

The "Soos"  
of To-day



American  
& Canadian



# *The Soos of To-day*

*American and Canadian.*

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.

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# THE CITIES AT THE SOO.

AMERICAN AND CANADIAN.

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**F**EW PLACES on the continent are attracting more attention nowadays from tourists and travellers 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 voyageurs 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 world 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 1899 over 20,000 vessels passed up and down, which means an average of a steamer every fifteen minutes day and night. But one needs to see to fully appreciate what this means, this steady stream of great 500-foot freighters, those strange looking whalebacks, those magnificent passenger steamers, with their thousands of travellers 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 whalebacks 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 interest 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 North West 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 25 to 27 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.

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 forests, 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 has grown within a year from a popula-

tion of 2,000 or 3,000 to one of 8,000 or 9,000. It has all the aspects 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 the St. Mary's River a city of 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 interest 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 fur company posts in the United States, and the old block-house 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 river is the Shingwauk Indian Home, an object of interest to tourists, and at the Desbarats Islands, at the mouth of the river, was given by the Ojibway Indians of this neighborhood, in 1900, 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 Pau-Puk-Keewis lived beside the Pauwating, which is the St. Mary's River, and the Great Sea Water—Gitche-Gumee—was the theatre of action of the Ojibway hero's mighty deeds. All along the north shore of Lake Superior are places sacred to Nanibojó. Here are Nanibojó'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.





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 capacity of Poe lock—four mammoth steamers locking through together.



POE LOCKS—GENERAL VIEW LOOKING WEST.

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.



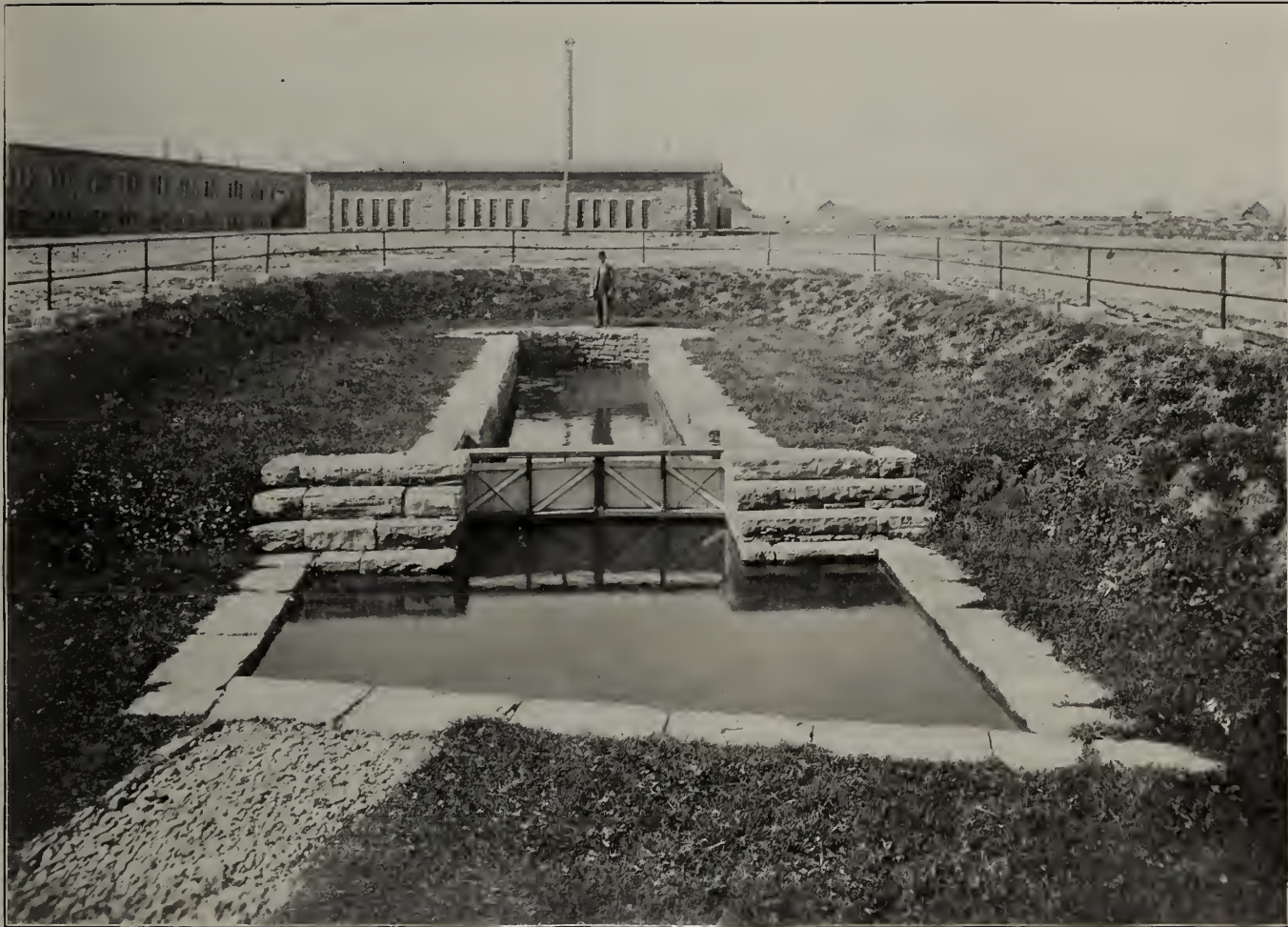
THE OLD AMERICAN LOCKS OF 1855-1881.

