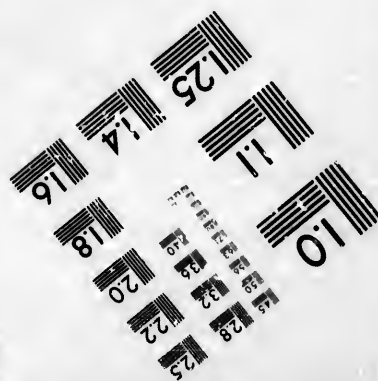
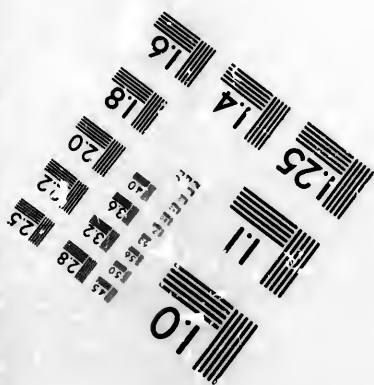
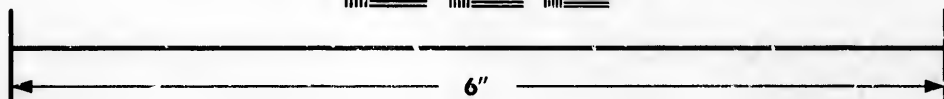
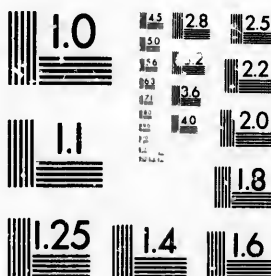


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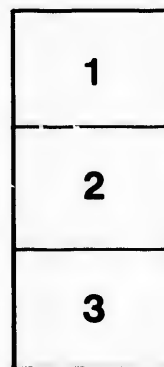
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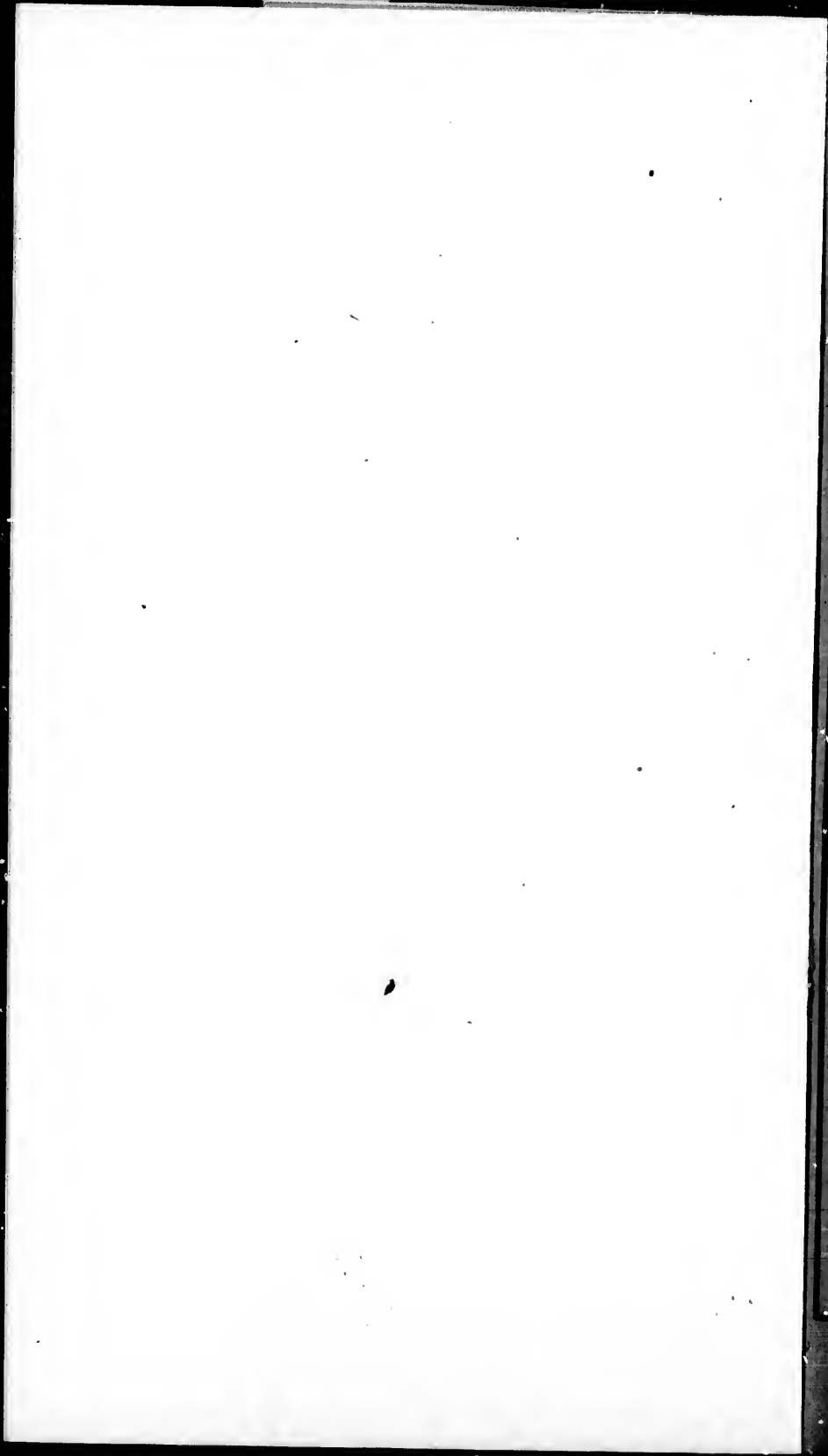
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THE HARBOURS

