

ROUTE DOWN THE ST. LAWRENCE.

stantly capsize and lost. In order to prevent such catastrophes, boats traversing the rapids have their rudders constructed in such a manner that any amount of power can be brought to bear upon them at any moment. Not only is the wheel guided by strongly-wrought, but pliable chains, which are managed from a position near the bows, but a strong tiller is adjusted at the stern, which requires the aid of four powerful men, while two are working at the wheel, to keep the vessel's head in its proper direction.

The greatest danger attends the adventurous raftsmen, whose skill, courage and physical strength are perhaps not excelled by any similar body of men in the world. But, despite all these advantages, many a raft has been broken, and many a gallant raftsmen's life has been lost upon this remorseless tide of waters.

ST. LAWRENCE.
OF THE

down the Long Sault Rapids, see the opposite column on this page. For illustration of the same, see engraving.

ST. REGIS is an old Indian village, one of the historical incidents connected with which, is a marauding excursion made by the St. Regis Indians, into Massachusetts, to recover a bell for their church, which, having been captured on its way to Canada from France, was purchased for the church of Deerfield, Massachusetts—but retaken from there by the said Indians, who claimed it as theirs, and who murdered, in the dead of night, 47, and captured 112, of the unsuspecting and innocent citizens of Deerfield. Having obtained the bell, they carried it, suspended from a pole, on their shoulders, for 150 miles, and it now hangs in the Catholic Church of St. Regis, built about 160 years ago.

Steamers in their passage *up* the St. Lawrence, when they come to the rapids, pass round them, by entering the stupendous canals which have been made for the purpose of enabling them to pass *up*, as well as *down*, the river—although it is in the passage *down* the river, such as we are now describing, in which all the beauty and enjoyment of the trip is to be seen and realized. Having passed through the most exciting part of the whole trip, we now arrive at the town of Cornwall, at the foot of the Long Sault Rapids—on the Canada side.

CORNWALL is the boundary line between the United States and Canada, so that, after this point, all the points of interest remaining are now within the British possessions. Here the Cornwall Canal may be seen, 12 miles long, by which vessels pass *up*—as already mentioned.

LAKE ST. FRANCIS.

AFTER leaving Cornwall, we proceed on, passing St. Regis Island, situated in mid-channel, until we enter Lake St. Francis, passing between the Squaw's Island and Butternut Islands, with lighthouse to the north, in Lancaster Shoal. The steamer now steers close to the floating light, onwards to Cherry Island Light, and passing McGee's Point Light, on the main land, (north shore,) sails on towards the Rapids of Coteau du Lac.

COTEAU RAPIDS AND CEDARS RAPIDS.

At the COTEAU DU LAC RAPIDS, a cluster of sixteen islands interrupt the regular navigation, but through which the skilful pilot steers first down the rapid between the main land and Giron Island, thence down again between French Island, and Maple and Thorn Islands, and again between Prisoner's Island and Broad Island,

CHANNEL

COTEAU DU LAC "is a small village, situated at the foot of Lake St. Francis. The name, as well as the style of the buildings, denotes its French origin. Just below the village are the Coteau Rapids."

CEDARS RAPIDS are situated between the village of Cedars (north shore) and village of St. Timothé, (south shore,) with 8 or 10