, enabled me to admire the grand scenery of the North Shore, which, if beautiful in summer, is if possible more so in winter. Snow seems a fitting mantle for the frowning Cape Tourment, and helps to bring its majestic outlines into bold relief.

The snow-capped peaks, away down, in the direction of, and beyond St. Paul's Bay, seemed to rise in countless numbers from their pedestals of evergreens. Oh! if our summer tourists from the Sunny South, could only see these Northern mountains, as I saw them that day, they would go into raptures. Would that I could convey even a slight idea of their beauty and grandeur. And yet no description could do them justice. But I am wandering from my subject. After passing Crane Island we soon came in sight of Goose Island, and also of the masts of a vessel, the hull of which we could not yet make out. A short time after, we saw a speck on the water which turned out to be a canoe, in which, besides its own crew, were six of the crew of the *SS. Roma*, among whom was the steward, who informed me that the Captain and a number of men were in another canoe which we could now see at a considerable distance from us. We, at once, steamed towards, and in a short time came up with it. Captain Anderson, with six or seven of his men, were taken on board from this canoe.

The Captain informed me that all hands had left the vessel the night before—and it was well that they did, but I must not anticipate.

After taking the Captain on board, the *Progress* steered towards the vessel which she had come to help, and which was lying across the south west point of Goose Island Rock. Anchoring at a safe distance from the rocks, our canoe was launched, and, together with the Captains of the *Roma* and *Progress* and another gentleman I went to what we could plainly see was a wreck.

The vessel was aground seemingly from amid-ship to her stern, there seeming to be deep water under her forward half. The stern was considerably higher than the bow, and she was canted outwards so much, that while her starboard side was not more than a couple of feet over water, we had to climb fully twenty feet from our canoe to get aboard on her larboard side. The ice had piled on her deck to an incredible height, and, all agreed in believing (although we could not see it), had crushed in her side. In fact, we could not account for the large quantity of ice in her fire hole in any other way, the bulwarks were torn on both sides of the vessel, and there was ample evidence that the ice had gone clear across her and tumbled over on the land side. Our stay on board was very limited, probably not over five minutes, for the tide was falling, and we did not know but that she might roll over at any moment, the immense weight of ice upon her deck tending to drag her down.

A very short survey satisfied every one that nothing which we could do would save the vessel. We, therefore, returned to the *Progress* and sent back our canoe for a few of the hands of the *Roma* who were still on the rock, huddled together like sheep. Having got these on board we steamed for the South Shore for the purpose of landing at L'Islet to telegraph to Quebec. At a few minutes after twelve o'clock, I sent off a despatch describing the condition of the wrecked steamer. Having nothing more to do at L'Islet, as soon as a reply to my message was received, all embarked on the *Progress*, with the assistance of canoes; and at 2:35 p. m., we were under full steam for Quebec. The wind had set in very strong from N. E. by N., at half-past twelve, but worked around to N. W. by N., which drove the ice from the north to the south channel in immense quantities; notwithstanding which we arrived in Quebec at six o'clock p. m., accomplishing the run from L'Islet in exactly three hours and twenty-five minutes.

I should have mentioned that while alongside the *Roma* in our canoe, those in it, of whom I was one, came very near getting a cold bath; one of our crew had to hold on to a rope's end while the others crawled up the side of the steamer. The second or third man to leave the canoe was Captain Barras, who is a heavy man; he stepped on the edge of the canoe, and to counteract his weight some of the men leaned to the opposite side, when Captain Barras making

a slight spring up the side of the steamer, relieved the canoe of his weight which, of course, bounded over to the other side, and came so near upsetting that she took in a good deal of water over her gunwale. The water was cold and deep, and the current strong, so that a "spill" might have been serious. It only remains for me to add that in the two days whose doings I have related, the steamer *Progress* did a great deal better even than than have we expected she would. We never went out of our course to avoid a field of ice, however large or thick it might be, and we never once failed of cutting right through everything that came in our way, never once having to back out for the purpose of gaining new head-way.

