

RIVER TRAIL j a n / f e b , 2 0 2 6



VOYAGE OF HMS PSYCHE
MARINE EMERGENCY Q&A
FREIGHTERS TRAPPED
THE RIGHT TO ROAM



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The Thousand Islands Association (TIA) is a not for profit organization that is proactive in addressing safety on the river, promoting environmental awareness and supporting the interests of the Community for the benefit of the 1000 Islands region of the St. Lawrence River.

From the Editor

February might be the month with the biggest heart. We all know Valentine's Day is a day for love, but did you know the the 3rd week of February has been delegated as Kindness Week? A time to lend a helping hand, share what you can, support a cause or simply show compassion.

I've been on the receiving end of a compassionate outpour recently and felt the emotional lift it caused. I am continuously amazed at what happens when we build each other up, support communities and focus on kindness.

My experience with the river community has always been one of support and kindness. I hope you all continue to show that kindness freely February 15th-21st and beyond.

Stephanie Scott.
Editor

Due to seasonality, varying water levels, vandalism and equipment failure, the Thousand Islands Association (TIA) disclaims any liability for the absence of any of its shoal markers from time to time.



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President's Message

Peter Fitton

Welcome 2026 and to another year of cultivating fellowship and creating new friendships on the river



Whether your cottage is buttoned up for the season or you are one of the fortunate residents enjoying the quiet beauty of the Thousand Islands in winter, there is much to look forward to before spring arrives.

New Year resolutions can feel daunting, so instead I prefer to think in terms of personal projects for the year ahead. For me, that means a steady commitment to regular exercise (not just weekend bursts of enthusiasm) and a more balanced diet – always with room for moderation and enjoyment! These small, practical goals help provide the energy and perspective needed to navigate whatever the year may bring. In the meantime, let's take pleasure in daily life and the familiar social traditions of February and March.

Groundhog Day, observed every year on February 2nd, is a lighthearted tradition rooted in folklore. According to legend, if the groundhog sees its shadow on a sunny day, six more weeks of

winter are ahead; if not, an early spring is predicted. Official oddsmakers give a success rate of less than 40% but the tradition offers a cheerful reminder that spring is always on the horizon.

Read more on: Groundhog Day



Valentine's Day follows on February 14th, a longstanding celebration of love and appreciation. It serves as a simple but meaningful prompt to pause and recognize the important people in our lives—something that rarely goes out of style. I predict your year will go much better if not forgotten!

Read more on: The History of Valentine's Day



My personal favourite, St. Patrick's Day on March 17th, honours Irish heritage and culture, celebrated for its warmth, storytelling, music, resilience, and sense of fun. Whether by wearing green, enjoying Irish music, sharing a themed meal, or raising a glass with friends, it's a day that invites everyone to join in the spirit of good cheer. They say "If you're not Irish, you probably wish you were" ... at least for the day!

Read more on: St. Patrick's Day Party Ideas



This is also the time of year to renew your 2026 membership and receive your Canadian or American tax receipt. We are a volunteer based, not for profit organization, and your support is essential to sustaining our programs and community.

<https://www.thousandislandsassociation.com/membership/>

Wishing everyone a memorable and rewarding year on the river—less than two months until spring returns!

Winter's Grip: Lake Freighters Trapped by Ice on the St. Lawrence Seaway

By: Peter Fitton

Horizon Aerial
Media



In early January, 2026, an unusually intense and early-arriving winter weather system led to hazardous ice conditions along the St. Lawrence Seaway—the critical maritime route connecting the Great Lakes with the Atlantic Ocean. The rapid buildup of ice between Lake Ontario and Montreal left multiple lake freighters immobilized, delaying the planned seasonal closure of the seaway and disrupting regional shipping traffic.

Typically, the seaway's navigation season is scheduled to end by January 5, but thick ice forming ahead of schedule has trapped vessels in the river, forcing them to anchor while crews await safer conditions. Many large commercial freighters remained stalled near Clayton and Cape Vincent, with ice encasing hulls and blocking forward progress.

Local television stations have covered the unusual winter scenes. Click [HERE](#) to watch one such broadcast. This news clip shows anchored vessels surrounded by accumulating ice and explains how weather conditions are affecting seaway operations.

The cold snap has not only held up marine traffic but also raised environmental and safety concerns. Observers note that drifting ice combined with vessel movement can create unstable ice fields, posing risks for wildlife and anyone venturing onto seemingly solid ice.

Icebreaking crews from both the U.S. and Canadian Coast Guards are jointly active on the Great Lakes, supporting navigation and attempting to keep some shipping lanes open even as temperatures remain frigid. Coordination between the two agencies aims to clear channels for vessels carrying essential commodities such as grain, fuel and industrial materials, though progress is slow.

The U.S. and Canada have demonstrated international support for commercial traffic since the St. Lawrence Seaway first opened in 1959. Icebreaking has been business as usual during winter freeze ups and ice breaking ship technology has not changed a lot. View this clip from thirteen years ago.

Do not try this exercise with your personal watercraft – these people are professionals!



