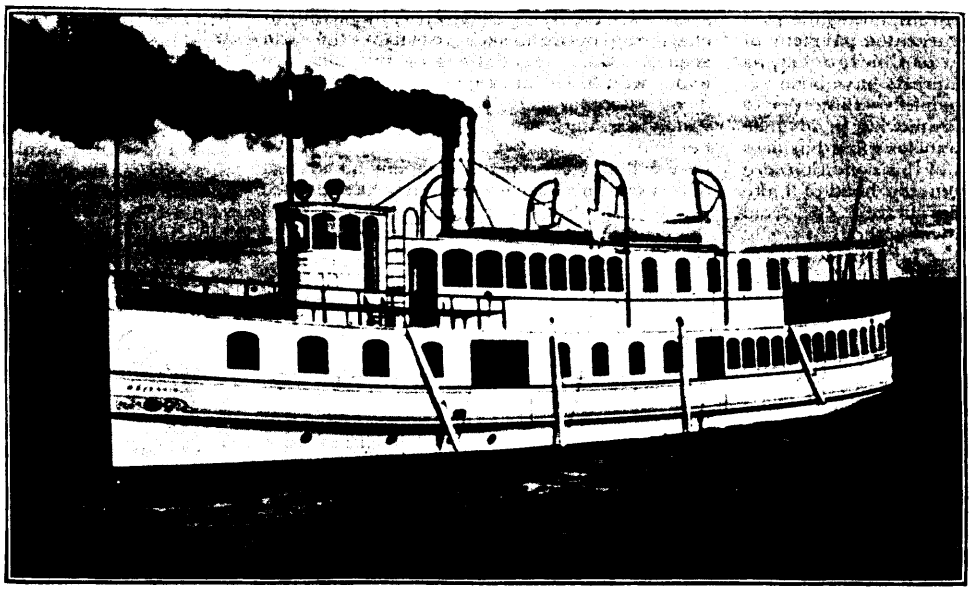
the people have willingly spent a vast sum to perfect a system reaching from the head of the great lakes to the sea. The money has been properly handled, the engineering is efficient, & the people are satisfied with the investment. There are no canal scandals & no anti-canal party. The whole business has been carried forward practically, honestly & steadily.

"In view of such results secured by a people not very rich or numerous, & restricted to a cold climate, it is certain that the waterways of the U.S. are destined to receive far more attention than now. The smallest Canadian hamlet on Lake Superior will soon have the advantage of a depth of 14 ft. all the way to the ocean. Imagine the Mississippi below St. Paul improved to that extent. A splendid empire would be opened up to steamships able to carry 2,500 or 3,000 tons, at the most favorable rates in the world. Canada deserves credit for pointing the way & spending its millions with far-sighted judgment & liberality."



THE RICHELIEU RIVER NAVIGATION CO.'S STEAMBOAT MAJESTIC.

A Richelieu River Steamer.

On this page is an illustration with deck plans of the passenger steel steamer Majestic recently built in Toronto by the Polson Iron Works for the Richelieu River Navigation Co., of St. John's, Que. Her dimensions are:

Length, extreme	112 ft.
Beam	22½ "
Depth of hold	7 "
Draft aft	6 "

She is fitted with fore & aft compound jet condensing engines, having cylinders 14 & 28 ins. diameter respectively, with 18 in. stroke. She has 2 Fitzgibbon boilers 66 in. diameter & 13 ft. long, tested to 170 lbs. pressure per square inch of steam, & with this machinery is guaranteed by her builders to make a speed of 14¾ miles an hour.

The boat is a handsome model, well finished throughout, & is fitted with 9 staterooms on the promenade deck in addition to the usual day equipment of a boat of her class. She has main promenade & shade decks. The ladies' cabin, upon the promenade deck, is handsomely upholstered in maroon plush, & the general cabin is upon the main deck aft. She is lighted by electricity & has a modern equipment throughout. Her passenger capacity is 400, & her route from St. John's to Lake Champlain through the Richelieu river & Chambly canal. She was designed by W. E. Redway, naval architect, Toronto, & built under his superintendence.