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



#### THE CANADIAN LOCK.

Until the Poe 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, 8 feet 9 inches wide, with a lift of 9 feet and a draft of  $2\frac{1}{2}$  feet. It was destroyed by the 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.

ONTARIO SOO.

ST. MARY'S RIVER.

MICHIGAN SOO.

ENTRANCE TO  
AMERICAN LOCKS



OLD HUDSON BAY POST.

ALGOMA IRON WORKS.

GENERAL OFFICES.

PULP MILL AND CHEMICAL WORKS.

CANADIAN LOCKS AND  
POWER HOUSE.

PANORAMIC VIEW OF SAULT STE MARIE, ONTARIO. TAKEN FROM THE SULPHITE PULP MILL.







GENERAL VIEW OF POE LOCK BEFORE BEING FILLED FOR NAVIGATION.



FILLING THE UNDER CHANNELS OF POE LOCK PREPARATORY TO OPENING FOR NAVIGATION.

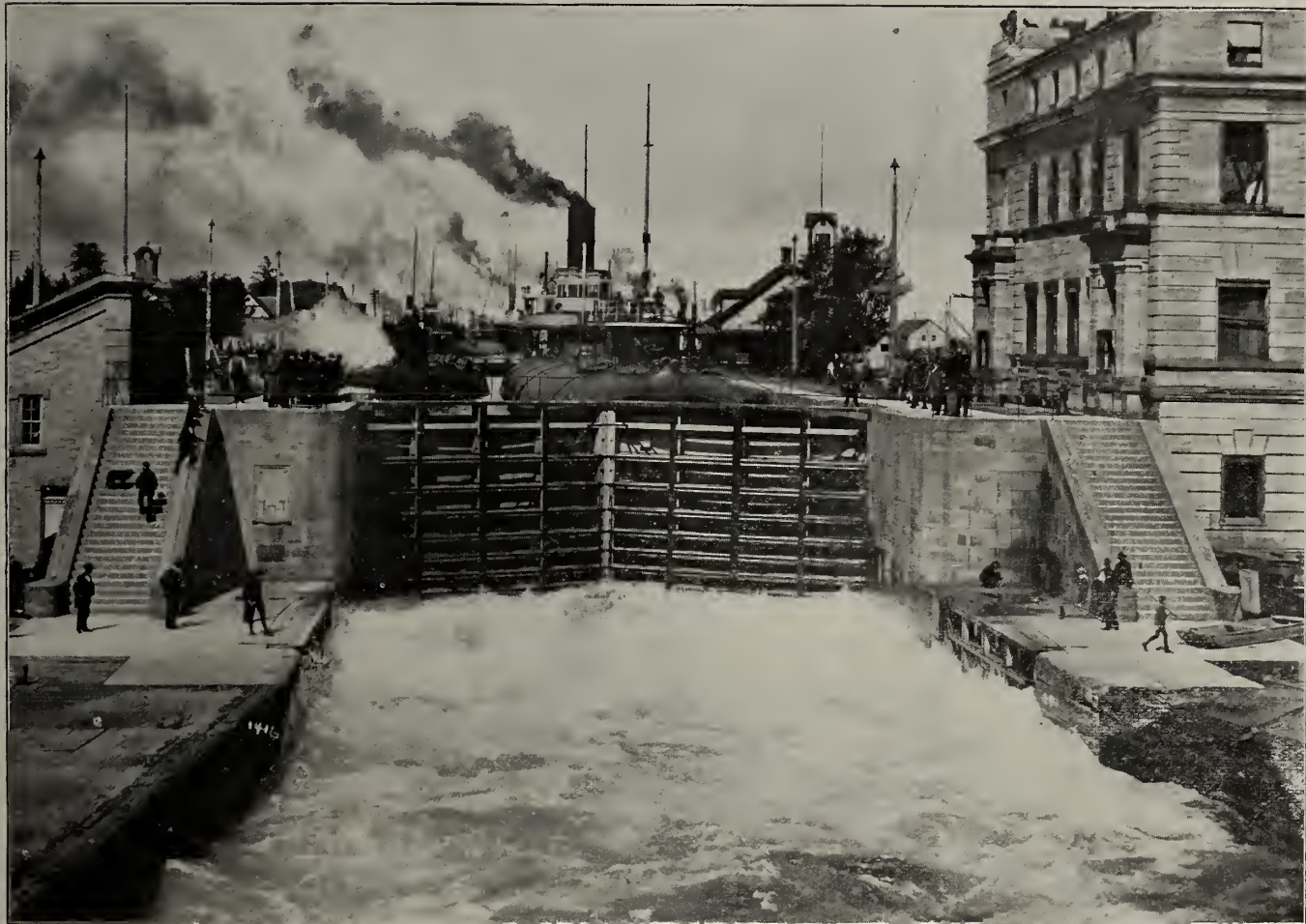


LOCKING A 500 FOOTER THROUGH THE POE LOCKS.



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.

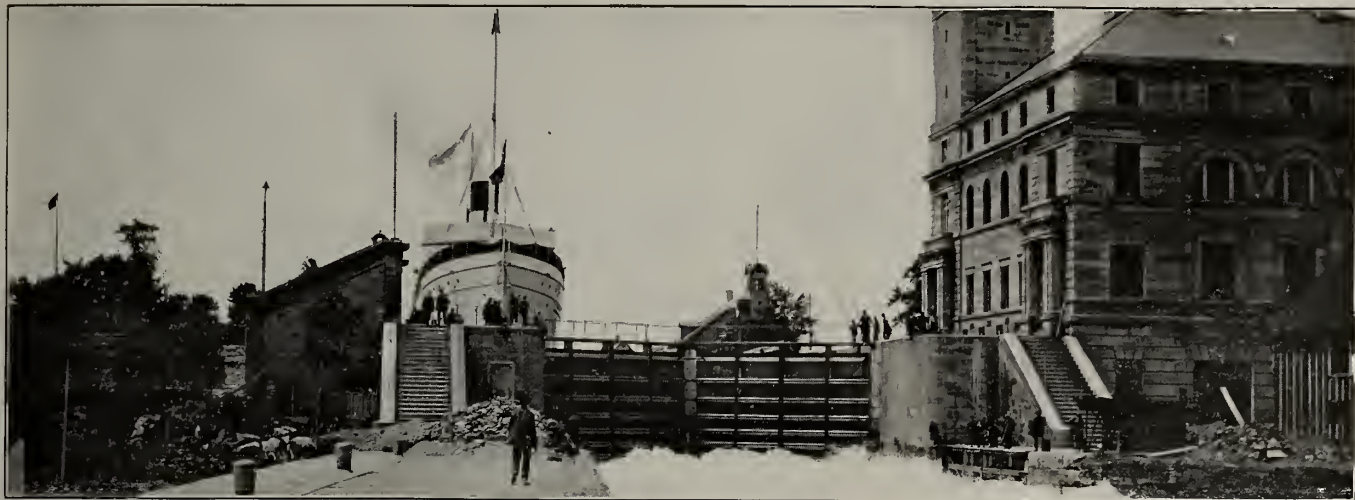


WHALEBACKS BEING LOCKED DOWN.



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.



