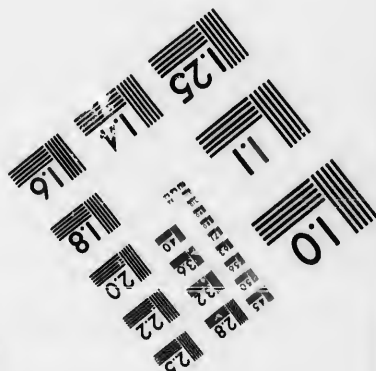
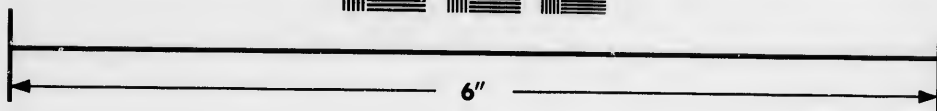
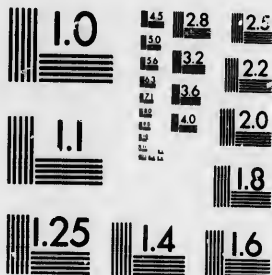


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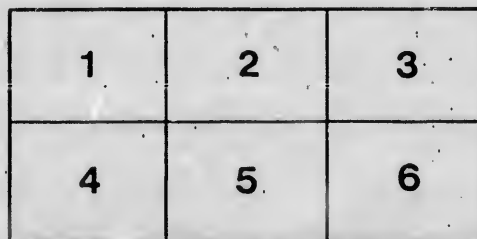
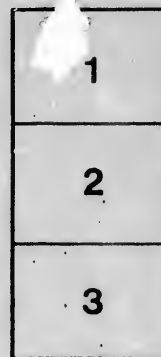
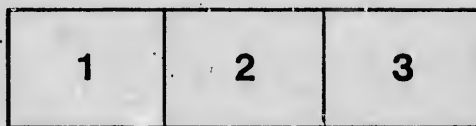
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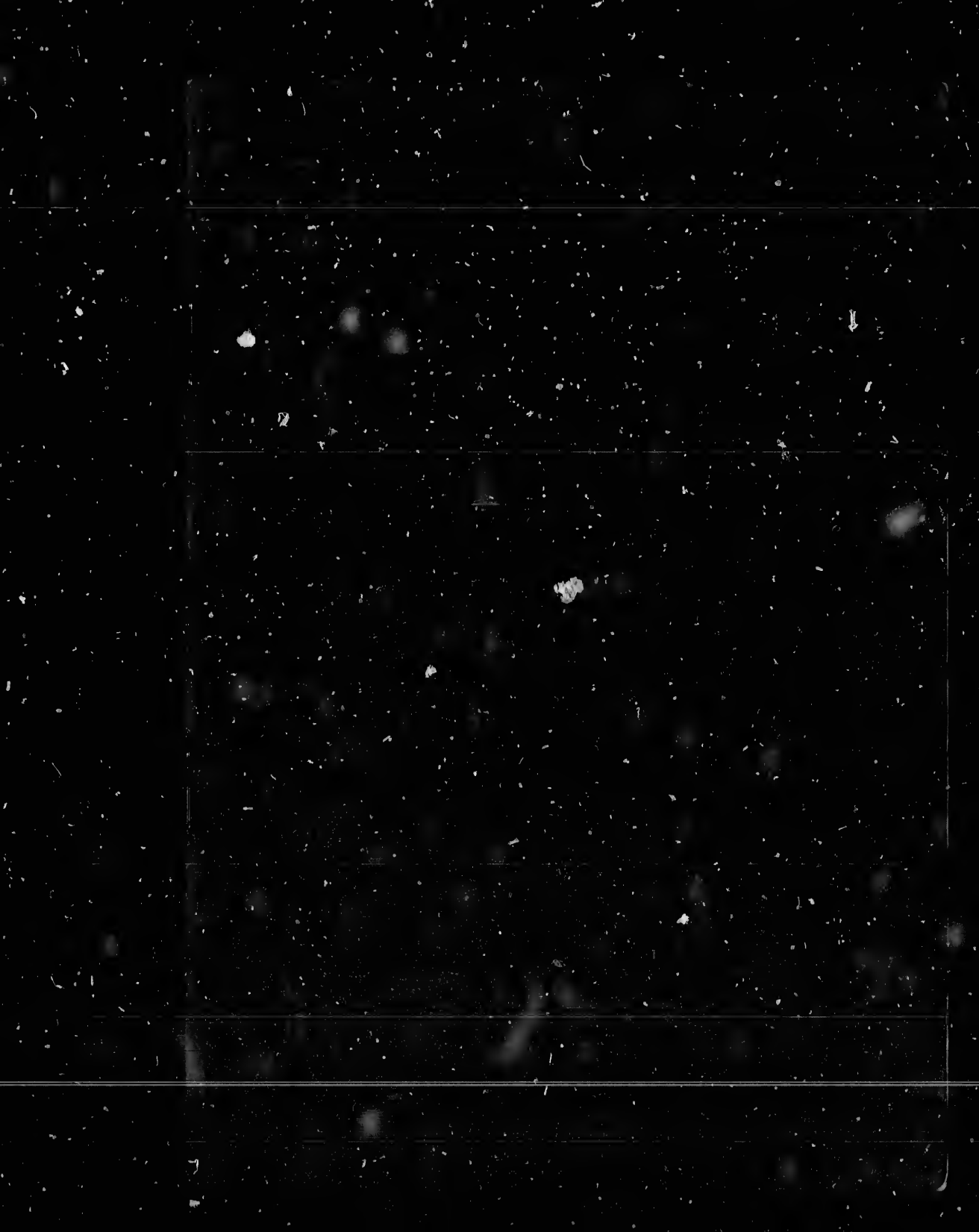
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THE LITTLE RED BOOK

