

THE WEATHER BULLETIN.

PUBLISHED MONTHLY BY
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ADVERTISING RATES.

The last two pages of this paper will be used for advertising purposes, but no cards will be permitted in the body of the text. No medicines.

EDITOR'S DRAWER.

—Send your STAMPS loose; don't lick them.

—The American News Company of New York are our sole agents for the United States. We appoint no local agents.

—The BULLETIN is already a great success. Its range is far ahead of any paper published in the Dominion. This statement is open to proof.

—We do not care for "weather verse," the "winds and waves" and "the beautiful" snow, are to our way of thinking better adapted for straight matter-of-fact prose.

—It is all very well to write about the "song of the blizzard" with your feet toasting before a grate fire, but to understand the actual drift of the subject, one has got to go outside—and poets don't do this.

—It is our intention, as soon as possible, to publish a full list of all the Almanacs published in North America, weather wise or otherwise. Can our readers assist us in this?

—We do not care for advertisements unless there happens to be space for them: or unless they refer to apparatus and instruments connected with the subject on which the paper treats.

We could have sold 100,000 of the Moon CHART number of the BULLETIN, but the edition was only about one quarter this number. We have, however, printed from the plate several thousand of these charts, which we will mail to all persons sending us 5 cents.

—The "Farmers' Friend and Planters' Guide," published by Stoddart & Co., Philadelphia, is beautifully gotten up and contains a vast amount of new facts relative to weather and the crops. We will send either it or our Almanac free to every subscriber to the BULLETIN.

—The month's almanac on the first page of this paper is for the convenience of such as require to have the calendar continually before them. The weather details are in the main experimental, but the reader will probably be surprised to observe how frequently they "hit the mark."

—The ice men at Ottawa are still active in gathering in their crop. One firm will have cut this season 15,000 blocks, averaging 500 lbs. each. The shortness of the crop throughout a good portion of the United States would have hindered shipment to certain points from Ottawa but for the heavy cost of crossing the St. Lawrence at Prescott. The cut at Ottawa, altogether, has been excellent, the ice in some localities being 26 inches in thickness.

ICE-BRIDGE RAILROAD—RIVER.

A railroad over the ice is one of the attractions of winter in Montreal, one which, however, to the imaginative mind of the more southern resident of this continent, implies a much greater degree of cold than it deserves. The snow and ice of a Canadian winter are its chief attraction, and there is nothing in their absence that can in any degree fill their place.

The railroad on the ice from Hochelaga, a suburb of Montreal, to Longueuil, was made necessary by the impossibility of the Grand Trunk and South Eastern Railways arriving at any mutually satisfactory arrangement for the latter to cross the Victoria bridge. The idea of using the natural bridge is said to have originated with Mr. L. A. Senecal, the railway magnate of the Province of Quebec. The first ice railway bridge was opened on January 31st, 1880, there being a large number of spectators present. The first train consisted of the engine, "W. H. Pangman," No. 1, of the Laurentides Railway, weighing 30 tons, and two cars, weighing eight tons each, filled with a select company, while the tender was covered with voyageurs, and several sat on the cowcatcher. Amongst the most prominent visitors on the occasion were the Hon. J. A. Chapeleau, Premier of Quebec, B. Benoit, M. P., F. Vanasse, M. P., H. P. Alden, Passenger Agent, and A. A. Alden, Superintendent of the South Eastern Railway, L. A. Senecal and others.

The engine started amidst the loudest cheering, and its course was watched with the deepest interest. No deflection was visible in the ice except when the train was rounding a curve, when as the ponderous weight passed along the track the water could be seen bubbling up through the air holes in the ice.

A large quantity of goods were taken across on the ice, and the engines had all they could do for about six weeks.

A new interest was added to the road the following year, by the disappearance of the engine through the ice to the bottom of the river, where it remained until fished up by the aid of ingenious mechanical appliances.

The present year, owing to the lateness of the season, the ice-bridge was good for a shorter time than usual, it not taking till the 20th Jan., and the roadbed being taken up at the beginning of March.

The present mild weather, and the near approach of Spring, leaves but faint hope of making the ice-railway a paying concern this season. A correspondent informs us that the engine had very nearly a "cold dip" again the other day. When nearing the opposite side the ice suddenly cracked with a loud report, the locomotive toppling over to the right, but not quite upsetting. An extra head of steam was instantly applied, which had the effect of righting the engine and carrying it past the dangerous spot. A large gap immediately afterwards formed in the ice over which it had but a few moments before passed.

Last year (1881) the ice commenced to give out on each side of the river about the 31st March, but the spring upheavals of the ice did not take place until the 11th April, when a portion of the timbers intended for the ice railway were floated.

On Good Friday (15th April), last year, the river ice was shoved up mountains high near the Longueuil side of the river, and crossing ceased.

The recent series of mild winters, coupled with the uncertainty of future ones, leaves but a faint hope of making the ice-railway a really paying concern. The cost of laying down the track, all materials, of course, being in readiness from last year, has been about \$1,000. The whole scheme appears to be about as unstable as the ice itself. Eight weeks at the outside is about all the R. R. Co. can ever expect to run.

The little locomotive occasionally leaves the track and goes down to see what the bottom or bed of the river is like. This is called "jumping the track." Altogether this railroad is an ice-thing, and one of our curiosities. Come and see it next winter.

DRIFT.

THE barometer was invented in 1643.

THE thermometer in 1590.

SNOW is perfectly frozen rain.

HOAR-FROST is merely frozen DEW.

RAIN is moisture expelled from the aerial strata nearest the earth.

CLOUDS are arranged into seven distinct classes and three groups.

MIST results from the reduction of temperature, and resembles dew.

DEW consists of moisture precipitated from the aerial strata nearest the ground, in consequence of coldness, induced by radiation of caloric from the earth's surface, during calm, clear nights, being communicated to those strata in sufficient intensity to produce over-saturation.

HAIL appears to be descending moisture frozen after being formed into drops of rain of greater or less magnitude.

ALCOHOL congeals, probably, at about—150°, or 182° below the freezing point of water, and 110° below that of Mercury.

DENMARK will send out a Polar expedition in July.

INOLEMENT weather, with unprecedented early snow-falls, has been experienced in Cariboo during the fore portion of the present winter.

THERE is a deficiency in the ice harvest this year, in Toronto, of 12,200 tons and the price will be \$4 per ton, as compared with \$2 last season.

The boatmen along the Delaware Canal are busy getting their boats ready for the coming season. A prosperous season is anticipated.—*Doyleston Dem., Penn.*

THE terrible rains and floods predicted in the January Bulletin for the last week of February, occurred in a most marked degree, and extended well into the month of March.

THIS little WEATHER paper already ranges from Newfoundland to the North-West Territories, and from "The Lakes" and St. Lawrence Valley to the Gulf of Mexico. Texas takes a large number.

The supply of ice at Toronto is well up to the average this year.

Preparations are being made to launch the public bathing-house.—*Argus, Albany.* [Is it to be used as a refrigerator?—Ed.]