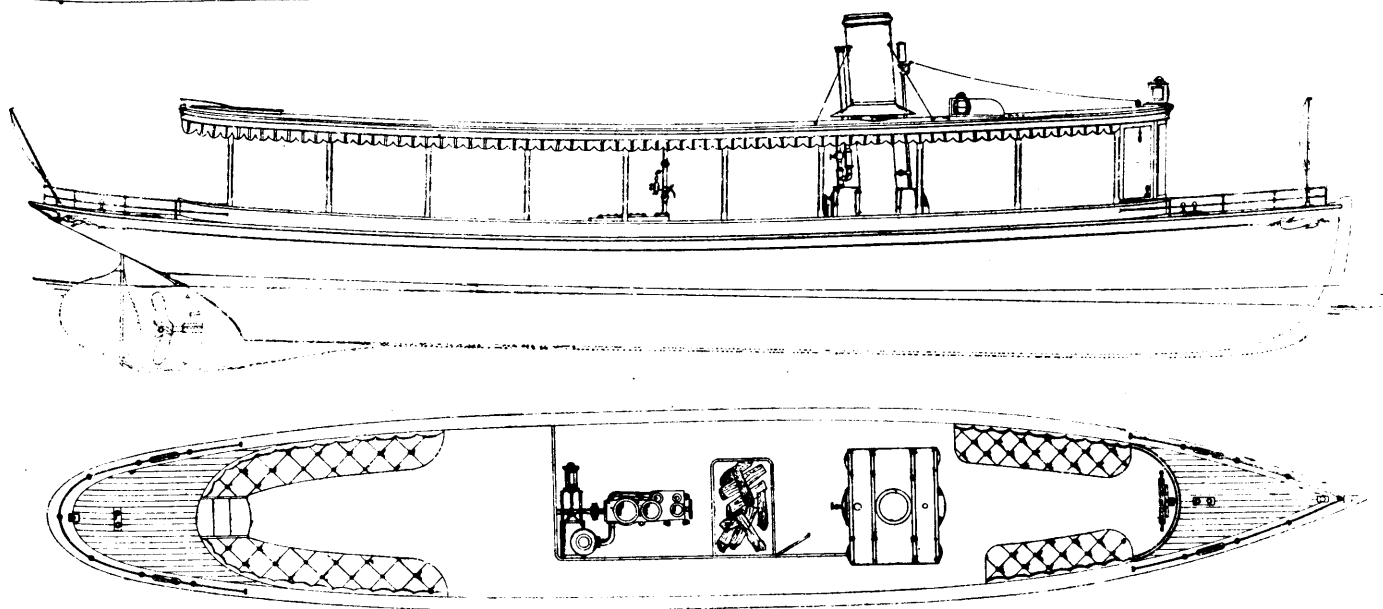




COMPOSITE STEEL LAUNCH BEING BUILT AT THE POLSON IRON WORKS, TORONTO.

description of the work done on her was given in our Jan. issue, pg. 25.

The other illustrations on this page show an open composite steel launch with canopy being built at these works for the Rev. Elmore Harris, of Toronto. She is 53 ft. long, fitted with triple expansion engines, $4\frac{3}{4}$ ft., $7\frac{1}{2}$ ft., 12 ft. by 7 ft., & Yarrow boiler, independent air pump & condenser, is framed with steel, planked with B.C. pine & highly finished & richly upholstered.