A GUIDE AN OUTLINE OF
THE RAPIDS AND CANALS
OF THE ST. LAWRENCE RIVER



Written for
The Canada Steamship Lines Ltd.
By R. V. Fortune

AT PRESCOTT, in the province of Ontario, you board the Rapids steamer for your thrilling and spectacular trip down the rapids of the St. Lawrence river to the city of Montreal, in the province of Quebec.

The rapids run affords a distinct change from the calm and peace of the Thousand Island district. The rapids boat is much smaller on account of having to run the rapids and also on account of having to return to Prescott by way of the canals.

PRESCOTT

The town of Prescott is one of the most beautiful towns in the valley of the St. Lawrence. It has been called after General Prescott, — a leader of the Canadian forces in the American Revolution. Among the principal objects of interest in the town are Fort Wellington, named in honor of the Iron Duke, and the tomb of Barbara Heck, the founder of Methodism in Canada. The fort (built up on a knoll after the style of a blockhouse or a trading post) can be clearly seen from the river. The population of the town of Prescott is about 5,000, and it is situated 52 miles from the capital of Canada, Ottawa. Railway connections between Prescott and Ottawa are made over the Canadian Pacific Railway.

Ogdensburg, New York, is on the opposite side of the river from Prescott.

About one mile below Prescott on the left hand side of the boat is Windmill Point with its famous

lighthouse. Here the Canadian Government has reconstructed from the old windmill one of the largest and best lighthouses in the Dominion of Canada.

It was at this place that in November, 1837, a number of Irish patriots under the leadership of a Polish general established their headquarters, but were driven back by the Canadian Militia with a great loss of life.

About four miles below Prescott on the American side is Point Arie, where the State of New York has erected an Insane Asylum costing almost \$3,000,000, the grounds comprising 1,000 acres. On the left of the steamer and opposite the Asylum, is Chimney Island, and on this Island one can see the remains of an old French fortification.