Ice breaker on St. Lawrence River Canada www.PublicDomainFootage.com



Local Marine Medical Emergency Procedures

By: Jim Côté, Chair, River Safety

Do you know the best way to make sure that EMS can get to your island in time to help with an emergency? Here are answers to frequently asked questions about how to make 911 calls, how to best communicate your location, and what happens after the EMS have arrived.

Can I make a 911 call from an island that has no road access?



Yes, this situation is covered by local emergency rescue protocols on both sides of the border, but in either case when calling 911 from an island, it is imperative that you specify you are calling about a **marine emergency in the 1000 Islands of the St Lawrence River and specify which side of the border you are on**. This will trigger local protocols to arrange the nearest Fire Rescue Boat to take paramedics to your island.

How do I reach a 911 operator and communicate the location of a marine emergency?

Landline calls automatically provide 911 operators with civic address locations that they can communicate to first responders, but they will always confirm the location by asking for additional information. Local operators now use



the app **what3words** that will tell them, and first responders, your exact location to assist the Fire Rescue Boat to find your dock.

Smart phones usually help operators determine your location within a few metres, by automatically providing the phone's GPS location. However, reception on parts of the river can be quite spotty, so additional information can be crucial. See below for a convenient way to have this additional information on hand.

Did you know? SOS emergency calls placed on smart phones provide the same GPS “ping” as when a caller manually dials 911 on the smart phone?



Are there any additional challenges in making 911 calls from an island?

Yes, remember that you are in a geographically and political unique area – there are 100s of island along an international border. Your call will not automatically go to the nearest dispatcher. It will first go to a centralized emergency communication centre and then be rerouted to the nearest centre based on the information you provide – in the case of calls from Canadian islands to the Brockville Emergency Communications Centre. Moreover, if using a cell phone from a Canadian island, your call may be picked by a cell tower in the States, and it will need to be rerouted to Canada, so important time will be lost if you are not detailed in the location you give during your initial 911 call. Even when your call gets to the nearest dispatch centre, you need to be precise about your island name and location: many islands have similar sounding – or the same – names (e.g., there is a Wallace Island as well as a Fort Wallace Island and four Bluff Islands). Being able to tell the 911 operators EXACTLY where your cottage is saves crucial time during an emergency.



What additional information should be used for communicating emergency locations to help the 911 operator confirm your exact location?

In addition to the civic address of the property, the exact geographical location can be given verbally in two ways, both of which can be determined using smart phone apps, either recorded prior to or determined during an emergency.



1 Use “**what3words**” to tell the dispatcher the location of your cottage or landing dock. This app generates three words unique to your location that you can give to the dispatcher. From these, the dispatcher decides which boat to dispatch and passes the information on to the Fire Rescue boat driver.

Alternatively, you can give the dispatcher the **GPS coordinates** for your cottage or dock. Coordinates can be given in either DMS or DD GPS format.** 911 operators have access to a converter and so regardless of the format of the GPS provided to the operator, they will be able to convert it to whichever format is needed for the software they utilize. GPS coordinates can be determined with smart phone apps such as Compass or Google Maps. Compass automatically gives users their current location; Google Maps requires the user to drop a pin on the location.

TIA has produced, distributed, and makes available fridge magnets upon which exact location information can be recorded in advance, for ready use during emergencies

Marine Emergency Information for 911 Calls		
 Founded in 1934	<i>Operator, I'm reporting a marine emergency on an island in the (Canadian or American) waters of the 1000 Islands in the St. Lawrence River.</i>	
Begin the call with:	<i>357 Big Paradise Island</i>	
Civic/911 address of your cottage:	Latitude: 44.123456	
GPS coordinates of dock (DD or DMS):	Longitude: -76.123456	
For more information on filling out this form:	https://www.thousandislandsassociation.com/river-safety-911	

**DMS stands for “degrees/minutes/seconds,” whereas DD stands for “decimal degrees.” Online converters such as the following are helpful <<https://www.gps-coordinates.net/gps-coordinates-converter>> and mapping apps will take either for location searches.

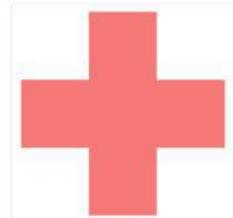
Where are the rescue boats located this year on the Canadian side?

Leeds 1000 Islands Fire Services keeps two Fire Rescue Boats in the water throughout the boating season. One is docked at Brennan's Marina in Gananoque and the other at the Ivy Lea Government Dock. Gananoque Fire also has a boat docked at the Gananoque Marina.

What is the protocol regarding which boat goes out?

Every island has a Fire Rescue Boat assigned to it based on proximity, as well as an EMS meeting place and launch area.

When are Canadian paramedics allowed to release a patient and when must they transport to the nearest Canadian hospital facility? Do they normally transport to Kingston or Brockville?



Every person has the right to “refuse transport,” provided they have the capacity to make this decision (i.e., they are mentally capable of making appropriate decisions). Regarding destination, EMS crews are required to transport a patient to the closest hospital, in the event of a lights and siren emergency (if the patient wishes to be transported). The final location will be determined by the point where the person comes ashore on Canadian soil. As a rule of thumb, people landing on locations to the east of the 1000 Islands bridge are taken to Brockville and those to the west go to Kingston. There are a few exceptions to this, depending on some specific medical conditions. For example, major trauma patients (including those suffering major cardiac events and strokes) are taken directly to the tertiary care medical centre in Kingston (Kingston Health Sciences Centre), which is a level 1 Trauma Centre (the Regional Stroke Centre and the Regional Cardiac Centre).



