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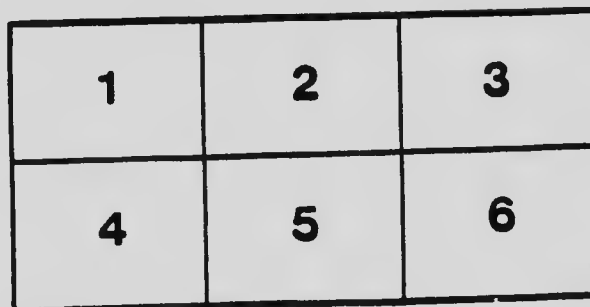
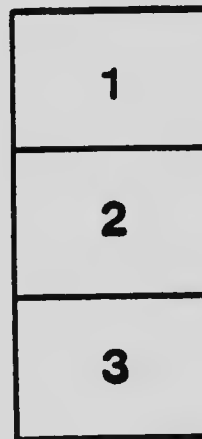
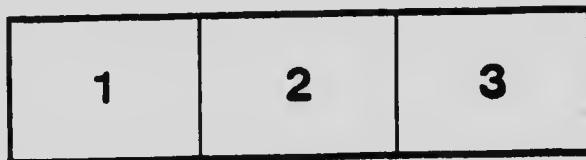
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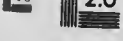
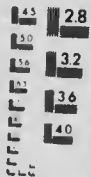
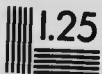
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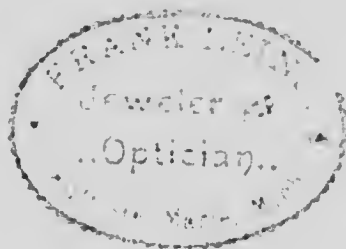
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THE SOOS OF TO-DAY

AMERICAN AND CANADIAN

Fifth Edition

The Key to the Great Lakes, a Nation's Commerce passes by its doors — The Greatest Locks in the World illustrated and described — The establishment of great industries and the development of the rich Algoma country is building up great cities where once the Red Man held undisputed sway — The Romance and Legend of the Land of Hiawatha.

*Published and Illustrated
from Photographs*

A. E. YOUNG,
PHOTOGRAPHER.

Sault Ste. Marie, Mich.
and
Sault Ste. Marie, Ont.

THE CITIES AT THE SOO



AMERICAN AND
CANADIAN



FEW PLACES on the continent are attracting more attention nowadays from tourists and travelers than the two Soos — American and Canadian. Sault Ste. Marie is the key to the great lakes, occupying a place of importance in the winning of the west from the days when first the hardy French voyagers and explorers made it a post to command the fur trade coming down from Lake Superior. Once an important strategic point in the wars of the early days, it now occupies a commanding position in the world's commerce. Past its gates flow the waters of the world's greatest waterway: the breezes that blow in its streets originate on the greatest body of fresh water on the globe. Upon the great lakes, the world's greatest freight route, a gigantic commerce is borne. Throughout the seven months' season of navigation a constant stream of great freighters passes up and down the St. Mary's River and through the Soo locks, carrying iron ore, wheat and lumber from Lake Superior to Lake Erie ports. In a year, from 20,000 to 25,000 vessels pass up and down, which means an average of a steamer every twelve to fifteen minutes day and night. But one needs to see to fully appreciate what that means, that steady stream of great 500-foot freighters, those strange looking whalebacks, those magnificent passenger steamers, with their thousands of travelers and sightseers. Few places portray better the spirit of this age of industrialism, of giant achievement in production and distribution. One begins to appreciate the scope of the operations of the United States Steel Corporation when he sees the mammoth

whaleback going through, carrying annually 20,000,000 tons of ore from the Lake Superior iron mines to the furnaces of Pennsylvania and Ohio. In 1899 over 25,000,000 tons net of freight passed through the Soo locks, valued at \$281,000,000. During the seven months season of navigation three tons of freight go through the Soo Canals for every one that goes through the Suez Canal in the whole year, and yet the opening of the Suez Canal revolutionized the political history of the globe.

The canals and locks at the Soo are the great objects of interests to strangers and tourists passing through. Hundreds of thousands of people pass through the canals annually, and the process of locking through is always full of interest. There are two canals, the American and Canadian. The American Canal has two locks. The Poe lock, which was completed in 1896, is the largest in the world, being 800 feet long by 100 feet wide, with 20 feet draft. It cost nearly \$4,000,000, and locks through four mammoth steamers at once. The Weitzel lock was completed in 1881, is 515 feet long by 80 feet wide, with 17 feet draft, and cost over \$2,000,000. The Canadian Canal is 6,000 feet long, with a lock 900 by 60 feet, the longest in the world, and with 20 feet 3 inches of water on the sills; it cost \$4,000,000. The approaches to this canal do not offer so good a channel as those of the American locks, and so it is not used as much as the latter. The three locks have therefore cost about \$10,000,000, and \$2,600,000 have also been expended in improving the St. Mary's river. Eight large steamers can be locked through the Soo locks at once.

Near the Canadian locks are the floor and foundations of the first lock on the continent, built by the Northwest Fur Company about 1790, to lock down the fur laden canoes from the Lake Superior region. This is one of the most interesting historical features of the Soo.

The Soos are also attracting great attention as growing centers of manufacture, and a group of capitalists, led by the Napoleon of industry, Francis H. Clergue, are investing millions upon millions there. On the American side, the Michigan Lake Superior Power Company are developing 40,000 to 60,000 horse power from the St. Mary's Rapids, which have a fall of 18 feet. The features of this development will be a water power canal over two miles long, 200 feet wide and 29 to 31 feet deep. It will deliver 30,000 cubic feet of water per second at the Power House. This will be a magnificent structure of red

sandstone 1,340 feet long, 87 feet wide, 107 feet high above the foundations and fitted with 320 turbine wheels. The canal will cost about three and a half millions and the Power House another million. Among the industries that will use this power are the Union Carbide Company and the American Alkali Company.

On the Canadian side the Lake Superior Power Company have developed 20,000 horse power. This is used by the Sault Ste. Marie Pulp and Paper Company and other manufactories, and the water power will be doubled and trebled to meet the growing needs. The pulp mill here is the largest ground wood pulp mill in the world, having a capacity of 150 tons of dry pulp and 75 tons of bleached sulphite pulp a day. Among the other industries are a plant for the manufacture of bleaching powder and caustic soda from common salt, a ferro-nickel plant, and a Bessemer steel plant, with a capacity of 600 tons of steel rails daily. These industries are all housed in massive buildings of red sandstone and they present a very imposing appearance. To the list are now being added blast furnaces for the manufacture of pig iron, open hearth furnances, plate mills, structural mills, tube works, etc.