GALLOPS RAPIDS

Six miles below Prescott we shoot the Gallops Rapids. This rapid is the first on the St. Lawrence river and is very small. One hardly notices the difference as the boat speeds along at full steam. The village alongside of these rapids is Cardinal, the canal covering the rapids is the Edwardsburg Canal and here the Dominion Government has expended some \$2,500,000 in enlarging the canal and removing obstructions from the river channel.

The next town is Iroquois, situated at the foot of the Iroquois Canal.

MORRISBURG AND THE RAPIDS DU PLAT

Still proceeding down the river, we pass on the American side the town of Waddington and oppo-

site it is Ogden's Island. On the Canadian side is Morrisburg, with a population of about three thousand. At this place we have the Morrisburg canal and the second small rapid, the Rapid du Plat, and over this rapid also the steamer passes at full speed.

A short distance below Morrisburg, on the Canadian side of the river, is Chrysler's Farm, where a battle was fought between the American and Canadian forces in 1813.

The river now runs along smoothly, but the observant tourist may notice that the water is beginning to run at a faster rate. Then, as we pass Faran's Point with its short canal and Dicken's landing with its quaint English houses, the increasing swiftness of the water soon reveals the fact that we are about to "shoot" the first of those remarkable and celebrated rapids of the St. Lawrence river. The thought itself is almost enough of a thrill, but we soon have more than the thought because we see ahead of us the wild white caps of the famous and justly famous Long Sault Rapids.

THE CORNWALL CANAL

But before we enter these rapids we notice on our left the lighthouse and entrance to the Cornwall Canal. This Canal is nine miles long, with six locks and an elevation capacity of 45 feet, which is the drop of the Long Sault Rapids. As we are leaving this lighthouse and canal entrance we should remember that as we shoot down the river and over the Long Sault we have dropped 45 feet when we reach the town of Cornwall.

THE LONG SAULT RAPIDS

However, time for thought and remembrances disappear as we draw close to the foamy crests of the turbulent waters. Soon one hears the engine shut off and then one realizes that we are almost on the Long Sault, and the boat is but drifting — being carried along ever faster than before by the force of the current and then we take our first dip into the famous Long Sault.

The surging waters present the angry appearance of the ocean in a storm, but unlike the ordinary pitching and tossing of the sea this is continuous going down hill, always dropping, dropping, dropping.

If we could but understand what the wild waves were saying it would be "LOOK OUT BELOW," because here and there as the vessel swings about under the careful and experienced hand of her pilot there are rocks almost to the surface of the water, and should the boat lose the course but a second it would assuredly crash upon one of the submerged dangers and pile up upon the rocks.

The rapids proper are scarcely a mile and a half in length, but there is a continuance of comparatively swift water for several miles further. The usual passage for steamers is on the south side of the island which divides the rapids. The channel is very narrow, and the velocity is such that if a raft were placed in the current it would drift nine miles in forty minutes.

The first passage made by a steamer down these rapids was made about 1844 and then under the guidance of a celebrated Indian Chief named Teronhiahere.

In some places in this Long Sault Rapids we are going at the rate of 27 miles per hour, and if the passenger will glance at the trees on the land he can easily see the rate at which the boat is drifting.

The sensation of shooting the Long Sault can hardly be described. It must be felt to be understood.

All boats coming up the river towards Prescott must come up through the Cornwall Canal, as no power could go against the current of the Long Sault.

All boats coming down the river, with the exception of the Rapids steamers, go down that canal as boats must be specially constructed, specially equipped and specially manned in order to make the trip in safety.

CORNWALL

Outside the city of Cornwall we pass under the bridge of the Ottawa and New York Railway, a subsidiary of the New York Central Railway.

Both sides of the river are now in the Dominion of Canada and in a few minutes we tie up at the one and only scheduled stop of the trip, — Cornwall, Ontario.

This city has a population of about ten thousand people, and, using the powers derived from the Long Sault Rapids, it has developed into a notable manufacturing centre. Chief among the city's industries are cotton, paper and woollen goods.