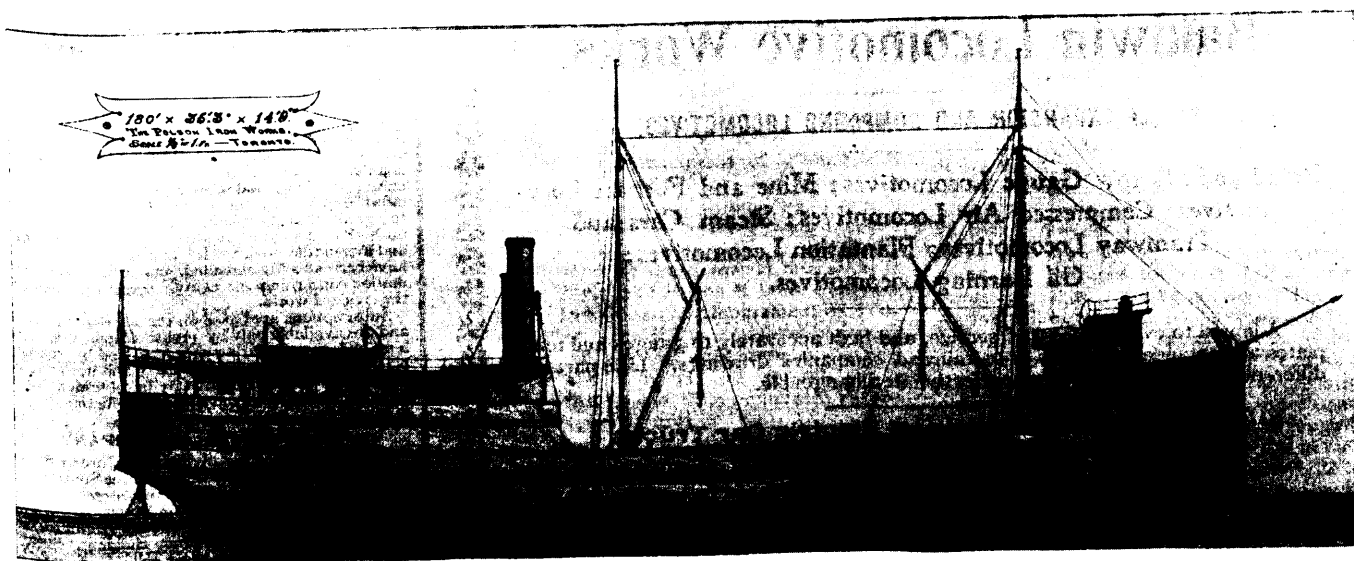
The St. Lawrence Route.

The Deputy Minister of Railways & Canals states that the 14 ft. waterway leading to Montreal from the West will undoubtedly be in operation this year. In a recent interview he said the work was practically completed. In answer to the statement that there is a 12 ft. shoal at low water at the foot of Wolfe Island, 75 yards in extent, he said that had nothing to do with the Department of Railways & Canals. Such a statement, however, does not dispose of the shoal, if it exists. Mr. Schrieber says there is 14 ft. navigation ready for the spring at the north channel, some distance above the western entrance to the

Galops canal, upon which dredges were recently working, & which is to replace the old channel which had only about 10 ft. of water. Mr. Schrieber says the Galops canal will be ready for 14 ft. navigation in the spring & that the shoals in the river just above Sparrow Hawk Point, which are said to have only 12 ft. of water, will be deepened. The Rapide Plat canal is all ready for navigation, except that some boulders will have to be picked up in the spring. Mr. Schrieber is very emphatic in stating that it will be possible for boats drawing 14 ft. of water to pass through the complete system to Montreal when navigation opens.

On the other hand, the transportation & grain trades directly interested in the route do not think that during the coming season there will be anything like a 14 ft. channel. The Montreal Witness, expressing their views, says: "On every section of the river, almost without exception, work will be needed next season to secure safe deep navigation. Below Prescott & at one point at least above Prescott, namely, at the foot of Wolfe Island, where at low water last year there was only 12 ft. of water, much heavy work will have to be done, & in Lake St. Francis the channel will have to be deepened at many places &

obstructions removed. Even in Lake St. Louis, between the Soulanges canal & the Lachine canal, it is extremely doubtful that it will be possible, or, if possible, safe, to attempt to use the larger vessels drawing 14 ft. of water. The owners & navigators of vessels on the river are of the opinion that even if 14 ft. of water is available in low water throughout the length of Lake St. Louis the channel is of such a character as to make it unsafe for such vessels. It appears that there has been a wide difference of opinion as to the necessary width of the channel. The river navigators hold that the channel, where there are such strong cross currents as exist in Lake St. Louis, should have been 600 ft. wide to make it perfectly easy & safe of navigation to large 14 ft. vessels in tows; to make it possible of navigation without considerable risk it should, at least, have been 400 ft. in width. By the new & cheap method of grain transportation, two of these large vessels are towed by a third which is supplied with steam power. Of course, where there are currents, the towing vessels are drawn to one side or other by the current. Every foot would be needed in a 400 ft. channel when these tows of vessels have to pass one another amidst cross currents. The government engineers were of the opinion



THE STEAMER SIR S. L. TILLEY, AS REBUILT AT THE POLSON IRON WORKS, TORONTO.