The affiliated companies representing a capitalization, it is said, of over one hundred million dollars, have a complete cycle of enterprises. They are not only developing the water power and manufactures at the Soo, but they propose to develop the vast wealth in lumber and minerals of the district of Algoma, stretching from the north shore of Lake Superior to Hudson Bay. As the first step, the Algoma Central Railway is being built from Sault Ste. Marie through the pine forest, up the river valleys and across the height of land to James Bay. A branch line is also being built from Michipicoten, on the north shore of Lake Superior, to tap this. At Michipicoten is the Great Helen Mine, a mountain of very rich iron ore, and the fleet of steamers of the Algoma Central are carrying the ore to the Pennsylvania furnaces until the Clergue furnaces are completed at the Soo.

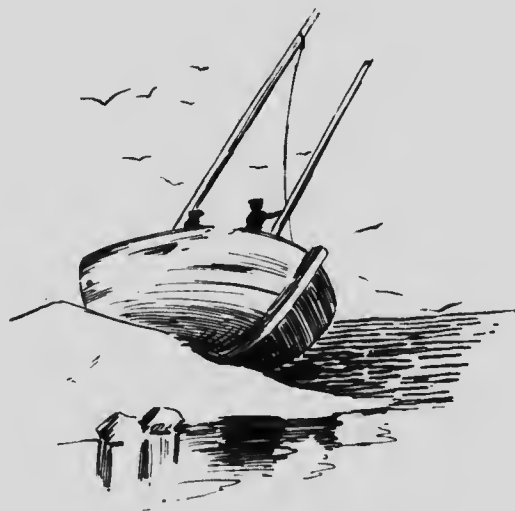
The cities at the Soo are rapidly growing communities. The Michigan Soo has a population of 11,000 and is rapidly forging ahead. The Ontario Soo grew within a year from a population of 2,000 or 3,000 to one of 8,000 or 9,000. It has all the aspect of a boom town, but it is to be a permanent boom.

for it has the advantage of position with relation to a vast market, cheap freights, the vast wealth of Algoma to draw upon and the indomitable energy of Mr. Clergue and his associates to exploit those resources. Within a few years there will be on each side of St. Mary's River a city from 30,000 to 40,000 inhabitants.

The Soo has many and excellent hotels, chief of which are the Iroquois, on the American side, and the International on the Canadian side, and many tourists find the Soos a delightful place for a summer sojourn. There are the rapids to interest one, and the excitement and exhilaration of a dash down them in one of the canoes of the Indian pilots who gather in many half dollars from tourists. Among other objects of interests are the Canal Park and Michigan State Fish Hatchery, near the American locks; the International Bridge across the St. Mary's owned by the Canadian Pacific Railway; Fort Brady, one of the most modern company posts in the United States, and the old blockhouse of the Hudson Bay post, that once commanded the rapids from the Canadian side.

Then there are the excursions up and down the beautiful St. Mary's River through narrow channels in and out among beautiful islands. Down the river is the Shingwauk Indian Home, an object of interest to tourists, and at the Desbarats Islands, at the mouth of the river, is yearly given by the Ojibway Indians of this neighborhood the play of Hiawatha or Nanibojo. For Sault Ste. Marie is in the heart of the Hiawatha country and its whole atmosphere is full of romance and legend. Here, in 1641, the martyr missionary priests, Fathers Jogues and Raymbault, first told the story of the cross to a concourse of 2,000 braves who were assembled at the populous Indian town at the rapids. Here the explorers, coureurs de bois and fur traders had many adventures. Here red men and white men met in council and in war, and through the narrow channels, where now the mammoth whaleback cleaves its cumbrous way, the war canoe stole stealthily amid profound and savage stillness. All this is a matter of history. But before the days of history, Hiawatha and the giant Kwasind and the gentle Minnehaha and the stealthy Puk-Puk-Keewis lived beside the Pauwating, which is the St. Mary's River, and the Great Sea Water—Gitchegumee—was the theatre of action of the Ojibway hero's mighty deeds. All along the north shore of Lake

Superior are places sacred to Naniboyo. Here are Naniboyo's ware-house, his slide, his leap, his garden, his chair, his farm, his clock and finally his tomb. This is the famous Thunder Cape, which, from one point of view, looks like a sleeping giant reclining upon his side. The mystery of the Manitou fills this whole region, and he who visits the Soo or the north shore of Lake Superior should be familiar with Longfellow's great poem if he would appreciate the charm of the great lake region in its vastness and solitude and power.







Panorama View of Po



View of Power House and Surroundings.



Bird's Eye View of the Locks at Sault Ste. Marie, Mich.

Showing entrance from Lake Superior. The Poe Lock, the largest in the world, is on the right, the Weitzel on the left.



A Busy Day.

Showing activity of Poe Lock—four mammoth steamers locking through together.



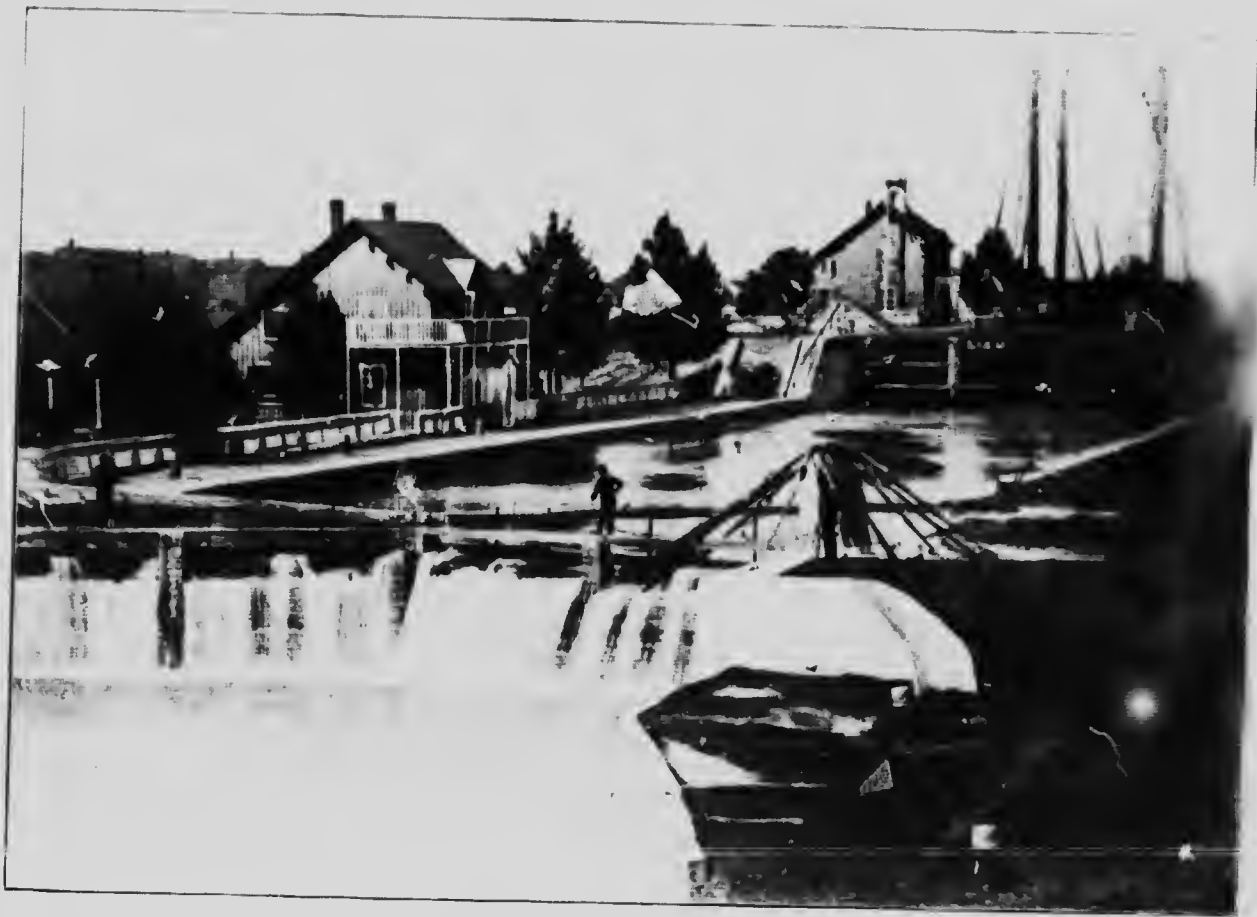
Poe Locks General View Looking West.