Here, at Cornwall, another experienced pilot boards the vessel, and he usually guides the boat down the remaining five rapids. There are now on the boat four men of long experience and iron nerve,

each one able to take us the rest of the way down through the rapids to Montreal.

Just outside of Cornwall we pass the border line from Eastern Ontario into the province of Quebec. Near the same point also is the boundary line which divides the United States from the Dominion of Canada and the rest of our trip down the St. Lawrence river is with Canadian territory on both sides of the river, although in the distance the Adirondack mountains of New York State can be seen outlined against the horizon.

ST. REGIS

The Indian reservation of St. Regis is on the right hand side about four miles below Cornwall. One can observe from the deck the old church of St. Francis, built about the year 1700. The large bell in this church is associated with a deed of genuine Indian revenge. On its way from France to America it was captured from the French boat by an English cruiser and taken to Salem, Massachusetts where it was sold to the church at Deerfield, Mass. The Indians, hearing of the destination of their bell, set out for Deerfield, attacked the town, killed forty-seven of the inhabitants and secured one hundred and twenty captives, among them the pastor and his family. The bell was then taken down and conveyed to St. Regis, where it now hangs.

About eight miles east of Cornwall is the pleasant little village of Summerstown, while just off the shore lies Stanley Island, a popular summer resort, with good fishing, boating and swimming.

A little farther along the river we pass by another island with its summer cottages. This is Hamilton's Island. Opposite this island is Fort Covington and Salmon River.

LAKE ST. FRANCIS

Both sides of the river now gradually open into the wide expanse of Lake St. Francis, prettily diversified with the light woods and the typical long, narrow farms of French Canada.

On the right one cannot help noticing and remarking the church of St. Anicet, while on the left is the village of Lancaster.

Lake St. Francis is about five miles wide and twenty-five miles in length.

A few miles before we reach the end of the lake we can see in the distance the Grand Trunk Pacific Railway bridge of Coteau, almost one and a half miles in length.

Drawing nearer to the bridge, we notice on the left the village of Coteau Landing, and over on the right the town of Valleyfield.

SOULANGES CANAL

Here, at Coteau, is the entrance of the Soulanges Canal, — the longest canal on the St. Lawrence river. This canal covers the drop of the next four rapids which we will shoot in rapid succession. The canal is a masterpiece of the engineering profession; being fifteen miles in length and with an elevation or a drop of eighty-five feet.

COTEAU RAPIDS

We pass quickly underneath the bridge, and emerging from a maze of islands and turns we

“shoot” the fast running but small Coteau Rapids, and as soon as we are through them we catch a glimpse of the French village of Coteau du Lac as the vessel is carried forward by the water.

In the expedition of General Amherst in 1759 a detachment of three hundred men were lost in the rapids near this place.

CEDAR RAPIDS

About twenty minutes after the Coteau Rapids we shoot the Cedar Rapids. At the right of the rapids is the village of St. Timothée, while on the left is the village of Cedars. At first sight these rapids seem only ordinary, but it is in this rapid that there is the fastest current of the St. Lawrence river and it is also in this rapid at the right of the ship that there is the largest visible drop in the St. Lawrence river. The Cedar Rapids gives a peculiar rolling motion to the vessel experienced in no other rapid, the boat pitching from side to side and dropping with a definite settling motion.

As we leave the rapids we see on the left the newly constructed power plant of the Cedar Electric Power Co. At the time of writing this plant has an output of two hundred and fifty thousand horse power, but when it has been completed will have a total output of three hundred thousand horse power.

Alongside of this mammoth building is one of the plants of the Montreal Light Heat & Power Co., while on the opposite side of the river is a plant of the Montreal Tramways Co.