A short description of this vessel, which is destined to mark a new era in the history of steam-boats on the St. Lawrence, may not be out of place here.

To commence, then, at the beginning, I may say that the idea of building her took shape on the sinking of the *Arctic*, last April twelve months. Her keel was laid in the month of July 1874, and she was launched in November of the same year. She was built in the ship yard of the company which owns her, and no expense was spared to make her strong at every point, the chief materials in her construction being white oak, rock elm and iron. She is plated from stem to stern, from about two feet above her load line to within a couple of feet of her keel. Her length over-all, is 153 feet, breadth of beam 26 feet, depth of hold 17 feet. When fully loaded her draught is 14½ feet aft, and 13 feet forward.

Her engines, built by Messrs. Carrier, Laine and Company, Levis, are compound, direct acting, 60 in. and 30 in. cylinders, with surface condenser. Nominally 175 h. p., they are capable of working up to between 600 and 700 effective h. p. The boiler, which is built to match, is heated by six furnaces. Her propeller is 11' 6" diameter, 19' 2" pitch, with four blades.

Such, in short, is a description of this powerful vessel, which, one is at a loss whether to call a steamship or not.

THE huge, drastic, gripping, sickening pills, constructed of crude, coarse and bulky ingredients, are far being superseded, by Dr. Pierce's Pleasant Purgative Pellets, or Sugar-Coated, Concentrated Root and Herbal Juice, Anti-Bilious Granules—the "Little Giant" Cathartic or *Muttum in Parvo* Physic. Modern Chemical Science enables Dr. Pierce to extract from the juices of the most valuable roots and herbs their active medicinal principles, which, when worked into little Pellets or Granules, scarcely larger than mustard seed, renders each little Pellet as active and powerful as a large pill, while they are much more palatable and pleasant in effect.

Dr. Ira A. Thayer, of Baconsburgh, Ohio, writes: "I regard your Pellets as the best remedy for the conditions for which you prescribe them of anything I have ever used, so mild and certain in effect, and leaving the bowels in an excellent condition. It seems to me they must take the place of all other cathartic pills and medicines."

Lyon & Macomber, druggists, Vermillion, D. T., say: "We think they are going to sell like hot cakes as soon as people get acquainted with them and will spoil the pill trade, as those that have used them like them much better than large pills."

A LARGE Piano Establishment to be sold out in Montreal. The New-York and Boston Pianoforte Company of Montreal having gone into liquidation, Mr. Shaw, the well known Auctioneer of this City, has been engaged to sell on Tuesday, 21st inst., the whole of their magnificent collection of Pianos and Organs, comprising about 80 instruments. This will be one of the largest sales that ever took place in Canada.—See Advertisement.

TO THE LADIES.—The New WILCOX & GIBBS Sewing Machine is the only Machine in the World that is positively silent and the only one that requires no change of tension. Agency for the Dominion, Royal Sewing Machine Rooms, 754 Craig St. Call and see it.

THE NEW YORK AND BOSTON PIANOFORTE COMPANY IN LIQUIDATION.

IMPORTANT SALE OF AN IMMENSE STOCK OF VALUABLE PIANOS, ORGANS, MELODEONS, &c.

I am instructed by Messrs. Rice & Co., who are relinquishing the piano business, to sell at the Warehouses of the above named Company, Nos. 430 and 432 Notre Dame street,

ON TUESDAY, THE 21ST INST.,

the whole of the Stock, comprising about Eighty Instruments, and including Full Concert Grand and Square Pianos, by Albert Webber, New York; Hallett & Davis, Boston; J. & C. Fischer, New York, and C. D. Pease, New York; one magnificent Church Organ, cost \$1,000, and about 30 very fine Organs by Geo. Wood & Co., C. D. Williams, Jackson & Co., &c., from 5 to 11 stops and suitable for Sabbath Schools and private families. The Organs and Pianos (with the exception of a few second-hand) are of the finest class. The Grand Concert Webbers (the highest priced maker in America) are valued at \$1,600 each; the Hallett & Davis Grand, from \$1,400 to \$1,500 each. The public sale of this magnificent stock of valuable instruments will offer an opportunity which has never occurred in Canada of procuring the most costly instruments at public competition.