The Poe Lock is the largest lock in the world, being 800 feet long by 100 feet wide, with 21-foot draft. The gates are opened and closed by hydraulic power, and it takes about ten minutes to lock through. The lock was completed in 1896 at a cost of nearly \$4,000,000.



Whalebacks Locking Down in Weitzel Lock.

This is the other American lock, and was built in 1881 at a cost of over \$2,000,000. It is 515 feet long, 80 feet wide, and has a draft of 17 feet.



The Old American Locks of 1855-1881.

This was operated on the site of the present day Poe Lock. This had two lifts and a 11 1/2 foot draft. It was 700 feet long by 70 wide, and cost over \$1,000,000. The windlass is shown in the picture by which the gates were open. A quarter of a century ago the registered tonnage through the canal was only a twentieth of what it is today. The illustration is reproduced from an old postograph.



The Canadian Lock.

Until the P.e Lock was built this was the largest lock in the world, and is still the longest in the world, being 900 feet long by 60 feet wide, with 20 feet 3 inches of water on the sills. It cost the Canadian government \$4,000,000. The gates are opened and closed by electric power and the lock is filled in six minutes.



The Old Canadian Lock.

This was the first lock at the Soo and the first on the American continent. It was built about 1790 by the Northwest Fur Company, and was 38 feet long, 3 feet 9 inches wide, with a lift of 9 feet and a draft of 2½ feet. It was destroyed by Americans in the war of 1812, and the floor and foundations only remain; these are within a stone's throw of the present Canadian lock, and on the grounds of the Lake Superior Power Company.



Another View of the Canadian Lock.



General View of Poe Lock Before Being Filled for Navigation.



Filling the Under Channels of Poe Lock Preparatory to Opening for Navigation.

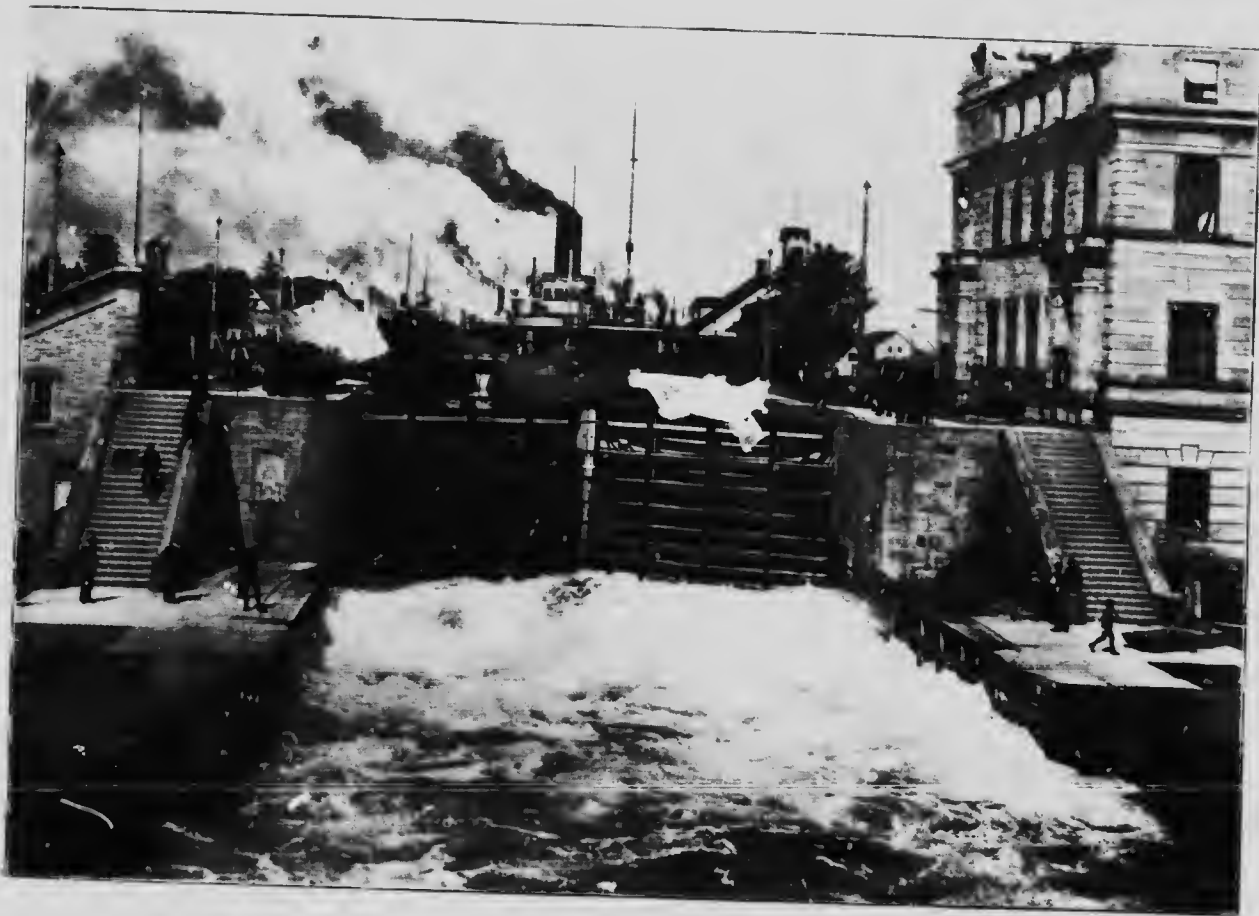


Locking a 300-Footer Through the Poe Locks.