When would a US Rescue Boat be called to a Canadian Island instead of a Canadian boat (there are three, docked at Clayton, TI Park, and Alex Bay)?

A US Fire Rescue Boat may respond to a working fire if requested, but a medical or transport of EMS call would need to be orchestrated through both Canadian and American border services agencies (CBSA & US CBP). It is more practical and expedient to use the local Canadian EMS and Fire Rescue through a 911 call.

Can American citizens (without Canadian health or travel insurance) who live on a Canadian island, be taken to the US for treatment if they request it?

Local Canadian EMS do not have the ability to transport US citizens back to the American side from a Canadian pick-up location. American citizens traveling/residing in Canada are advised to carry out-of-country travel health insurance (Canadian “snowbirds” typically purchase travel insurance for their trips to the US during winter months).

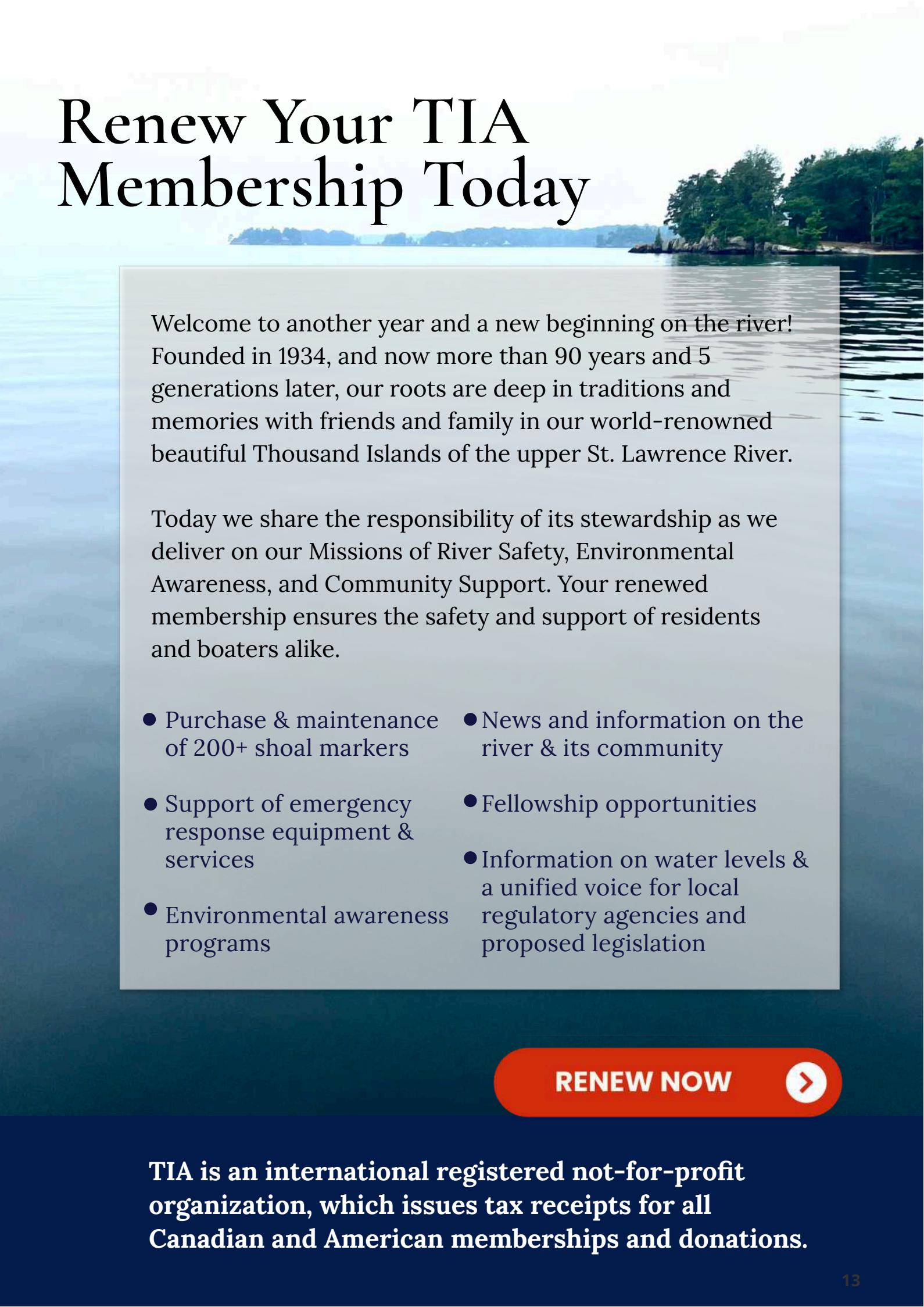
TIA extends its thanks to the following people for providing answers to many of the following questions: TLTI Fire Chief Mike Prior, FPO Doug Richardson, and Jeffrey Carss, Paramedic Chief at Leeds Grenville Paramedic Service. Any errors or omissions are my own.