Descriptive catalogues are being prepared and will be sent on application to the subscriber.

Terms \$100 and under, cash; over \$100, three months approved endorsed note with interest at 7 per cent. per annum.

On view on Monday, 20th, and up to hour of

Sale at ONE O'CLOCK.

HENRY J. SHAW.

Auctioneer.

CIRCULATION

OF THE

'EVENING STAR'

FOR THE

Month Ending December 7, 1875.

	City.	Country.	Total.
November 8.....	8,450	1,949	10,399
" 9.....	8,413	1,997	10,410
" 10.....	8,363	2,060	10,423
" 11.....	8,267	2,072	10,339
" 12.....	8,653	2,169	10,822
" 13.....	9,083	2,169	11,252
" 14.....	10,341	2,225	12,566
" 15.....	8,506	2,261	10,767
" 16.....	8,548	2,302	10,850
" 17.....	8,326	2,327	10,653
" 18.....	8,640	2,394	10,934
" 19.....	8,490	2,375	10,865
" 20.....	8,579	2,374	10,953
" 21.....	8,356	2,374	10,730
" 22.....	7,948	2,315	10,263
" 23.....	8,237	2,361	10,598
" 24.....	8,150	2,363	10,513
December 1.....	8,317	2,301	10,618
" 2.....	8,500	2,391	10,891
" 3.....	7,889	2,286	10,175
" 4.....	8,490	2,400	10,890
" 5.....	8,738	2,403	11,141
" 6.....	8,190	2,318	10,508
" 7.....			
	195,338	52,456	247,794

Average daily city circulation.....8,492

Average daily country circulation.....2,280

Total daily average.....10,772

The Books, giving more minute details of circulation are always open for inspection by advertisers and the general public.

December 11.....12-25-11-261

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MUFFS ROBERTSON PRICES
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1876.

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Province of Quebec.

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Blank forms of application and all information can be obtained by applying to

S. C. STEVENSON.

Sec'y Quebec Advisory Board.

63 St. Gabriel Street.

Montreal, Nov. 27, 1875.

12-23-252

EXCHANGE BANK OF CANADA.

DIVIDEND No. 7.

NOTICE is hereby given that a Dividend of

THREE PER CENT.

upon the paid-up Capital Stock of this Institution for the current half-year, has this day been declared, and that the same will be payable at the Bank on and after

Monday, the Third Day of January next.

The Transfer Books will be closed from the 15th to the 31st December, both days inclusive.

By order of the Board.

R. J. CAMPBELL.

Cashier.

Exchange Bank of Canada.

Montreal, Nov. 30, 1875.

12-24-5-255

Merchants Bank of Canada.

NOTICE.

NOTICE is hereby given that a DIVIDEND

OF

FOUR PER CENT.

upon the CAPITAL STOCK of this Institution for the current half year has been this day declared, and that the same will be due and payable at the Bank and its Branches and Agencies on and after

Monday, the Third Day of January next.

The Transfer Book will be closed from the 15th to the 31st December next, both days inclusive.

By order of the Board.

JACKSON RAE.

General Manager.

Montreal, 27th Nov., 1875.

12-23-5-253

NOTICE.

WE, THE UNDERSIGNED, Hardware, Store and House Furnishing Merchants, do hereby agree to close our respective stores on SATURDAY AFTERNOONS at the hour of 1 o'clock p.m., from the 1st of December to the 1st of March, and from the 1st of July to the 1st of September of each year.

WM. CLENDINENG.

JAMES WALKER & CO.

PROMISE BROS.

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