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HE scheme for the improvement of the Montreal Harbour known as the Shearer Peninsular Scheme is beginning to take definite shape. The plan, as is generally known, involves the construction of a dam between Point St. Charles and St. Helen's Island, and the building of an iron bridge from the island end of the peninsula so formed to St. Lambert on the other side of the river. The gain merely in wharfage facilities to the city would be enormous, and in addition to this it is claimed that the railways and

highways to be established over this section, will of themselves pay a very large interest upon the small sum of \$3,400,000 which is all that will be required for the completion of the first part of the scheme. Beyond this however, the wharfing of the harbour side of the peninsula, and the building of warehouses and other facilities may be reasonably expected to pay for themselves, while in any case the value of the land itself would represent a considerable sum. The scheme is as yet however, scarcely enough before the public to admit of a detailed criticism, though it will in all probability be brought forward without delay.

COLONIZATION is the means by which it is now proposed to conquer the difficulties connected with the journey to the North Pole. Colonies are to be established amongst the Esquimaux as near as possible to the Pole, and gradually pushed to the north. Nothing could be more charming for everybody except the colonists and possibly the Esquimaux, who may have objections not hitherto published to being pushed pole-wards and made to do "all the hard work," as the proposal contemplates. The pleasures of the climate, the abundance of game and other luxuries, and the delightful sensations attending the three or four months during which it is not necessary to get up in the morning, or rather when there is no morning to get up in, will, it is expected, attract

colonists in large numbers to this favored region. It is understood that a Syndicate has been formed for the purpose of providing proper means of transportation, and that alternate blocks of territory between Smith's Sound and the Pole will belong to them. This is expected to greatly encourage forthcoming settlers, and applications for allotments should be made early to insure attention.

THE Irish question is, if not absolutely solved, at least rendered comparatively easy of solution by Mr. Charles King. So soon as the said Mr. King can obtain the necessary means for carrying to a successful conclusion his schemes of geographical annexation, England and Ireland will be not two, but one country, over the government of which it would be, of course, the height of foolishness to dispute. The plan alluded to is the trifling operation of constructing an embankment road between England and Ireland. The distance is only nineteen miles and the depth 474 feet, so that obviously nothing could be simpler than tipping in enough earth to fill the aching void. Disagreeable persons of an engineering turn of mind may suggest that it will be necessary to dig up a county or two to provide the necessary amount of earth, and still more disagreeable persons are, out of pure curiosity, wondering what will become of the Gulf Stream. But Mr. King cares for none of these things, and why should we? or if we may make a suggestion, would it not be rather a good opportunity for the home Government to utilize recalcitrant townships? The threat of being used as ballast for an embankment would surely quiet even Tipperary.

So much attention has been called to the delay in the appearance of recent numbers of the Magazine, that a few words of apology seem becoming and even necessary. The delay has been owing to a variety of causes, amongst which we may mention the change in the editorial department, and the difficulties attending the issue under a new management. These difficulties have now, however, entirely disappeared. The present number will appear early in the month to which it belongs, while in future the magazine will be issued shortly before the first of that month.