Did you know Clayton's Fire Department has an iceboat for winter emergency calls?

Learn more about "Last Chance" and Aluminum Work Boats



Renew Your TIA Membership Today



Welcome to another year and a new beginning on the river! Founded in 1934, and now more than 90 years and 5 generations later, our roots are deep in traditions and memories with friends and family in our world-renowned beautiful Thousand Islands of the upper St. Lawrence River.

Today we share the responsibility of its stewardship as we deliver on our Missions of River Safety, Environmental Awareness, and Community Support. Your renewed membership ensures the safety and support of residents and boaters alike.

- Purchase & maintenance of 200+ shoal markers
- Support of emergency response equipment & services
- Environmental awareness programs
- News and information on the river & its community
- Fellowship opportunities
- Information on water levels & a unified voice for local regulatory agencies and proposed legislation

RENEW NOW



TIA is an international registered not-for-profit organization, which issues tax receipts for all Canadian and American memberships and donations.

A Season to Embrace

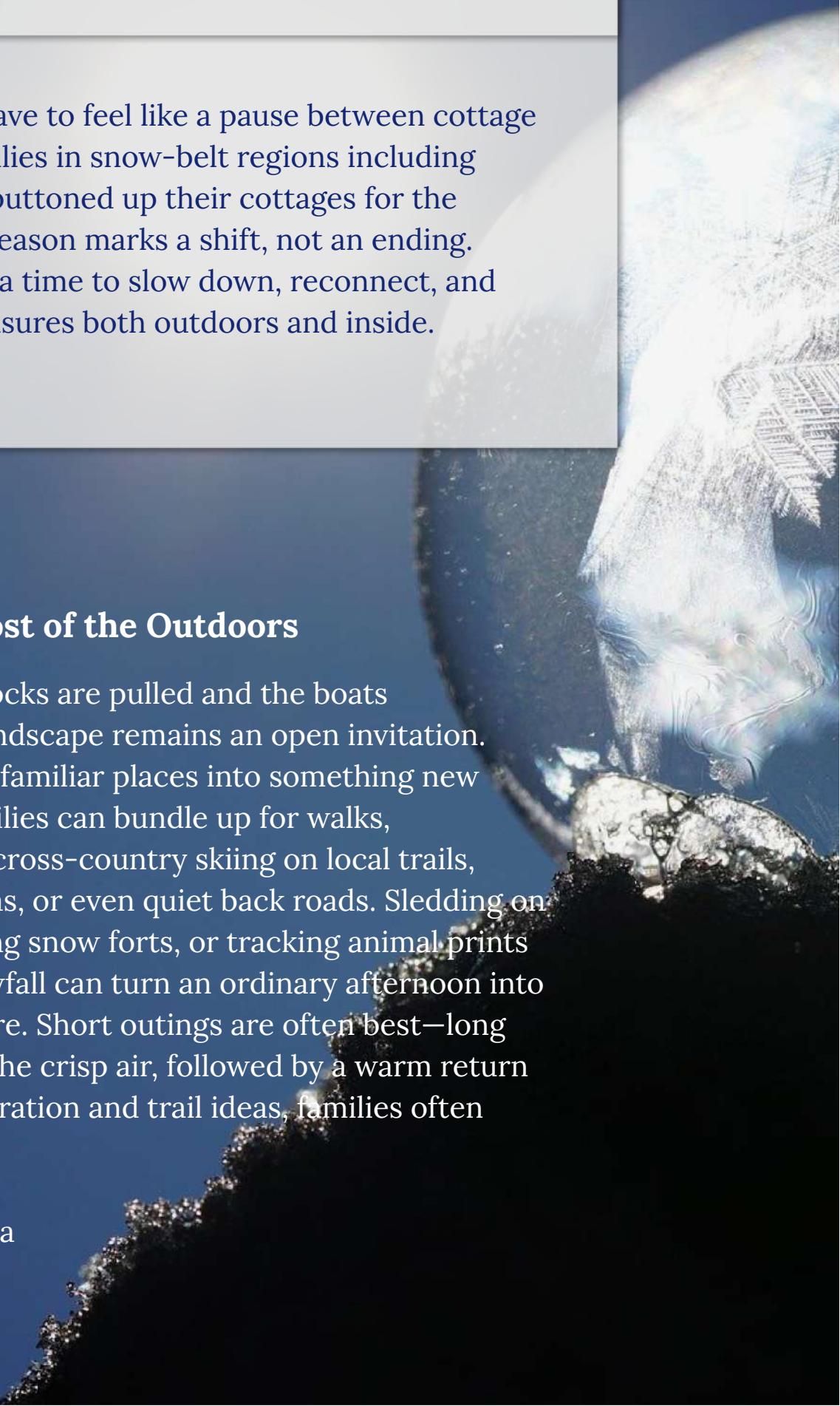
By: Peter Fitton

Winter doesn't have to feel like a pause between cottage seasons. For families in snow-belt regions including those who have buttoned up their cottages for the winter the cold season marks a shift, not an ending. Winter becomes a time to slow down, reconnect, and enjoy simple pleasures both outdoors and inside.