—OF—

Coteau Landing

AND

CASCADES BAY.

BY

J. P. LANTIER, M. P.

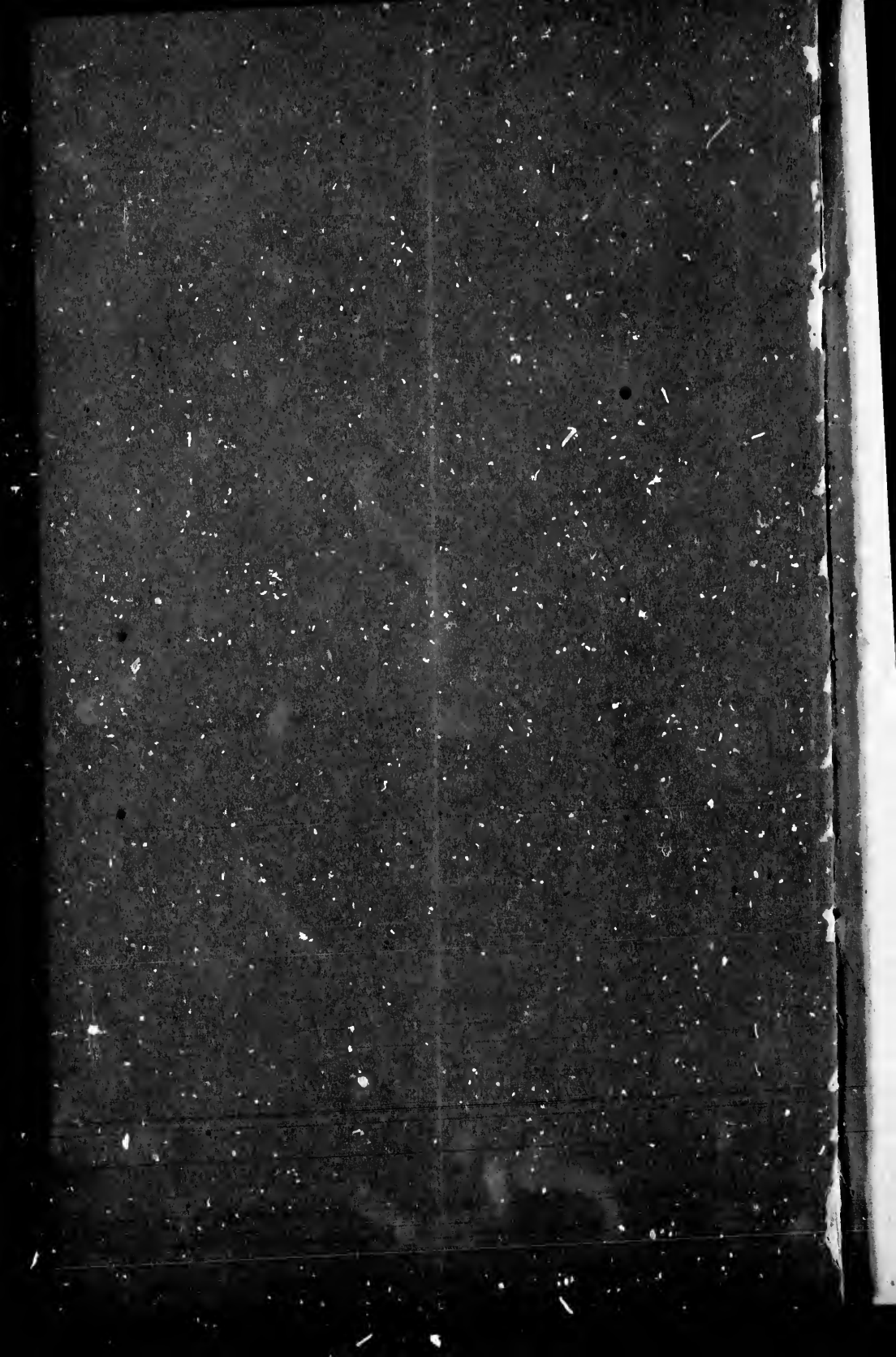
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