Locking Up Through the Locks.

The lower gates are closed; the valves in the upper gates are opened and the water is boiling up. The tow of whalebacks shown are thus raised 18 feet, to the level of Lake Superior.



Whalebacks Being Locked Down.

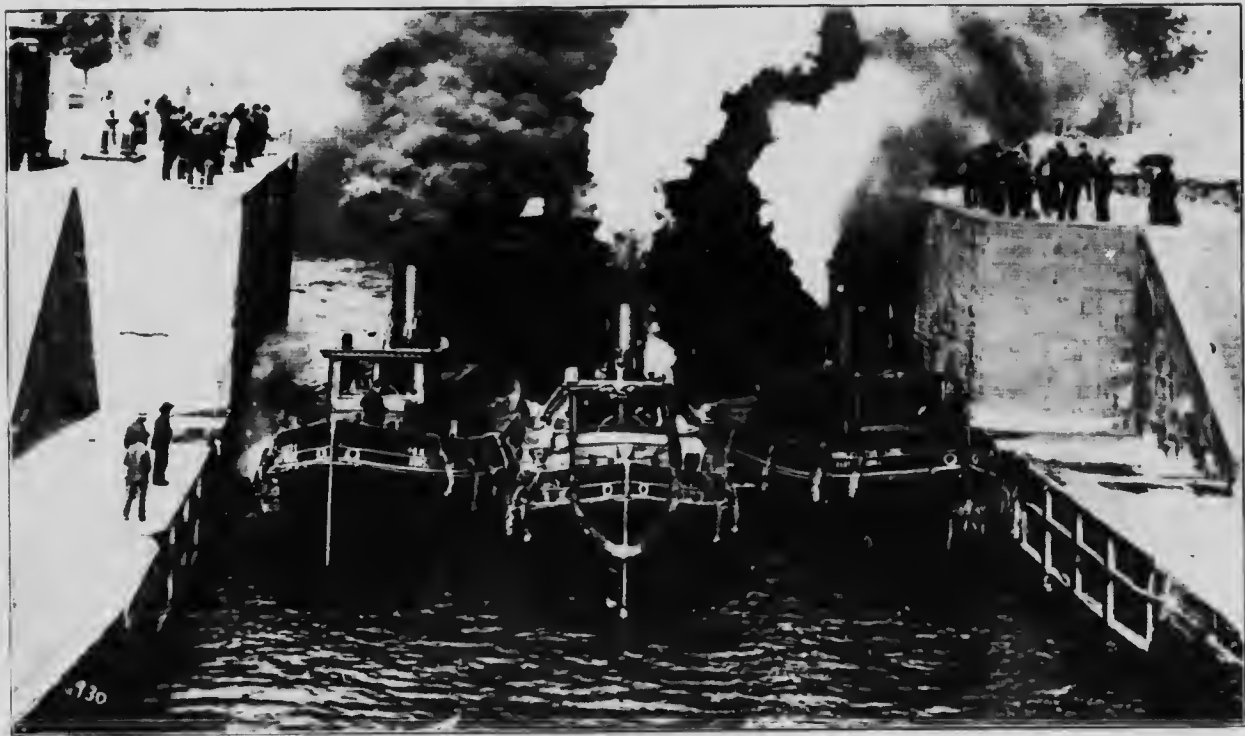


Typical Passenger and Freight Boats of the Lakes.

One of the Canadian Pacific's upper lake fleet coming out of the Weitzel, and a 500 foot freighter from the Poe Lock.



Typical Deer Camp near Soo, Mich. Who would not carry a gun?



Three Tugs Pulling an Overloaded Steamer off the Sills of the Locks.

11-11-11
B. D. P.

Ontario, Can.



Old Hudson Bay Post

Algoma Iron Works

General

Panoramic View of Sault Ste. Marie, Ontario, Can.

St. Mary's River

Michigan Side

Entrance to
American Lock



General Offices

St. Mary's River, Ontario, taken from the Sulphite Pulp Mill

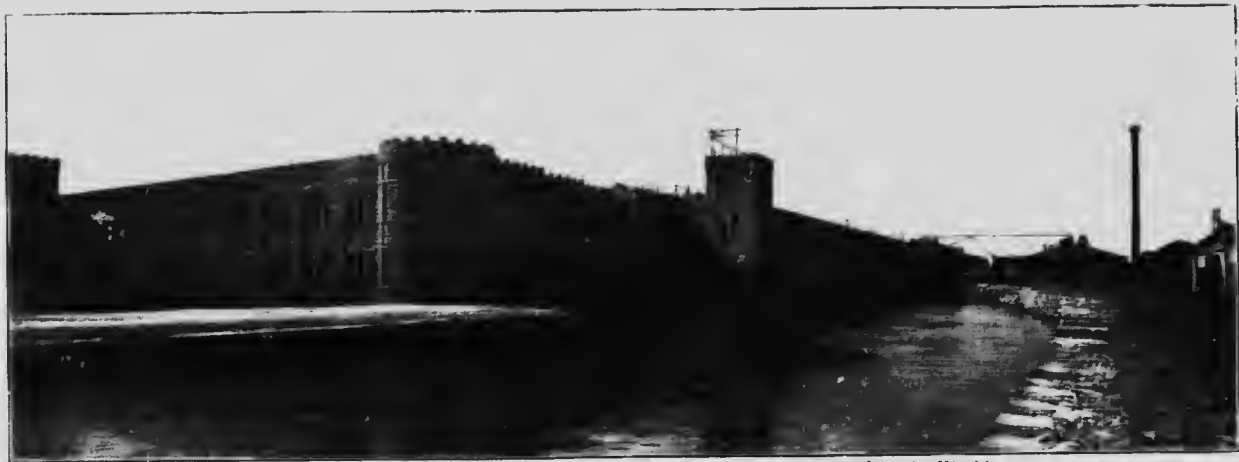
Pulp Mill and Chemical Works

Canadian Locks and Power House





Blockade of Steamers Waiting for Navigation to Open.



Sault Ste. Marie Pulp and Paper Mill Largest Ground Wood Pulp Mill in the World.