Making the Most of the Outdoors

Even when the docks are pulled and the boats are stored, the landscape remains an open invitation. Snow transforms familiar places into something new and magical. Families can bundle up for walks, snowshoeing, or cross-country skiing on local trails, conservation areas, or even quiet back roads. Sledding on small hills, building snow forts, or tracking animal prints after a fresh snowfall can turn an ordinary afternoon into a shared adventure. Short outings are often best—long enough to enjoy the crisp air, followed by a warm return indoors. For inspiration and trail ideas, families often turn to sites like:

- alltrails.com
- ontarioparks.ca
- parks.ny.gov





Cozy Connections Indoors

Winter is also the perfect season to rediscover indoor traditions. Families can plan weekly movie nights, cook comfort meals together, or bring out board games and puzzles that may have sat untouched all summer. Creative projects—scrapbooks, model building, painting, or writing—help pass long evenings while encouraging conversation and collaboration.

This is also a great time to revisit cottage memories: sorting photos, planning next summer's projects, or telling stories about favorite island moments. These activities keep the spirit of waterfront life alive, even when the river is frozen.

Balance & Community

Winter in the Thousand Islands is all about balance: plenty of fresh air outdoors, punctuated by indoor warmth, laughter, and rest. Whether you're hiking snowy trails, skating with hot chocolate in hand, or enjoying a live show, families can make the most of the season together. For more ideas or to plan a visit, checking local tourism guides can point you to current events tailored to winter fun in the region. Helpful starting points include:

- Winter Calls for Outdoor Adventure
- 15-things-to-do-on-a-winter-weekend-in-kingston

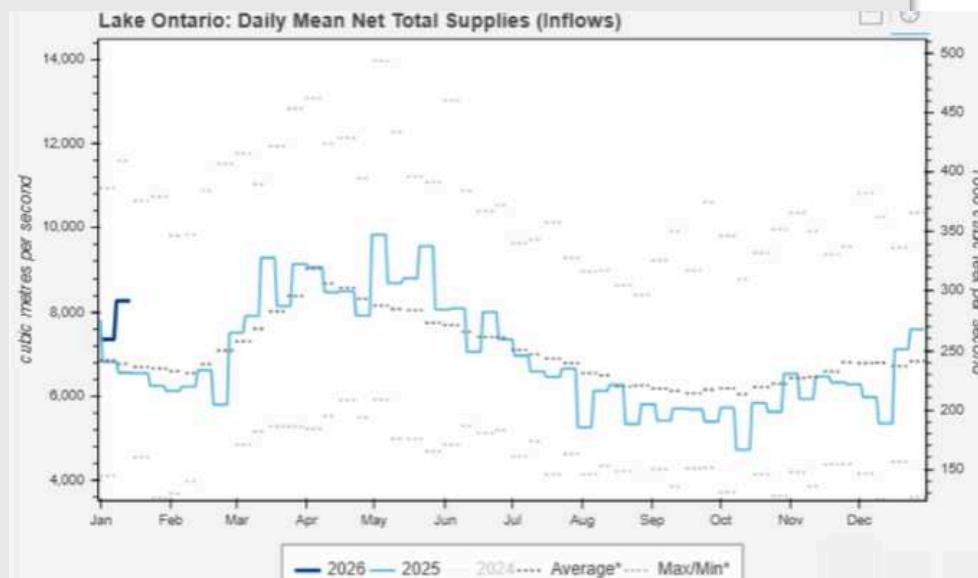
Where Is The Bottom Today? A Discussion Of Chart Datum

By: TIA Water Levels Committee, Barton, Stewart & White

When we talk of water levels, it's usually high or low at the surface. Yet what we really care about is **how high is the bottom** where we are, right now! Since 11/1/25, River levels dropped to near the 0 ft CHART DATUM and since December 18th begin to rise.

Currently, the levels of Lake Ontario (LO) and the St. Lawrence River's 1000 Islands region continue within a few inches of average. The 50% line for the next 6 months forecast is very close to average, but the range is so wide it's not useful.

The good news is that levels have risen steadily since December 18th and are currently about 1.5 feet above CD. The **LO Net Total Supplies (inflows)** have been well above average (includes inflows from Lake Erie, tributary inflow & LO Basin Precipitation).