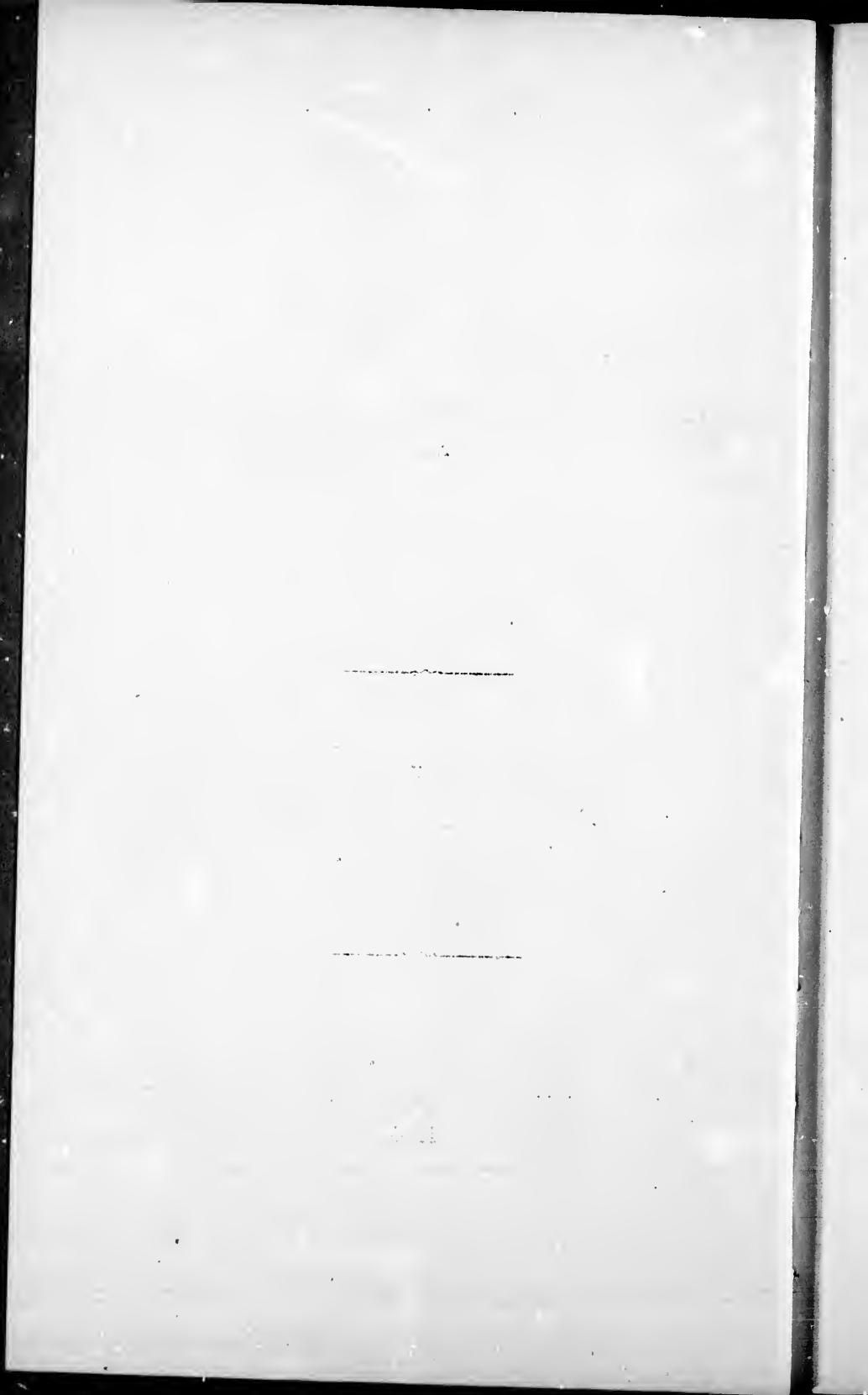
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THE HARBOURS
OF
Coteau Landing and Cascades Bay.