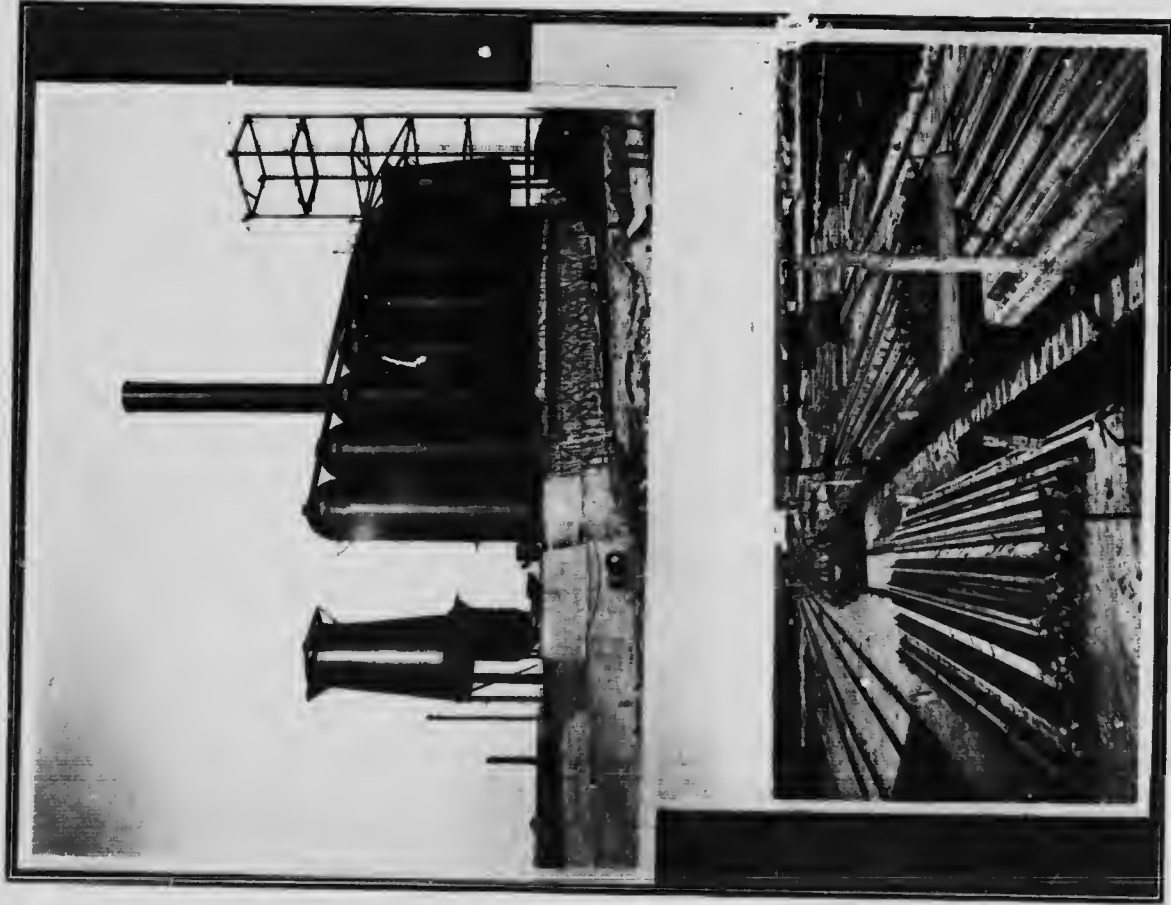
Power House of the Michigan Lake Superior Power Company.



Looking Down Illustrates the Height of the Locks.



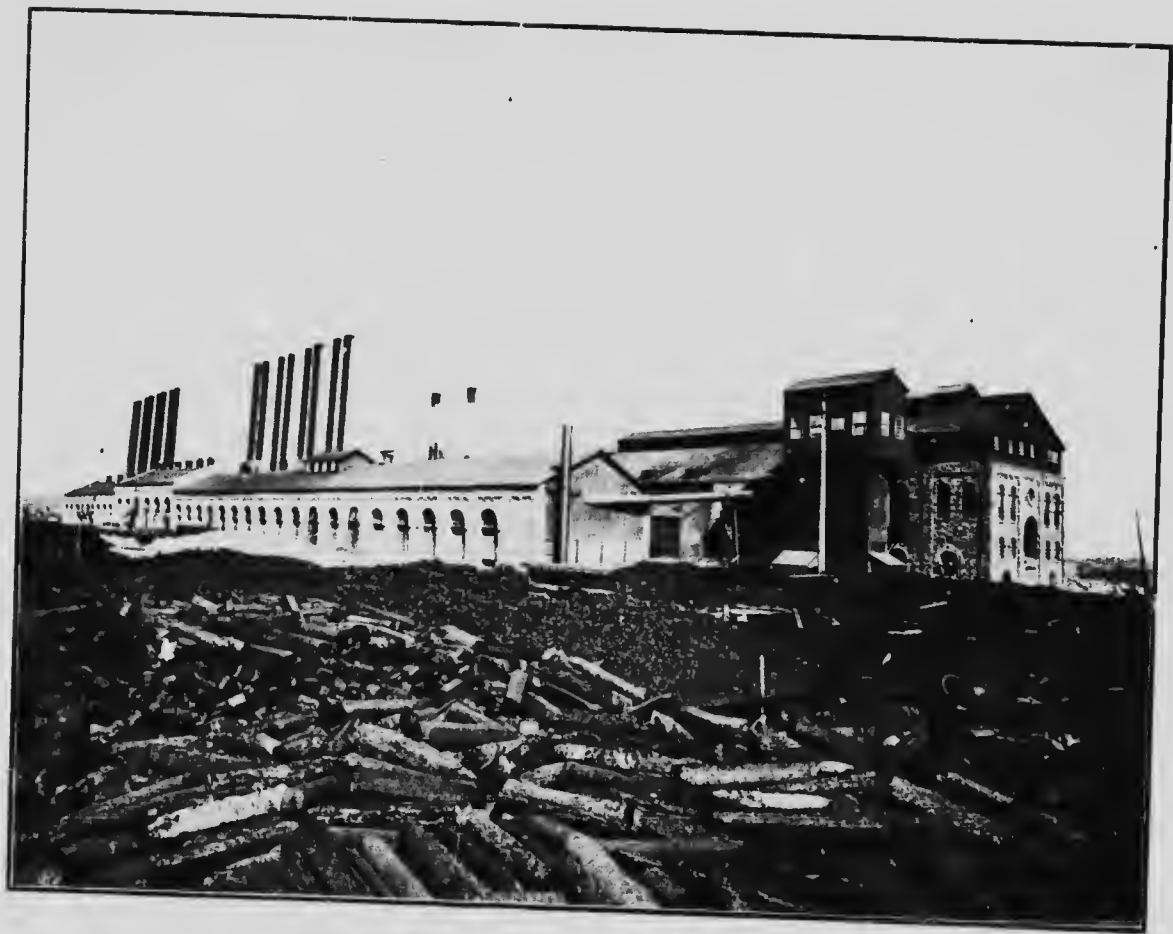
Bird's-eye View of American Lock and Power House, Looking East.
The Northern Steamship Co.'s palace steamer is seen in all its magnificent proportions.