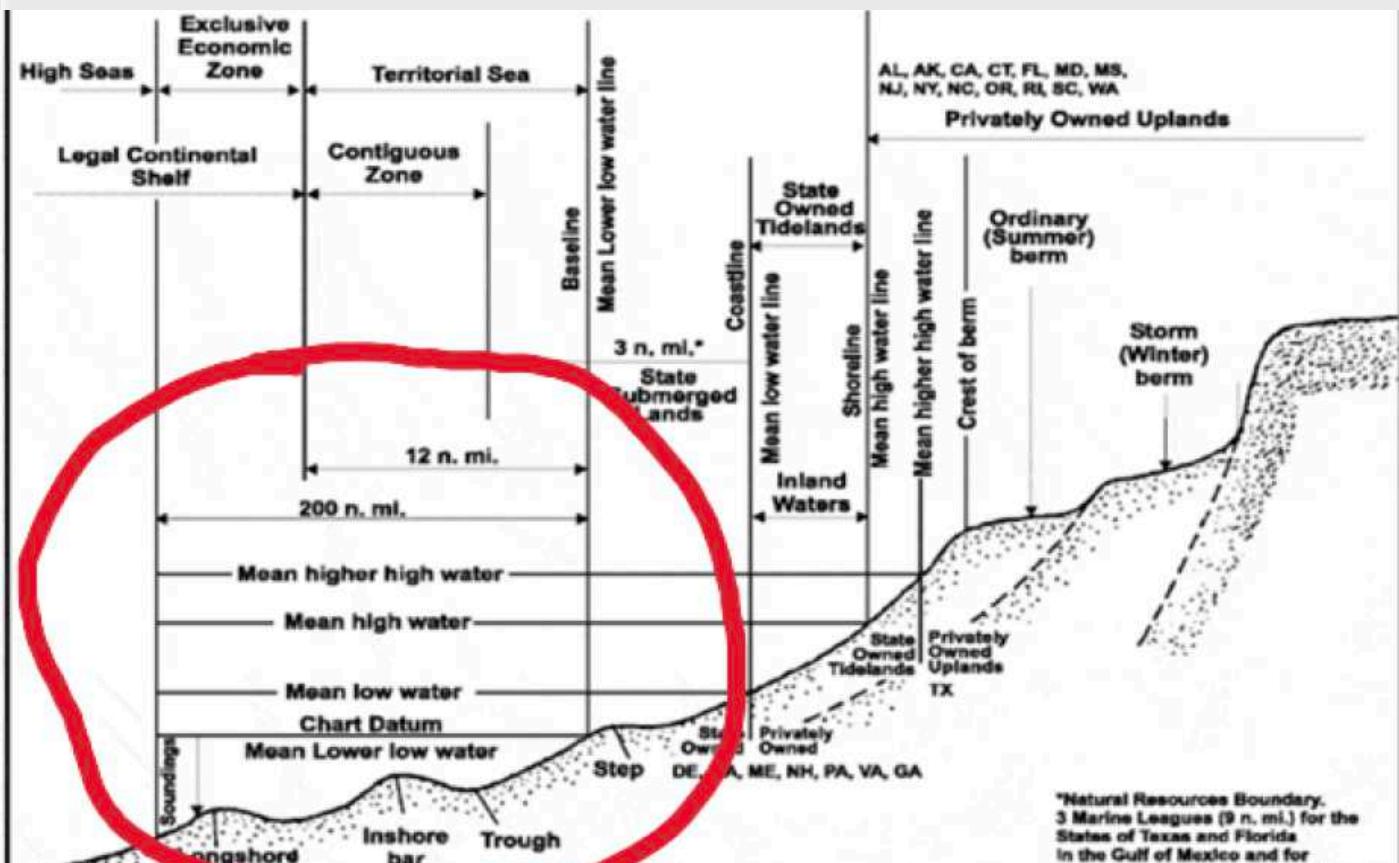
Back to Chart Datum... what is this term, and where does it come from?

Generally speaking, Chart Datum is a reference level used on nautical charts to measure water depths. It's the zero point for charting depths in a given area. The depths you see on a River chart refer to the water depth (elevation) above CD.

- In non-tidal waters, like the River, CD's are often based upon Mean Sea Level. While Chart Datum isn't always the “lowest it's ever been”, it's generally a low level that is seen very infrequently.
- A River chart, states the elevation used as its Chart Datum. An elevation of 243 feet above sea level equals our typical 0 feet CD.
- .
- Not every chart in the same area uses the same CD level, so check your own charts for the elevation for Chart Datum.
- Navigating downriver, the CD usually changes! The elevation used as a tilted Chart Datum will drop. Along any river, CD is a sloping surface similar to the slope of the river surface low water.

DATUMS: For our River, most of our discussions are limited to the bottom left area of the graphic below, bounded by the red oval.

- Mean high water (MHW) is the average of all daily high levels observed over a period of several years to capture multi-year cycles.
- Mean low water (MLW) is the average of all the daily water levels observed over a period of several years.



[Click here for more information on Chart Datum](#)



Kingston Royal Navy Yard from Fort Henry, circa 1815, with vessels de-masted and de-rigged. Among these vessels is HMS Psyche. Image from HMS Psyche Society.

The Strange Voyage of HMS Psyche

By: Timothy Compeau

In the Autumn of 1813, British forces in Upper Canada faced a dire situation. Although they had defeated the American push toward Montreal at the Battle of Crysler's Farm in November, the "Right Flank" of Upper Canada had fallen. A US naval Squadron captured Lake Erie and the US Army and militia defeated British and Indigenous forces at the Battle of the Thames. The British Admiralty was therefore desperate to maintain control of Lake Ontario at all costs.

While the Royal Navy Yard at Kingston and the American base at Sackets Harbor engaged in a shipbuilding race historians refer to as the "War of the Dockyards," the Colonial Office in London came up with an audacious scheme to tilt the scales in Britain's favour. Over the winter of 1813, they ordered the construction of four

fighting vessels – two 32-gun frigates and two 24-gun brigs – to be built in England and then disassembled and sent to Canada in pieces. Nothing of this scale had ever been attempted before, but Royal Navy engineers were confident that they could accomplish the daring plan.