The limited space of a pamphlet having prevented me from entering into any lengthy observations on two of the leading points already noticed by me on the subject of the North Shore Canal, namely, the two harbours of Cascades and Coteau Landing, which their importance required. I respectfully submit the following remarks on the subject.

The harbour or bay of Cascades is formed by a westward expansion of Lake St. Louis, and by one of the outlets of the Lake of Two Mountains, which runs between Island Perrot and the lower part of the County and Parish of Vaudreuil into the bay. It is bounded on the north by Isle Perrot, on the west and south by the lower part of Vaudreuil, by Cascades Point and Cascades Island.

That basin which forms a harbour of great extent, being over one mile broad by three miles long, is supplied by the water of that outlet and by the water of Lake St. Louis.

It is sheltered from the north, northwesterly, northeasterly, west and southwesterly winds, and affords a greater depth of water than vessels drawing twelve feet of water would re-

quire, on account of its great extent, and of its bottom being of clay it affords a safe and roomy anchorage ground for a large fleet of vessels. The ice leaves the bay as early as it leaves Lake St. Louis. Its breaking up is due to the following causes: first, to the action of the water of Chamberry River, which, although of a small volume, works an opening at its outlet in the bay, next to the action of the water flowing from the Lake of Two Mountains by the stream running between Vaudreuil and Isle Perrot; and chiefly to the fact that as the upper lake ice comes down every year before the ice on Lake St. Louis is away, it causes the water from the Cascades Rapids to back into the bay and raise the ice, which is carried away down to the lake by the water coming by the stream flowing from the Ottawa. The breaking up of the ice in the bay and the action of the back water have never caused any damage, as the state of perfect preservation of the old canal lock on the south side of the bay, of its wall and old gate will amply prove.

The Bay of Cascades is connected with Lake St. Louis by a broad, deep, and safe channel, in a straight line with the deep, navigable channel of the lake.

The water from the Ottawa causes, in the spring, none but an easy current. During the summer, and when the Ottawa spring tide is over, the stream from the Ottawa into the Bay, contributes but a small volume of water. Soundings and experience have proved that the bottom of Cascades Bay was on a level with the bottom of the deep channel of Lake St. Louis. Apart from past experience in the navigation of Cascade Bay, as evidence of the total absence of a strong current in the bay, arising from any cause, I will instance the fact, that the ferrymen who have to land the pilots and

men from the rafts below the Cascades rapids, during the navigation season, land them at any time at the foot of the old canal, in the bay. They use, for that purpose, small boats and light scows; they experience no difficulty in performing that duty, as Messrs Calvin and Breck, and the pilots engaged in running down their rafts can testify.