Smelting Plant under Construction, Soo, Ont.

Two Train Load
Manuf.

First Steel Rails Ever Manufactured and Shipped in Canada.
The Bessemer Steel Plant for the Intercolonial R. R.



Bessemer Steel Plant and Rolling Mills, Sault Ste. Marie, Ont.

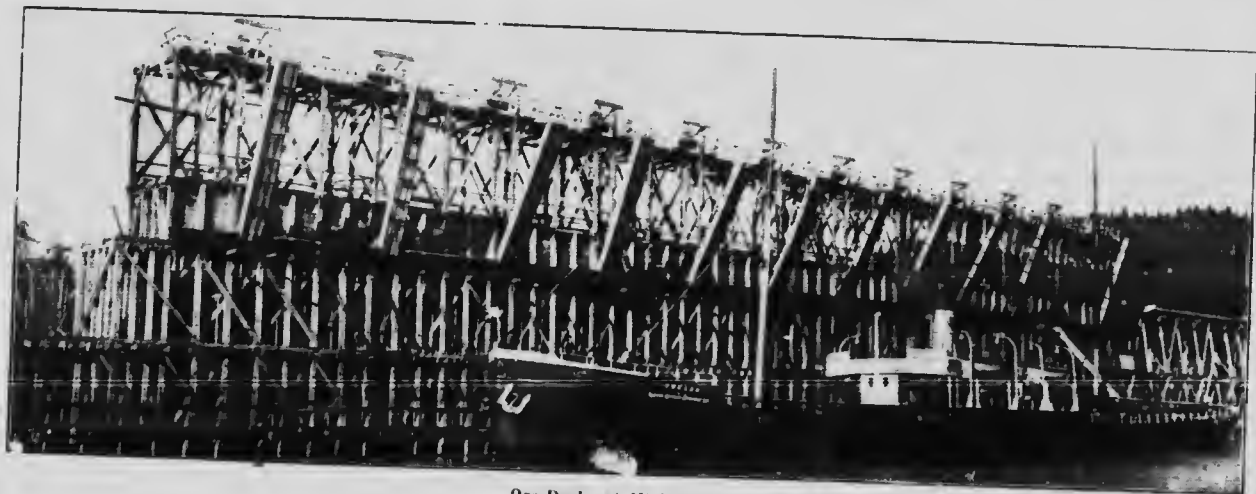
This building measures 1500 feet by 350 feet. The capacity of the two Bessemer converters is not less than 1000 tons of steel per day, 700 tons being used in making rails. When the complete iron and steel plant has been put in, however, there will be six blast furnaces for making pig iron, open hearth furnaces, plate mills, structural mills and tube works, by-product charcoal ovens and chemical works, and these industries will employ about 4000 men and have an immense output.



Michipicoten Harbor.



International Bridge Across the St. Mary's River at Sault Ste. Marie Owned by the Canadian Pacific Railway.



Ore Docks at Michipicoten.



Two of the Largest of the Clergue Industries.

Algoma Iron Works to left and Sulphite Pulp Mill to right.



Great Helen Mine, Michipicoten, an Iron Surface Mine.
From which the Clergue Syndicate get their iron ore — a mountain of very rich ore.



American Canal by Moonlight.



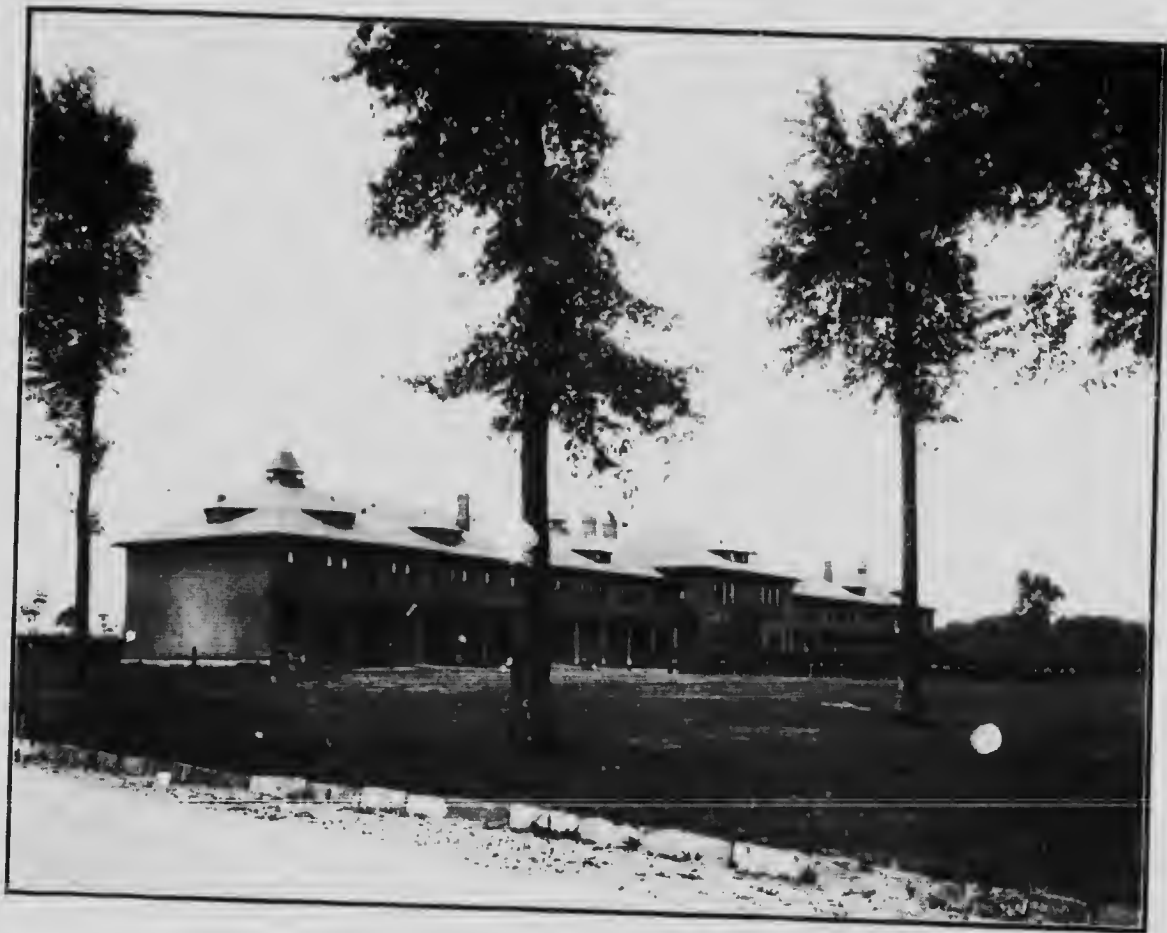
Old Hudson Bay Past at the Canadian Soo.