SPLIT ROCK RAPIDS

The next rapid which we arrive at in a short time is the Split Rock Rapids, one which is very difficult

to navigate on account of the formation of the rocks in the rapids. A geological formation runs directly across the river and it would be impossible to descend these rapids were it not for a fault or split in the formation which takes a part of the rocky ledge from the centre of the ridge and moves it down the river, thus causing the split or gate through which the vessel passes after having cut diagonally across the upper part of the formation, and then cutting diagonally across again in order to descend these rapids in safety. These rapids seem almost impossible to "shoot" without almost certain danger, but the skilled hand of the pilot brings us through another treacherous opening and we glide out into the open water again for a couple of minutes before we start down the next rapids of this series.

CASCADE RAPIDS

It is the Cascades, so called on account of its numerous white crests foaming on top of darkish waters, through which the vessel passes, and, as the shortness of the waves has an effective pitching, these cascades are enjoyable to run.

After passing the Cascades we have been through the Soulanges Series and the foot of the Soulanges Canal can be seen to the left of the steamer. Since we left the entrance to the canal we have dropped eighty-five feet in a distance of fifteen miles.

LAKE ST. LOUIS

From the Cascade Rapids the St. Lawrence river widens out to form Lake St. Louis, and along the

shores of this beautiful body of water are many summer resorts and summer camps. At the beginning of the lake one can easily see the two colors of water as yet unmixed by color blending. The dark, muddy water is from the Ottawa river which enters the St. Lawrence here at the left of the vessel.

Here too we can see Mount Royal, the extinct volcano which forms the island of Montreal. We are as yet too far away to distinguish any points of interest in the city, but we can see the mountain which forms the centre of the island city of Montreal.

LACHINE

We cross Lake St. Louis in about one hour and fifteen minutes and at the foot of the lake the river divides two very interesting towns. The town on the left is Lachine, so called by Lasalle, a French explorer. In his search for China he had crossed the Atlantic and, not knowing that America lay between him and his goal, believed that he had China when he sailed up the St. Lawrence. He called the place La Chine, which is the French word for China.

CAUGHNAWAGA

Opposite Lachine is the Indian reservation of Caughnawaga, a quaint Indian village deriving its name from Indian converts who were called "praying Indians," or "Caughnawaga." There are about four thousand inhabitants in the village, and they are almost all Iroquois, once forming part of the ferocious tribe of the Six Nations. One can see that there is no definite street order in the town and that the

buildings are scattered around as if shuffled and dealt like a deck of cards.

Connecting Caughnawaga and Lachine is the Lachine Bridge, owned by the Canadian Pacific Railway. This bridge was recently double tracked to accommodate the increased traffic. Approaching the bridge one would almost believe that the bridge must move in some way to allow the boat to glide under it without hitting the funnel or masts.

LACHINE RAPIDS

A few minutes after we have passed under the bridge we begin to feel again the boat picking up speed, and knowing that we are but eight miles from the city of Montreal we guess correctly that the famous Lachine Rapids are just ahead. And we are right, for in a few minutes the white caps and waves seem to rush in upon the ship as if to stop it and hold it back from further progress, and we are now in the Lachine rapids.

To attempt to describe it would be folly and wasted time. We shoot by submerged rocks, through the foam and spray of the myriads of breakers, past whirlpools and visible boulders, now turning quickly and veering sharply in order to escape destruction on one of the many dangers where death seems to lurk.

But once again the man at the wheel and the men on the bridge know the channel, and we glide out of the mass of spray and turbulence into the clear waters of the river and, turning to look back on the Lachine we can see the water beating against the craigs, and knowing that danger is passed we can think again that mind is greater than matter.

Below Lachine we can see the towns of Laprairie and Longueuil and behind them the mountains of Montarville, Rougemont, Shefford and Belœil.

MONTREAL

To the left we can see the city of Montreal with its high buildings, spires and domes.

The silver dome clearly visible is the dome of St. James Cathedral, — an exact copy of St. Peter's Cathedral in Rome and built on one third scale. Away to the right are the twin spires of Notre Dame Cathedral, a replica of Notre Dame Cathedral in Paris, France.