Officers in Canada did not share the Admiralty's optimism. After Governor General George Prevost consulted his officers, he wrote a lengthy letter objecting to the plan. The vessels were to be shipped from England in thousands of numbered pieces, including the lengthy frames, timbers, and keels, along with the ropes, pulleys, water casks, and even the heavy capstan and anchors, some weighing over 4000 pounds. These would have to be unloaded in Montreal and transferred to smaller boats and sent up the St. Lawrence. They would have to either portage or shoot the rapids at the Cascades and the Long Sault, and then continue the journey within cannon shot of the American shore. Prevost was at a loss where he would find the men and boats to complete this mission while also continuing to handle all the supplies needed for the British Army defending Canada.

Prevost's objections and the convoy carrying the ships passed each other somewhere in the Atlantic. Rather than waste the material that arrived in Montreal in the Spring of 1814, Prevost hired a young Canadian entrepreneur named William Forbes to gather the men and boats needed to convey the material for just one of the frigates, HMS Psyche, to Kingston. The rest of the disassembled ships rotted away.

Working in relays throughout the Fall, dozens of men in specially built river boats carried the thousands of heavy, awkward pieces up the river. The receipts for the journey survive and tell an incredible tale of endurance and precision. Against the odds, Forbes and his men delivered the entire vessel to Kingston, but it was an

expensive mission. Psyche cost around £7000 to construct in England, and £12,500 to transport her from Montreal to Kingston. The mission also cost Forbes his life after he contracted an illness while working through months of miserable weather on the St. Lawrence.

Kingston shipbuilders rapidly assembled the frigate. Using extra material, they transformed the 32-gun ship into a frigate bristling with 56 cannons. They pulled off a scheme officers in Upper Canada thought almost impossible. Launched on Christmas Day, 1814, HMS Psyche was considered the fastest warship on Lake Ontario, and even an American newspaper admitted she was “a beautiful ship.” The US Secretary of the Navy was also impressed and wrote to President Madison that the Psyche was a reminder that they were at war with “most potent Naval power in the world” and suggested that perhaps it was time to give up the fight for Lake Ontario. Psyche never fired a shot in anger but its presence on the Lake could have been decisive had the war continued.

The story of HMS Psyche is perhaps one of the strangest incidents from the War of 1812. That a 130-foot, 769-ton 56-gun frigate, made of fir trees from the Russian Empire, was launched in Kingston is a demonstration of both the incredible engineering capabilities, and the hubris, of the British Royal Navy in the Napoleonic Era.

Today, HMS Psyche sits at the bottom Deadman’s Bay near Fort Henry and one of the Lake Fleet Islands is named in her honour.

For the complete story of HMS Psyche see Timothy Compeau, “The Royal Navy’s Psyche on Lake Ontario: A British Experiment with Prefabricated Warships in the War of 1812,” *The Journal of Military History*, Vol. 86, No. 2 (April, 2022): 321-343.

Join the 2026 Invasive Species Forum

**Tue, Feb 17, 2026 8:00 AM -
Thu, Feb 19, 5:00 PM EST**

Expand your knowledge on a range of topics regarding invasive species. Select your own workshops from more than 60 notable topics throughout the 3 day forum.



Sign up for **FREE** to participate in your choice workshops and speakers via **ZOOM**

Right to Roam and the 401 Expansion

By: Jean Dabros

When Ontario's Ministry of Transportation began to plan for the future expansion of the Highway 401 in the Kingston to Brockville region (ultimately to an eight-lane highway with potential speed limits of 130 km/h) and began to hold Public Consultation Meetings, it seemed like the perfect opportunity for concerned citizens and environmental groups to get involved. The Algonquin to Adirondacks Collaborative (A2A) had been looking into the issue of wildlife mortality on the three main roads in the Gananoque to Brockville corridor for over twenty years.

A2A spearheaded the "Frontenac Arch Safe Passage" campaign collaborating with local nonprofits, community groups, government agencies, and dedicated citizens with the mission:



"Giving wildlife the space they need to roam safely and freely across one of eastern North America's most important wildlife corridors—from Algonquin Park to the Adirondacks".

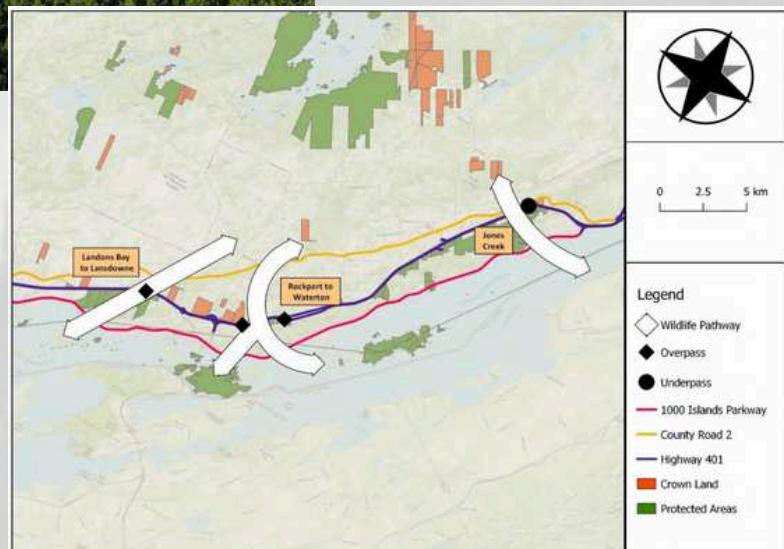
The Frontenac Arch Safe Passage campaign zeroes in on a critical task: building wildlife crossings on Highway 401 in the Frontenac Arch allowing wildlife to safely navigate our roads.