Situated beside the Canadian Canal and the Clergue Industries, it joins the historic past to the progressive present. It is now used as the bachelor quarters of Mr. Francis H. Clergue, the Napoleon of the Soo.



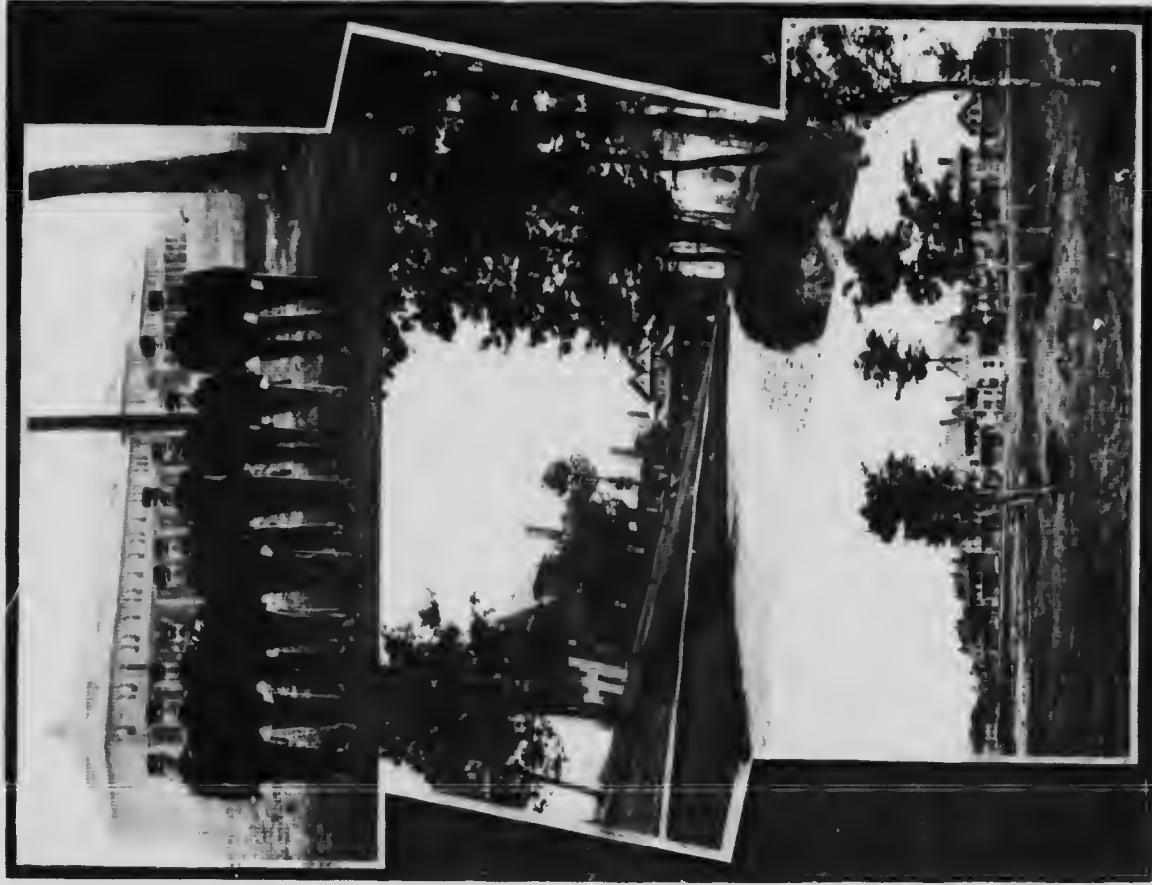
International Hotel, Sault Ste. Marie, Ont.

One of the most magnificently situated Hotels in the world, overlooking the St. Mary's Rapids.



Fort Brady Barracks.

Four companies 14th U. S. Infantry, Major McClure in command.



Officers 14th U. S. Inf., Fort Brady

Entrance to Ft. Brady.

Officers' Headquarters.

Officers Headquarters.

Entrance to Ft. Brady.

Company Hill U. S. Army, Fort Brady.



A String of Fish Caught in the St. Mary's River.



Indian Guides Shooting the Soo Rapids with Tourists.



An Honest Indian.
John Boulder, for sixty years a Guide and Pilot in the vicinity of the Soos



Indians Catching White Fish with Dip Nets, in the Soo Rapids.



One of the Beauty Spots by the White Waters.



Wreck of the Mark Hopkins in the St. Mary's River.



A Big Catch.

A 1900 pound haul of whitefish and lake trout caught in the St. Mary's River.



Shingwauk Home For Indians Near Canadian Soo
And Indian boys in costume, with tomahawks and war clubs.



