

Shipbuilding in Toronto.

The following work is in hand at the Polson Iron Works :—

A 53 ft. open composite steam launch with canopy, fitted with triple expansion engines, 4½ ft., 7½ ft., 12 ft. by 7 ft., & Yarrow boiler, independent air pump & condenser. Framed with steel, planked with B.C. pine, highly finished & richly upholstered. This is for the Rev. Elmore Harris, Toronto.

A 55 ft. 8 in. by 8 ft. by 3 ft. 6 in. composite steam yacht, with enclosed cabin & overhead canopy, fitted with triple expansion engine & Yarrow water tube boiler, independent air pump & condenser, steel frames, B.C. pine planking, hardwood oil finished throughout inside, & handsomely finished, including carpets, curtains, etc.

A 34 ft. stern wheeler, composite construction, with overhead canopy, horizontal engines, Yarrow boiler & feathering wheel. The boat has been built to test the qualities of a new feathering bucket, manufactured & patented by the Polson Iron Works. The essential feature of this wheel is that the buckets are adjustable, so as to be vertical at every position of the revolution of the wheel. A series of experiments have been begun, in order to enable a comparison to be drawn between this wheel & an ordinary radial wheel. These experiments have not been completed owing to the cold weather, but will be carried on in the spring. Sufficient information has, however, it is said, been obtained to prove the immense superiority of this type of wheel, & it is believed that the new wheel is as much of an improvement over the ordinary feathering wheel as the latter is over the ordinary radial wheel.

A composite steam cutter, 36 ft. by 9 ft. by 3 ft., with fore & aft compound engines, & vertical submerged tube boiler. This is for Geo. Gooderham, Toronto.

The composite steam barge, Sir Leonard H. Tilley, which was seriously damaged by fire upon Lake Erie last fall, & purchased by J. & J. T. Matthews, of Toronto, from the insurance companies, is under repair at this yard. The vessel had all her upper works & top sides burned away, & as she was carrying a heavy deck load of cement, the whole of the heavy iron deck beams, stanchions ties & stringers became crushed downwards, whilst heated, by the heavy weight of the cargo, & were so bent, buckled & twisted as to pull the vessel's sides out of shape. The cutting out, restoring the metal, etc., & the ship's hull to the original form, & replacing the various parts constituted a job of no mean importance. This portion of the work, together with some structural changes & improvements, has been completed successfully, & the vessel's framework is now in as good condition as when she was first built. A new steel main deck will be laid, & the new top sides, planking & upper works will be proceeded with immediately, so as to bring her out in time for the opening of navigation. Owing to the exceptionally heavy section in the deck frame in this vessel, the straightening & refitting of her beams, etc., has been a much harder job than that of building a new one for a large lake steamer, but owing to the excellent facilities provided at this yard, the work has been well & quickly done.

All the above mentioned work is from the designs & under the superintendence of W. E. Redway, naval architect, Toronto.

Joliette Station Robberies.—For the third time within the last two years the C.P.R. station at Joliette, Que., has been broken into & the safe blown up, & anything of value that it contained removed. The new station was entered on the night of Dec. 31, the door being forced open & the safe blown up. The tickets & other valuables, together with express parcels were stolen.

A C.P.R. Construction Reminiscence.

We have just come across, in a clipping from a Winnipeg paper of June, 1882, a skit by "the Khan" which is worth reproduction. It may be explained that when the C.P.R. prairie section west of Brandon, Man., was under construction in 1882, Flat Creek, now known as Oak Lake, was the chief yard & supply point. Things got into a very mixed up condition there & one day the newly appointed General Manager Van Horne paid the place an unannounced visit, discharged most of the staff & installed a new lot in about as short a space of time as it takes to write these few lines. This is what "the Khan" had to say about it :

"The C.P.R. up here may very properly be called the innocent railway. The trains run in a kind of go-as-you-please style that is anything but refreshing to the General Manager. It is not for want of officials at the end of the line, goodness knows. There are enough clerks, etc., there to build the road for that matter, if hands run short. Their chief occupation appears to be to trip over one another, & go in search of some person while the train hands go duck shooting in the 'mash,' & the engineers fall asleep. If you go to Flat Krick never want to know. If you want to know anything the officials will look upon you as an enemy of your race sent there by their enemies to torture them. If you 'want to know,' they 'don't know.'"

"'I don't know,' is a mournful sound which is reverberating through Flat Krick all the time.

"'When is the train coming in?'

"'I don't know.'

"'Where is the yardmaster?'

"'I don't know.'

"'Is this Flat Krick?'

"'I don't know.'

"'How long have you been dead and buried?'

"'I don't know.'