Gliding along swiftly we go under the Victoria Jubilee bridge, which connects the Island city of Montreal with the mainland of the province of Quebec. On the right of the bridge is the town of St. Lambert. This bridge is over a mile in length.

From here we take a wide sweep in front of the city and we can see from the boat the ocean going vessels in port, the great warehouses and grain elevators, the immense harbor of Montreal, the market and church of Bonsecours; to all of which the business and residential district and the grandeur of the mountain form a perfect background.

We round the end of St. Helen's Island and tie up at Victoria Pier, Montreal, Quebec, the end of the rapids division.

Those who are going on to Quebec city or the Saguenay river will find their boats sailing from this pier while those who are remaining in Montreal will find ample accommodation waiting to take them to the various places to which they wish to be transferred.

An Outline of the Trip up the River from Montreal to Prescott



We leave the city of Montreal from Victoria Pier and as we glide away from the dock and into the Lachine canal we pass the different piers at which the ocean boats are moored while staying in Montreal.

LACHINE CANAL

We then enter the first canal of the trip, the Lachine canal, which was built to overcome the current and fall of the Lachine Rapids, which are to the left of the canal but not visible from the boat.

The Lachine canal is eight and one half miles long, and is constructed with five locks, which are operated by electric power. As we go along the canal we can notice on both sides the various manufacturing houses and factories which line the canal.

When we have arrived at the town of Lachine, the end of the canal, we are in a water level which is 45 feet higher than that at Victoria Pier, Montreal.

The town of Lachine is on the right of the canal, while on the left is the Indian reservation of Caughnawaga.

LAKE ST. LOUIS

From Lachine and the canal we enter Lake St. Louis with its many beautiful villages and numerous summer places. Large numbers of residents of the city of Montreal make the shores of Lake St. Louis their home during the warm summer months.

SOULANGES CANAL

Crossing Lake St. Louis, we enter the Soulanges Canal, the longest on the St. Lawrence river. This canal is fifteen miles in length, extending from the village of Cascade Point at the eastern terminal to Coteau Landing at the western end.

The first three elevations of the canal are close together at the village of Cascade Point. Here the elevation of the three locks combined is about 65 feet, while the whole elevation of the Soulanges canal is 85 feet.

As the steamer sails swiftly along in the canal one cannot help but notice the farms of the French habitant. These farms are a relic of the old Seigneurial system and are built facing the water with a narrow frontage and extending back from the water to a much greater length.

The next lock we enter is the lock at Cedars. On the left the Cedar rapids can be clearly seen, and beside them the large power house of the Cedar Electric Company, which has an output of 250,000 horse power. The two smaller power plants at its side are the plants of the Montreal Light, Heat & Power Company and of the Montreal Street Railway Company.

To the left of the canal and on the river is the village of Cedars.

Almost at the end of the canal we pass under the Canadian National Railway Bridge and then enter the final lock of the Soulanges series of Coteau. The town on the right is Coteau Landing, and as we enter Lake St. Francis we should remember that in going through this last canal we have risen in water elevation another 85 feet, which now makes the water level 130 feet higher than at Victoria Pier in Montreal.

LAKE ST. FRANCIS AND CORNWALL CANAL

Having crossed Lake St. Francis, the next canal is that at Cornwall, a manufacturing city of about ten thousand people. We are now in the province of Ontario, the boundary line between the Province of Quebec and Ontario; being a few miles east of Cornwall. This canal at Cornwall is nine miles long, and the elevation of 45 feet is accomplished in six locks.

To the left of the canal is the Long Sault Rapids, but as this part of the trip is usually made after midnight one does not get an opportunity to see them.

PRESCOTT

Leaving the Cornwall canal, we again enter the St. Lawrence river and during the remaining portion of the trip to Prescott we go past the canals at Faran's Point, Morrisburg and Iroquois, but do not use them as we are able to go up the current without their aid. We then go through the lift lock at Cardinal and continue along the river to Prescott, Ontario, where we change boats for the Thousand Island route to Rochester and Toronto.