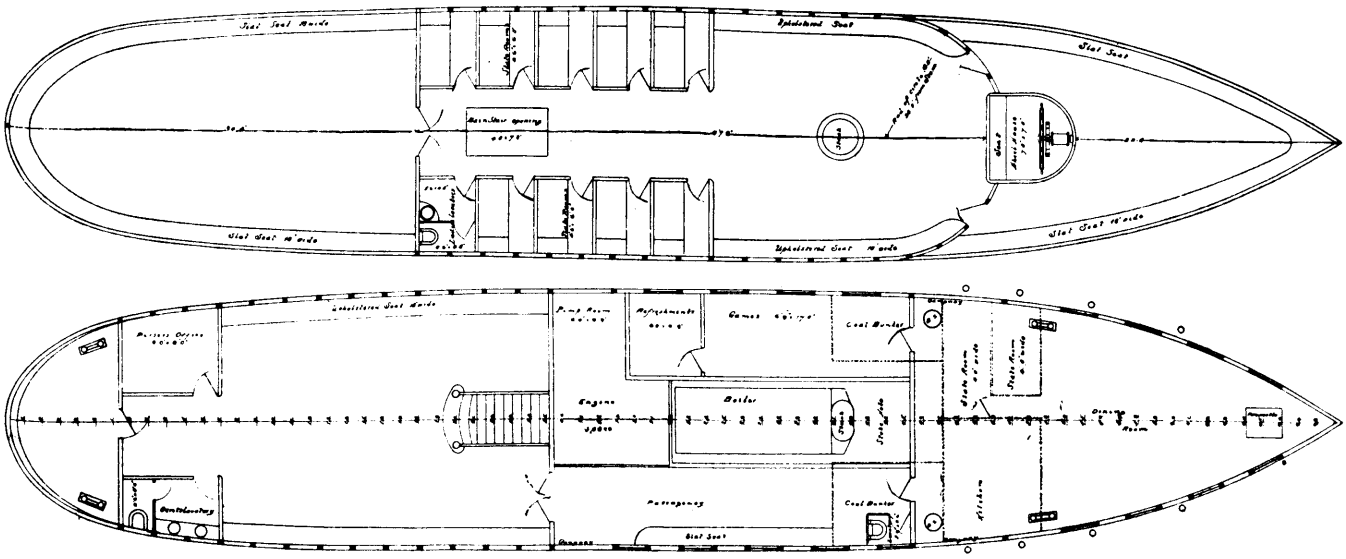
St. Lawrence Canal Works.

The Deputy Minister of Railways & Canals on returning to Ottawa, Aug. 21, from inspecting the work between Prescott & Cornwall, said he found the north channel, one of the most important undertakings of the route, finished except for the removal of a couple of dams, upon which work has been begun, so that the water will be let in at once. On the Cardinal section the contractors have not a great quantity of excavation to do, & are putting in the cribwork which forms the sides of the prism of the canal. About 700 ft. of this cribwork has been built up to about half the required height of 14 ft., & the foundation is being prepared for another 700 ft. of cribbing. The piers of the swing-bridge over the canal are complete on one side, & the abutment on the other side is well under way. The embankments from Cardinal down to Iroquois are all built up to the full height & width, & are being finished off. The lock at Cardinal is complete, & the contractors are now working on the weir, which is intended to develop a water-power at that point. At Farran's Point there is a cut throughout that a vessel drawing 14 ft. can pass. The lock is also finished. Three powerful dredges are widening out the prism, & a steam shovel is taking off the slopes. In addition to this, a force is employed putting the superstructure on the cribs for the approach to the lower entrance.

Tenders have been invited for the improvements at the upper entrance of the Cornwall canal. The work consists largely of excavation & cribwork in front of Dickenson's Landing.

High Lake Freight Rates.

The lake freight market is a vessel owners' market for the balance of the season. There is no difference of opinion on this score. Predictions as to how high rates will go are worthless, but it would seem that there is every reason to expect an advancing market up to the closing days of navigation in view of the action of the ore interests during the past 10 days. Last week not more than 3 or 4 charters were made for immediate loading of grain out of Duluth, & yet the rate was advanced to 3½c. for "spot" vessels, & one ore concern paid $1.50 for a steamer to make 6 trips with ore from the head of Lake Superior. It is said that this particular ore house, shipping probably 3,000,000 tons in a season, had not secured up to Aug. 1 more than 20,-



PROMENADE AND MAIN DECKS OF THE RICHELIEU RIVER NAVIGATION CO.'S STEAMBOAT MAJESTIC.