

The stone work on the Collingwood dry dock has been begun.

The Government cruiser Kestrel has been launched at Vancouver. She is 145 feet in length, 24 feet beam, and will carry a crew of 20. Her engines were built at the Polson works, Toronto. She will be used for fisheries' protection.

The Hamilton Motor Works, Hamilton, have a number of contracts on hand for marine gasoline engines. They have several for multiple cylinder engines, among others, for a 12-h.p. four cylinder engine for a boat being built for a Hamilton gentleman.

The first of a number of freighters for the Great Lakes and St. Lawrence Transportation Co., to be built at Buffalo, was launched on January 31st. She is named James S. Keefe, has a capacity of 2,400 tons, and cost about \$150,000. A second, the Robert Wallace, is being built. The vessels are to be equipped with the latest improvements. The machinery is to be built in Detroit. The line is a Canadian one, and is known as the Wolvin syndicate.

The Canadian Lake and Ocean Navigation Co. is building three new steamers in England for the package freight and grain business between Port Arthur and Montreal. The steamers will be modern and up-to-date in every respect. The four turret steamers now on the lakes are being put in good shape for next season's work. Side hatches are being placed on the side of the hull for quick despatch discharging. The officers' and crews' quarters are being remodelled to suit lake requirements, and the ships are being repaired and made suitable for lake work.

The SS. Canada, of the Dominion Line, which was chartered as a troopship during the South African war, has returned to her place on the line to which she belongs. She made fourteen round trips to Africa without mishap to ship or machinery, and made the record voyage, performing the round trip from Southampton to the Cape and back in thirty-eight days. She is a combined passenger and cargo vessel, and has accommodation for 250 first-class, 250 second-class, and 900 third-class passengers. She has been thoroughly refitted in the most modern style.

The SS. Stanley, which is employed on the Prince Edward Island winter ferry service, has been imprisoned in the ice and drifting up and down Northumberland Strait since January 14th. The Minto, which went to her relief a couple of weeks later, was in a like predicament for twelve days, when she succeeded in reaching the Stanley, and put forty tons of coal on board, which will be kept for raising steam when her crew see an opportunity to release her. There will doubtless be a renewal of the agitation for a tunnel. The SS. Bruce was six days making the passage from Port Aux Basques, Nfld., to Louisburg, where she had to go instead of North Sydney, her usual port.

The following new steamers are under construction: Two tugs for Lake Temiskaming, side wheelers, 150 feet long, 26 feet beam, compound engines, by Bertram Co., Toronto; boat to take the place of the Henry Bate, between Montreal and Ottawa, 100 feet long, 25 feet beam, to cost \$20,000, at Canal basin, Montreal; passenger steamer for Rainy river, side wheel, 200 feet long, draft, $3\frac{1}{2}$ feet, to carry 250 passengers, speed, 20 miles an hour, to cost \$150,000; steamer for Owen Sound and Manitoulin Island route, for United States and Dominion Transit Co.; Westmount and Fairmount, building in England for Montreal Transportation Co., 248 feet long, 42 feet beam, 23 feet deep, triple expansion engines, Scotch boilers, capacity, 100,000 bushels, to cost \$100,000 each; two tugs for Upper Ottawa Improvement Co., at Long Sault; two steel steamers at Collingwood, one 257 feet long, the other smaller; steamer from England to replace the Admiral on the Baie des Chaleurs route between Campbellton and Gaspe; new steamer for the Allan line. The Knapp tubular boat is to be lengthened 250 feet.

ENGINEERS' CLUB OF TORONTO.

The Engineers' Club of Toronto listened, at its meeting on February 3rd, to the inaugural address of its new president, C. H. Rust. He referred to some of the advances made by engineering in the present day.

At the meeting on February 19th, Strachan Johnston, barrister, read a paper on the Authority and Duties of an Engineer, from a Legal Standpoint. The paper created great interest, and caused quite an animated discussion. We hope to give it in a subsequent issue.

Light, Heat and Power

Nelson, B.C., has installed an electric plant, driven by water power, at a cost of \$150,000.

The C.P.R. is about to substitute electrical for acetylene gas lighting at all their important stations in the mountains.

The Canadian General Electric Co. will spend about half a million dollars at Peterboro in new buildings and other improvements to its works.

The directors of the Lake Electric and Power Co. at Waterloo, Que., have decided to change from the flat rate to the metre system.

The Nova Scotia Steel & Coal Co. is having plans prepared for an electric plant to supply the light to the town of Sydney Mines, and to light their own shipping piers.

The British Columbia Electric Railway Co. purposes to substitute a water power plant for steam power, from which a large increase of revenue from the sale of power is expected.

The Queen's Hotel, Toronto, has arranged with the Bell Telephone Co. to place a telephone in every room with local and long distance connection, 220 in all.

Toronto Junction council has determined unanimously to cancel its contract with the Humber Power Co. and to take possession of all poles and wires on streets on account of the failure to supply current for street lighting.

Mr. Harvey, who has been running the Magog electric light for some time, has removed to Montreal. L. Pratte, who has been in the employ of the D. C. M. Co. for seven years, has taken charge.

R. D. Foster, a young man in the Testing Department of the Canadian General Electric Co. at Peterboro, took hold of two live wires, one in each hand, and received a shock of 1,200 volts. His hands were horribly burned, and it is likely that he will lose both index fingers.

The Metaphone Co., 16 Yonge Street Arcade, Toronto, have installed, during the past week, for the following: The Dunlop Tire Co., Rossin House, Grace Hospital, the T. Eaton Co., Eby, Blain Co., General Postoffice, John Taylor Soap Works, Garside & White, James Robertson Co., D. W. Thompson & Co., Toronto. They are prepared to establish sole agencies throughout Ontario, and applications for such agencies should be made to the above address. Their advertisement appears in our advertising pages.

Experiments are in progress in wireless telegraphy between Toronto and Hamilton, the De Forest system, which is claimed to be simpler than that of Marconi, being employed. The Morse alphabet is adopted, as in ordinary telegraphy, instruments being used for conveying the message from the sender by a series of five heavily-insulated wires to the top of the tall mast, 175 feet high, outside the building, in which the operator works. The current first used, over 30,000 volts, was found to be too strong, and burned out the fuse, and the wires, which were 10 feet apart, had to be increased to 20 feet. The Morse alphabet has been audibly ticked off, however. The Toronto end is being looked after by H. M. Horton, an electrical expert from New York, and H. E. Athern, another well-known electrician from the same city, is working from the Hamilton station.