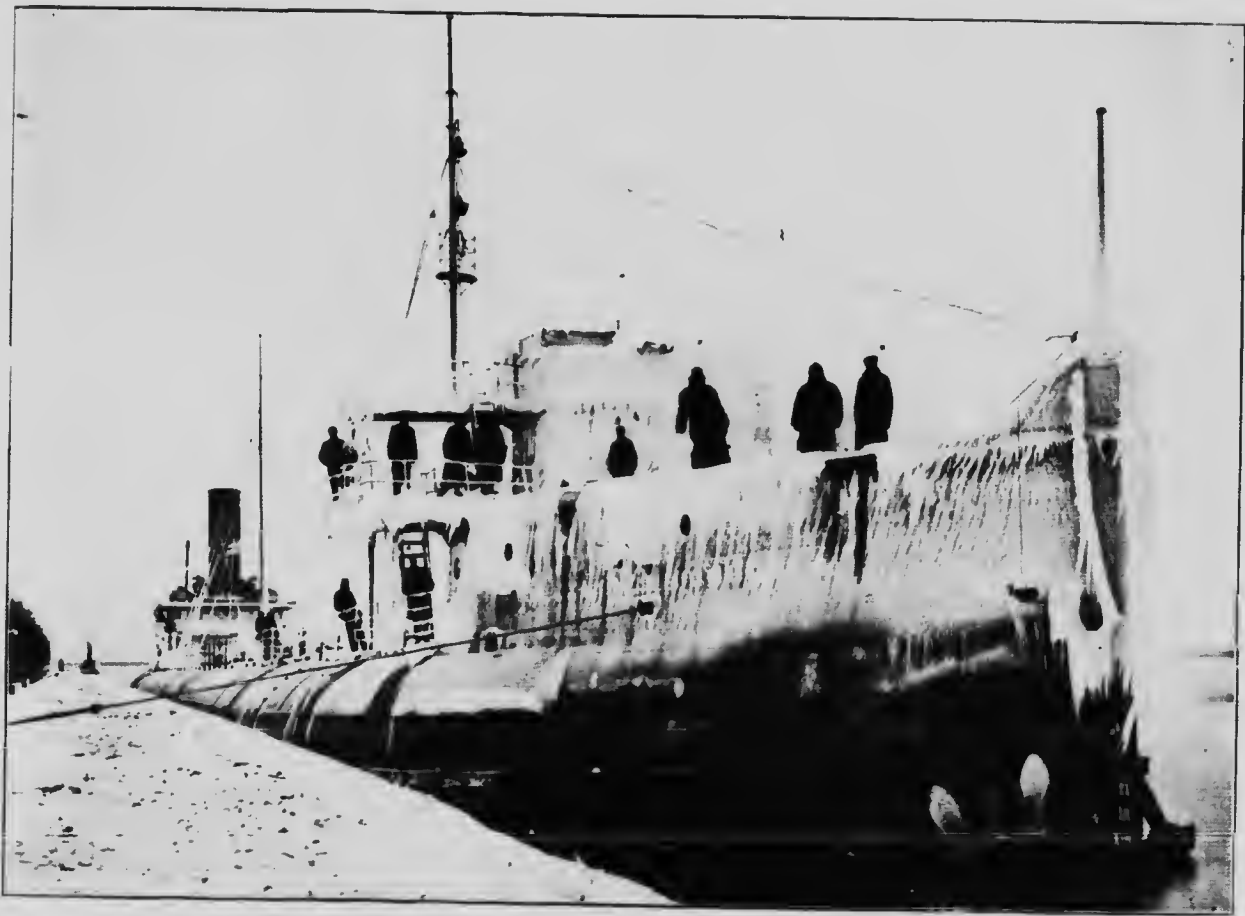
Iroquois Hotel, Sault Ste. Marie, Mich.

Delightfully situated, facing the Canal Park and looking out upon the Locks and Rapids.



A Typical Dog Team.

Sleds drawn by dogs are quite the vogue at the Sault in winter, and a great many go spinning about behind big Newfoundlanders.



An Ice-Clad Whaleback.

The Alexander McDougal, which came in after a rough experience in Lake Superior. She was coated with 20 inches of ice.

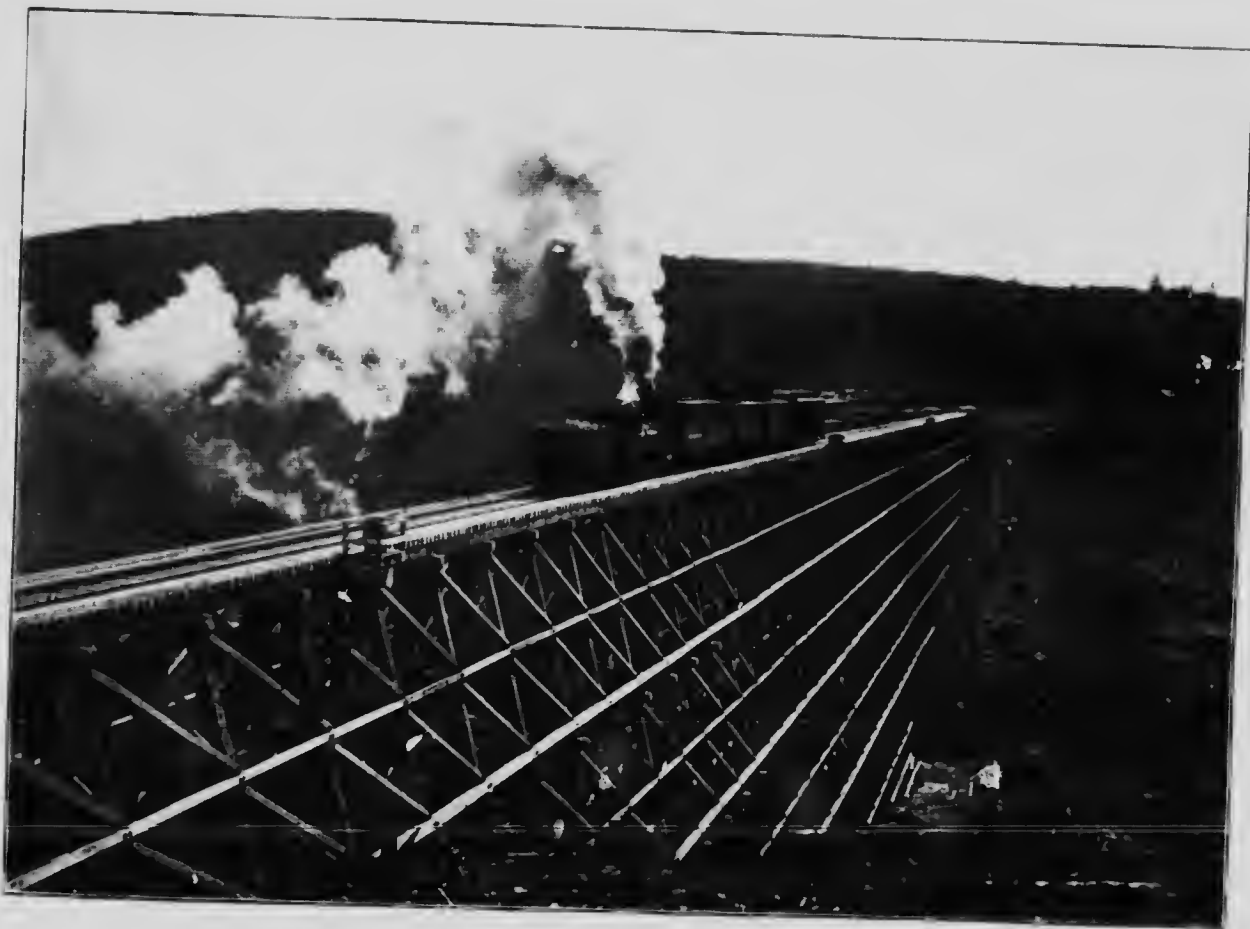


Michigan State Fish Hatchery.

From which are planted annually, 30,000,000 whitefish, 1,000,000 brook trout, and 1,500,000 lake trout



Aweres Lake, on the Line of the Algoma Central Railway.
Amid the highland scenery and pine forests of Algoma. Full of gamey fish.



Bellevue Trestle One of the Largest in Canada.

A splendid piece of engineering work on the line of the Algoma Central Railway



In the Land of Hiawatha Nanibojo's Slide.

A towering cliff on the north shore of Lake Superior, near Michipicoten.



One of the Michipicoten Lakes.



Magpie Falls, on Michipicoten Branch of Algoma Central Railway.

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