"But when Manager Van Horne strikes the town there is a shaking up of old bones. He cometh in like a blizzard & he goeth out like a lantern. He is the terror of Flat Krick. He shakes them up like an earthquake, & they are as frightened of him as if he were the old Nick himself. Yet Van Horne is calm & harmless looking. So is a she mule, & so is a buzz saw. You don't know their true inwardness till you go up & feel of them. To see Van Horne get out of the car, & go softly up the platform, you would think he was an evangelist on his way west to preach temperance to the Mounted Police. But you are soon undeceived. If you are within hearing distance you will have more fun than you ever had in your life before. He cuffs the first official he comes to, just to get his hand in, & leads the next one out by the ear, & pointing eastward informs him that the walking is good as far as St. Paul. To see the rest hunt their holes and commence scribbling for dear life is a terror. Van Horne wants to know. He is that kind of a man. He wants to know why this was not done & why this was done. If the answers are not satisfactory there is a dark & bloody tragedy enacted right there. During each act all the characters are killed off & in the last scene the heavy villain is filled with dynamite, struck with a hammer, & by the time he has knocked a hole plumb through the sky, & the smoke has cleared away, Van Horne has discharged all the officials & hired them over again at lower figures."

Crow's Nest Pass Electric Light & Power Co.—Davis, Marshall & MacNeill, solicitors, Vancouver, give notice of application to the B.C. Legislature for the incorporation of a company under this name, for the purpose of using & supplying power, light, & heat by compressed air, electricity, water or other motive power; also to construct, maintain,

& operate tramways, electric railways, & ropeways & telephone systems in Kootenay district.

ELECTRIC RAILWAYS.

Maritime Provinces & Newfoundland.

Moncton St. Ry. & Power Co.—G. E. Lovejoy & C. A. Flaherty, of Boston, have been looking over this property, possibly with a view to purchasing.

Sydney, N.S. D. J. Kennedy has applied to the Town Council for a street railway franchise.

Quebec Electric Railways.

Hull Electric Co.—The Quebec Court of Appeal has reversed the judgment of the Court of Review & confirmed the judgment of the Superior Court in the case of the Ottawa Electric Co. & the Hull Electric Co. By the present judgment the Ottawa Co. is declared to have the right to compete with the Hull Co., the by-law of the city of Hull giving exclusive rights to the Hull Co. is declared to create a monopoly, & the act of the Legislature confirming the by-law is declared to be unconstitutional.

Matane & Little Metis.—Dr. Bouillon, of Matane, has written the press on the subject of an electric tramway for Matane & Little Metis village, calling attention to the fact that, with the exception of two, every municipality from Matane to St. Flavie has voted the right of way & exemption of taxes for the construction of the road in the county of Rimouski. He contends that the construction of an electric tramway from the Intercolonial Ry. passing through Little Metis would leave \$20,000 in each municipality. The population desiring the road is 20,000, & the municipal valuation for that portion of the inhabitants is \$1,250,000.

The Montreal Park & Island Ry. recently gave notice that owing to the increased population of suburban towns reached by its lines, it had decided to inaugurate a freight service over the whole of its system, & had gone to considerable expense in building cars, also a large electric locomotive, & would handle all kinds of freight to any point on its system. The service commenced Dec. 21.

Montreal St. Ry.—The gross earnings are :

	1899.	1898.	Increase.
Oct.	\$145,877.20	\$133,619.63	\$12,257.57
Nov.	133,480.12	125,125.09	8,355.03
Dec.	137,681.19	127,768.38	9,912.81
	\$317,047.51	\$286,513.10	\$30,534.41

The Quebec Court of Appeal has dismissed the appeal & confirmed the judgment of the Superior Court dismissing the action in the case of J. A. Bell et al vs. the town of Westmount & the M.S.R. Co. Plaintiffs sought to set aside a by-law of the town of Westmount, & the contract passed under its provisions, for the purpose of enabling the M.S.R. Co. to operate its railway within the limits of the town.

It is expected that the dispute between the city & the Co. respecting the removal of snow from the streets will be amicably settled.

It is said the directors are considering the question of providing special cars for smokers.

Edward Rooney, a laborer, has been awarded \$150 as damages against the Co. In 1898, while laying tracks, Rooney, with others, was carrying a rail weighing some 750 lbs. Through a misunderstanding as to where the rail was to be dropped, due, plaintiff alleged, to the absence of the foreman, his toe got caught under the rail & was smashed. He sued for \$1,000. The Co. set up a signed discharge in full from the plaintiff as relieving it of liability, while denying that there was any negligence on its part. The court held that the discharge signed by Rooney was understood by him to be a re-