

handsome appearance according to her plans, which, together with those for her machinery, are entirely the product of the Polson Iron Works' staff, and have been accepted by the Government without modification. She will be ready for commission early next summer.

The Polson Iron Works is also building a composite, double-ended steam ferry-boat, intended for carriage of horses, waggons and passengers across Burrard Inlet, B.C., for the North Vancouver Ferry and Power Co. The steelwork for this craft will be fitted up complete in Toronto; then taken down and re-erected at Vancouver, where it will be riveted up and the woodwork and equipment completed. The firm has had much experience in this kind of work and is well equipped for handling it. The dimensions of this boat are: length over all, 148 ft.; beam over hull, 28 ft., beam, extreme, 45 ft.; draft, 6 ft. 2 in., with a capacity for 12 double teams and 600 passengers. The design of this boat is similar to that of the New York ferries. She will be fitted with one set of fore and aft compound engines, having cylinders 14 and 28 ins. diam. by 20 ins. stroke, and 2 Scotch boilers 7½ ft. diam. by 10 ft. long, built to a working pressure of 150 lbs. per sq. inch. The machinery will be capable of giving the boat a speed of 10 knots an hour. There is also under construction at the Polson Iron Works a fast river barge, with capacity for 50 tons of freight on light draught, for the Roman Catholic Missions in the Peace River district. She is 80 ft. long, 15 ft. beam, and 5 ft. draught, having fore and aft compound engines 7x14 diam. by 10 ins. stroke. Fitzgibbon boiler 51x84x84 ins., built for a working pressure of 160 lbs. This boat is also of composite construction and the steelwork fitted complete will all be packed up carefully and sent to the Peace River, where it is to be re-erected, planked and completed.

In the Polson Iron Works' drawing office the plans are being prepared for two very handsome steam yachts, with triple expansion engines and Yarrow boilers, but as they are not yet quite ready we will publish a description of them later.

Explosion on Government Dredge.

J. J. Main, Superintendent of the Polson Boiler Works, Toronto, who inspected the Dominion Government dredge, J. Israel Tarte, after the recent explosion of its no. 3 boiler, has reported as follows:—"The boiler was blown out of its place, fore end first, through the steel deck and beams, over the bridge house, and must have made at least one complete somersault, and landed about 60 ft. from its original place. I found the whole of the crown stays had pulled through the crown sheet of the boiler, which has every evidence of being red hot the whole length of the furnace 9 ft. x 5 ft. 3 in. wide, the after end of the crown sheet—or after part of the flue sheet—hanging down 9 ft. 10 in. from its screw stays. The threads of both the plates and on the ends of the stays appear to be fairly good. The holes in the plates are now oblong ¾ in. Some of the holes are 1 1-16 by 1 5-16. The other end of the furnace plate has parted in the line of the rivet holes of the top flange of the fire door plates, and clearly shows that the plate was red hot when the fracture occurred. There are 14 tubes drawn out of the tube plate at the furnace end, and they are now bent, showing that they were also hot. The crown of no. 4 boiler shows in several places that it was also hot, but this may have happened from the fire in the boiler after steam drum had been blown off by the force of explosion from no. 3 boiler, as the water would go out with the steam as soon as it was liberated, and the fire still remaining in the firebox would heat up the crown plate. The deck of the dredge is split from the bulkhead in front of the boilers to as far back as

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North Star Malting Co., "	500,000	David Stott Milling Co., Detroit,	200,000
Victoria Elevator Co., "	250,000	Pabst Brewing Co., Milwaukee,	250,000
Frisco Ry. Elevator, Kansas City	700,000		

We have under construction at the present time the following plants

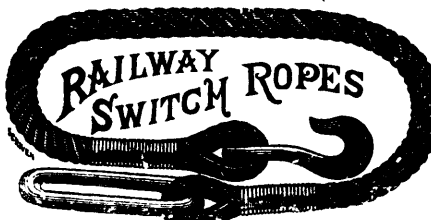
Schlitz Brewing Co., Milwaukee,	550,000	Texas City Imp. Co., Texas City, Tex.	300,000
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Belt Line Elevator, Superior	2,500,000	F. H. Peavey & Co., No. 1	1,750,000
Superior Terminal "	2,500,000	Interstate Elevator, Minneapolis,	1,000,000
Pittsburg & West'n Ry., Fairport, O.	1,000,000	Texas Pacific Ry. Co., Westwego, La.	1,000,000
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A full description of the elevator in course of erection at Port Arthur, Ont. for the Canadian Northern Railway, appears on page 27 of this issue.

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