Wildlife crossings (bridges, culverts and fencing) are cost-effective, proven solutions that protect wildlife populations and biodiversity, increase driver safety, and enhance landscape connectivity.

Parks Canada has built 49 crossings in Western Canada that have reduced wildlife mortalities due to traffic related causes by 80%.



The Frontenac Arch Safe Passage group conducted a study in 2023 highlighting the areas with the highest need for wildlife crossings.



The accompanying map shows the three wildlife pathways. One fragmented by Highway 401, the Thousand Islands Parkway, and County Road 2, and road areas proposed for major mitigation along Highway 401.

It's time to bring wildlife crossings to the Frontenac Arch, an area of high ecological value but also one of increasing wildlife road mortality. The upcoming Highway 401 expansion provides a crucial opportunity to incorporate these mitigation measures to make roads safer for everyone.

While the expansion timeline is some time in the future, the Ministry retained AECOM Canada ULC to undertake a Planning, Preliminary Design and Environmental Assessment (EA) Study to plan for the long-term rehabilitation and replacement needs of bridges and culverts along Highway 401 to ensure that new bridges, culverts and interchanges are designed to accommodate future needs.

The first Public Information Centre meeting was held in Lansdowne in October 2025 with a second planned for the fall of 2026. An email update indicates that feedback they have received to date has indicated an interest in the addition of wildlife crossings:

“To facilitate wildlife movement under the highway in this area, this study will explore opportunities to enhance/ expand existing openings by upsizing culverts or replacing them with bridges, where appropriate. A separate feasibility study will be carried out by MTO to look at the possibility for new wildlife crossings in suitable locations between Gananoque and Brockville. Once completed, the results of the feasibility study will inform current and future Highway 401 planning projects.” Email received by author.

Make sure you have your say! Register your voice today.

For more information and/or to register your opinion visit the project website at hwy401gananoquetomallorytown.ca or email the team at projectteam@hwy401gananoquetomallorytown.ca

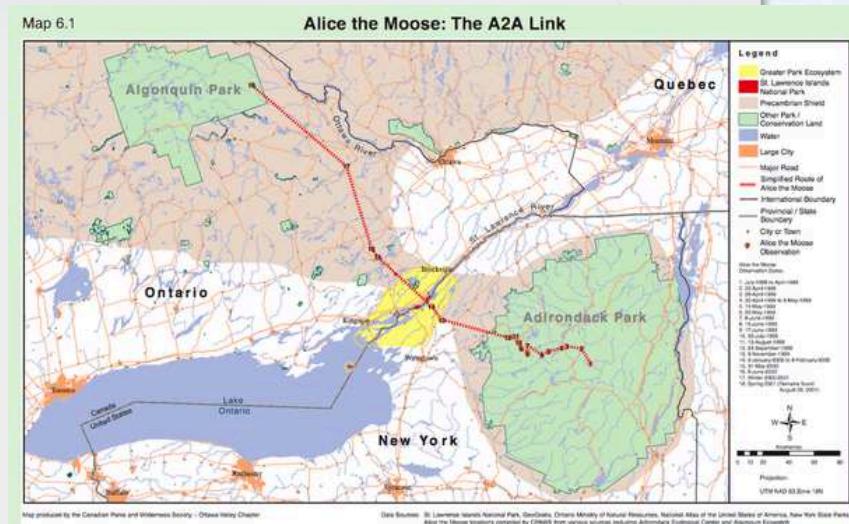
Alice the Moose: the A2A Inspiration

By: Jean Dabros



When “Alice” the moose was collared and released into New York’s Adirondack Park in 1998 she began an inspirational journey. After two years she left her home park and headed for the Canada/US border, swimming across the St. Lawrence River in the spring of 2000 and walking across Ontario’s four lane Highway 401. By winter of 2000 she had crossed into Ontario’s Algonquin Provincial Park, completing a journey of 570 km. Alice’s journey underscores the importance of the ecological corridors that run through the Thousand Islands/Frontenac Arch Biosphere region and the need for an understanding of wildlife’s “Right to Roam”.

Alice was exceptionally lucky in her ability to safely cross over an extremely busy four lane highway, Ontario's Highway 401. Her passage, made in 2000, encountered far less road traffic than she would if she tried crossing today. Wildlife Crossings would help to make this journey possible today and in the future.



**Watch more on
Alice's story here**



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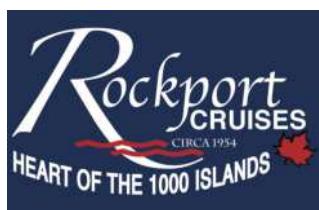
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