The harbours of Cascades and Coteau Landing are known to travellers for a number of years. They were used as landing ports by the Upper Canada Royal Mail Steamboat Company.

The harbour of Coteau Landing is at the north eastern point of Lake St. Francis. It is protected from the north, north westerly and north easterly winds, the only winds which could in any way affect the navigation at the entrance of the projected canal. Large piers are already constructed by the government, not far from the intended entrance. The harbour is large, with abundance of depth of water for vessels drawing more than twelve feet of water. It has a clay and gravel bottom, and offers a safe and ample anchorage ground for a large fleet of vessels.

Vessels sailing or steaming to or from the intended entrance of the canal at Coteau Landing, would be protected from any danger of being drifted into the rapids for the following reasons:

1st. Because the entrance is too far west from the strong current to expose a vessel being drawn into that current; because, in the event of vessels missing the entrance there is anchorage ground to enable them to be safely anchored until relief would be obtained; and again, in the event of vessels being drawn aside and south of the entrance, and unable to rest on their anchors, they would be

in the channel of vessels going down the rapids, which they could run in all safety, as it is deep enough for vessels of the usual draught of water; and because such an occurrence, if it would happen, despite of all the means and facilities of access to the canal and egress therefrom, the safety of the anchorage ground, shelter from the winds which could affect the navigation at that spot, would be an extraordinary occurrence, more properly to be attributed to the incapacity and ignorance of the pilot or master of such vessel, than to any other cause.

2nd. Because the entrance to the canal, and the navigable channel down the rapids are separated from the dangerous part of the rapids by McIntyre's Island; because the harbour of Coteau Landing, as before stated, is sheltered from the only winds, to wit, the north, north-easterly and north-westerly, which could drift into the rapids a vessel either reaching the entrance on its way from the west or leaving the entrance on its course west.

3rd. Because the deep channel on the lake, being on the north side, and being straight and broad, and the entrance to the canal being in direct connection with that channel by a straight course without a curve, or the necessity of crossing the river above the rapids, as is the case to reach the Beauharnois Canal, and the entrance to the canal being protected from the only winds which would drift a vessel away from its course, no accident could happen only through the ignorance or unjustifiable carelessness of the pilot or master, as every means of safety and precaution are offered by the selection of the present site of the projected entrance.

It cannot be presumed that the north shore of the lake, which is the first to be effected by the sun's rays, should be particularly exposed to the mist from the rapids and to the fogs, which, it is well known, are chiefly raised and blown with the north or north-east wind, and affect especially the south side of the river, where they are carried from the rapids and lake, and remain longer, and are always the thickest. The experience of every year's navigation season proves my statement. Hungry Bay is the spot on the lake the most affected by fogs, which arise not only from the rapids, but also from the marshy grounds back of the bay.

It is well known that vessels on their way from Cornwall Canal, which cannot cross from the north channel to the head of the canal an account of a fog or during a dark night, reach Coteau Landing in all safety, and wait there until the fog is cleared. In fact the piers constructed at Coteau Landing have been constructed mainly to meet that difficulty, and to obviate to the want of anchorage ground on the other side.

The entrance to a canal at any point in Hungry Bay would be especially affected by the fogs and mist rising from the rapids, as they are carried naturally by the north-east wind to the south side. A part of that objection, which deserves very great consideration in the choice of a harbour it must also be borne in mind that there is no place or spot of land, the small isolated spot called *Grosse Pointe* excepted, in that part of the south shore of the lake, where houses could be built near the entrance and harbour—where accommodation could be obtained to furnish those supplies which vessels usually require.

It is well known that *Grosse Pointe* is an out of the way place, and quite a small, isolated spot, and offers no space for the construction of any number of buildings, and that it would be utterly impossible to make any constructions on the surrounding marsh.

HOUSE OF COMMONS,
29th April, 1874.

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