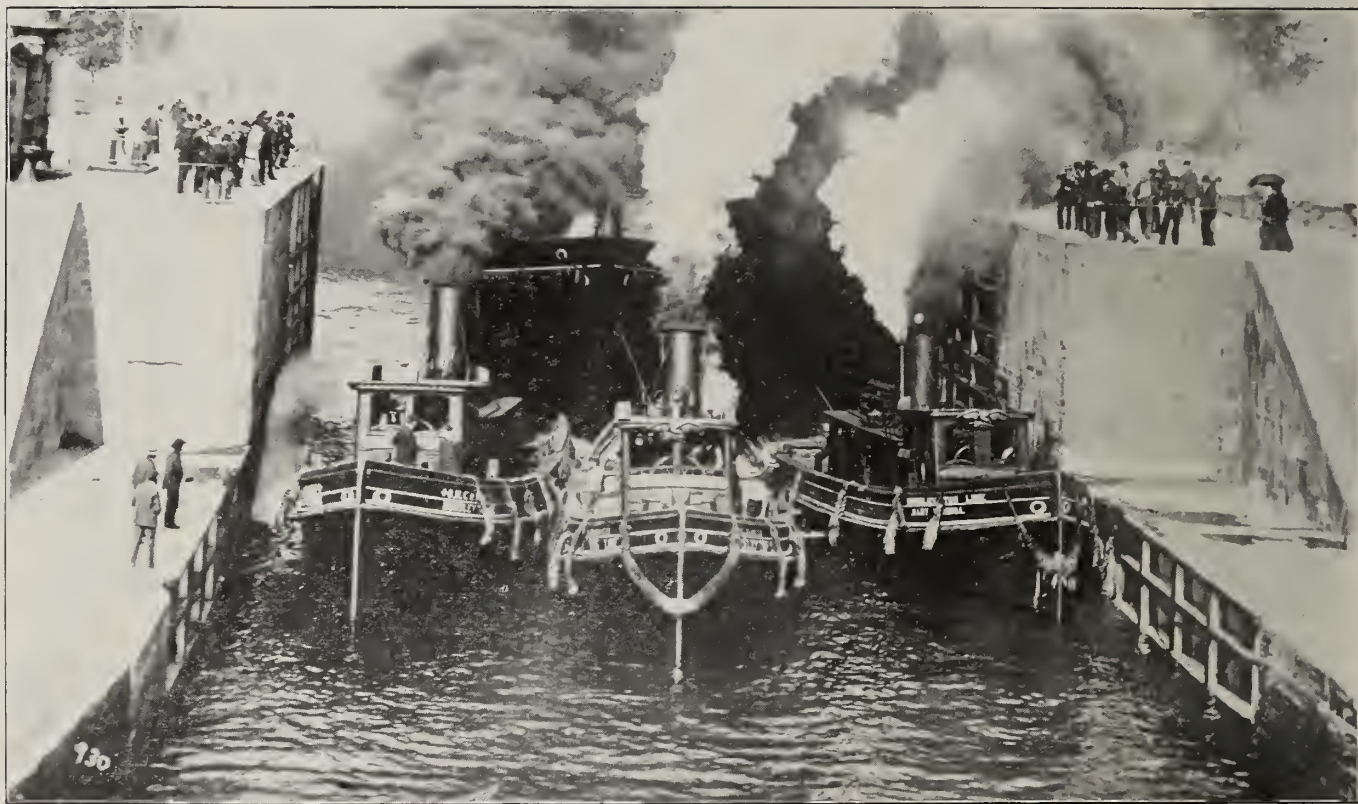
LOOKING DOWN—ILLUSTRATES THE HEIGHT OF THE LOCKS.



BIRDSEYE VIEW OF AMERICAN LOCK AND POWER HOUSE, LOOKING EAST.

The Northern Steamship Co.'s palace steamer is seen in all its magnificent proportions.





THREE TUGS PULLING AN OVERLOADED STEAMER OFF THE SILLS OF THE LOCKS.



BIRD'S EYE VIEW OF SAULT STE. MARIE, MICH., FROM THE LOCKS.

In the foreground are seen the charming promenades and lawns and shade trees of Canal Park, with the Doric pillars of the Iroquois Hotel just behind. A comprehensive view is obtained of the handsome residences and fine business blocks of the City, and there is a substantial progressive appearance to all. The background ascends to a high hill, and to the right rises the Tower of Fort Brady.







SAULT STE. MARIE PULP AND PAPER MILL—LARGEST GROUND WOOD PULP MILL IN THE WORLD



POWER HOUSE OF THE MICHIGAN LAKE SUPERIOR POWER COMPANY



INTERNATIONAL BRIDGE ACROSS THE ST. MARV'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.





THE CLERGUE INDUSTRIES BY MOONLIGHT.



OLD HUDSON BAY POST 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.



A STRING OF FISH CAUGHT IN THE ST. MARY'S RIVER.



INDIAN GUIDES SHOOTING THE SOO RAPIDS WITH TOURISTS.



AN HONEST INDIAN.

John Boucher, 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.



MICHIGAN STATE FISH HATCHERY.

From which are Planted Annually, 30,000,000 Whitefish, 1,000,000 Brook Trout, and 1,500,000 Lake Trout.





A PLEASANT PLACE TO SPEND THE DAY.



WRECK OF THE MARK HOPKINS IN THE ST. MARY'S RIVER.



A BIG CATCH.

A 1,900 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.



A SNOW SHOEING PARTY AT THE SOO.





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.



SUNRISE IN THE LAND OF HIAWATHA—NANIBOJO'S GARDEN.



A HUNTING PARTY ON THE NORTH SHORE OF LAKE SUPERIOR.



THE RAPIDS OF THE NEPIGON, A NORTH SHORE RIVER.





AMERICAN CANAL, BY MOONLIGHT.

PUBLISHED BY  
A. E. YOUNG,  
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