

adjacent to the dining saloon, and on the lower deck there are two large rooms for ladies and children.

Second class accommodation is provided at the after end of the vessel, and is divided into dining rooms, ladies' rooms and sleeping apartment, with promenade space on the shelter deck. There are two dining rooms, one being for ladies, providing accommodation for 58 passengers. The sleeping apartment on the lower deck is a large room with berths for 28 passengers, the upper berths folding down to form the backs of couches during the day.

On account of the comparatively short trips for which this vessel was built, and for which she will be utilized on this side, the bunker space is small, and it was therefore necessary to arrange that she be towed across the Atlantic. The tug ran short of fuel, owing to rough weather, and was compelled to leave the vessel off Newfoundland and put in at St. John's, July 27, for coal. The Reeid Newfoundland Co.'s s.s. Kyle, and the tug Blackcock, eventually picked her up, and the journey to Halifax was completed in safety.

The Dominion Government Dry Dock at Lauzon, Quebec.

As mentioned in previous issues of Canadian Railway and Marine World, the Dominion Government has decided that the construction of a dry dock in the Port of Quebec shall be undertaken as a Government work, and has awarded the contract to M. P. and J. T. Davis. The site, which has been acquired by the Government, is located opposite the city of Quebec on the south shore of the St. Lawrence, in Lauzon Village, two miles east of Levis, and close to the existing Government dry dock.

The dock will be of the following dimensions:—length from caisson stop to head wall, 1,150 ft.; width of entrance, 120 ft.; depth on sill at ordinary high water spring tides, 40 ft.; it will be divided in two parts, 650 and 500 ft. respectively. The outer entrance will be closed by a steel rolling caisson, and a ship, or floating caisson will close the inner entrance. The ship caisson will also fit the outer face of the outer sill, so as to facilitate repairs to the rolling caisson, when required. The dock will be emptied by three centrifugal pumps, each having a capacity of 60,000 galls. a minute, operated by electric motors, supplied with current by generators revolved by three steam turbines, steam being furnished by eight water tube boilers, capable of supplying 3,600 h.p. The rolling caisson will also be operated by electric motor.

The general construction work will include the construction of a cofferdam to surround the whole of the entrance walls of the dock, furnished with the necessary pumping machinery to keep the enclosed area dry; the excavation in earth and rock over the area to be occupied by the dock, including all drains, pump wells and sumps; the construction of concrete walls with altars, stairs, floor, manholes, culverts, pump chamber walls and caisson chamber; the building of granite copings, caisson stops, facings to culvert outlets and inlets, facings to timber slide entrance, etc.; the construction and placing of the steel rolling caisson with rollers and one steel floating caisson, complete with pumps, electric motors, valves, etc.; the construction and furnishing of the pump house, with three pumps, each of 60,000 galls. a minute capacity, power house with eight steam boilers

with mechanical stokers, coal crusher, coal and ash conveyors, three steam turbines and four electric generators; the supply of keel blocks and bilge blocks with chains and tackle, and all requisite bollards and capstans; the furnishing of all materials, and the building of a brick chimney 180 ft. high, two entrance piers 600 ft. long, 75 ft. wide, in 30 ft. of water at low tide, the dredging of a specified area to a depth of 30 ft. at low tide, and the installation of underground electric wiring and of electric light wiring in the buildings.

The Descriptive Declarations of Cargoes at Montreal.

The Shipping Federation of Canada sent a deputation consisting of A. A. Allan, Jas. Thom and Thos. Robb to Ottawa recently, to protest to the Government against the enforcement of a by-law of the Montreal Harbor Commissioners, which provides as follows:—"The agent of every vessel arriving in harbor, the cargo of which is subject to wharfage rates, shall within four days after the arrival of the vessel, deposit in the office of the Harbor Commissioners one certified copy of the manifest of said vessel, giving the names of the consignees, full description of the goods and the weight or measurement thereof, according as the goods were carried by water, by ton weight or ton measurement."

The deputation was received by the acting Minister of Marine, who heard the objections, which covered the following points:—The bylaw was passed by the last Commissioners, who, after hearing objections to it voiced by the Shipping Federation of Canada, did not enforce it, and the Federation has taken up the matter with the present Commissioners on several occasions, but they do not seem inclined to rescind the bylaw. The deputation are of opinion that as the information is for statistical, and not for revenue purposes, it should be obtained by the Commissioners' staff. The respective shipping companies have made attempts to carry out the provisions of the bylaw, but find it impossible to do so, as they have no means of obtaining the information other than from the bills of lading. They also think that the in-

formation desired could more easily be obtained by the Commissioners' clerk, at the Customs House, when the wharfage charges are paid, as the bills of lading are then produced. It was also pointed out that such information was not required at any U.S. port, and it was suggested that when any new rules are proposed the Commissioners should take the shippers into consultation, thus leading to better results than could be produced by argument after such had become law.

The Furness Line's Steamship Digby.

The steamship Digby, which has recently been placed in service between Liverpool, Eng., St. John's, Nfld., and Halifax, N.S., has been specially built for the passenger, fruit and general cargo trade, and should the business warrant it, other vessels of a similar type will be added to the fleet as required. She was built at West Hartlepool, Eng., and has the following chief dimensions:—length over all 365 ft., length between perpendiculars 350 ft., breadth, extreme, 50 ft., depth moulded to upper deck 25½ ft., depth moulded to shelter deck 34 ft. 1 in. She is classed 100 A1 shelter deck class, and is equipped to fulfil the requirements of the British Board of Trade, with a full passenger certificate. The hull is divided into watertight compartments by six transverse watertight bulkheads, and the forward part is strengthened for ice service. A special system of mechanical ventilation is provided to the holds and 'tween decks for the proper preservation of fruit and similar cargo. The passenger accommodation, for 58 first class, and 32 second class, is arranged, the former, amidships, and the latter aft. Complete installations of electric light equipment and refrigerating machinery are supplied. The propelling machinery consists of triple expansion engines with cylinders 28, 46 and 77 ins. diam. by 48 ins. stroke, supplied with steam by four single ended boilers 16½ by 12 ft., at 180 lbs. pressure under Howden's forced draught.

THE GOLDSCHMIDT THERMIT CO. announces that its San Francisco office has been changed from 432-436 Folsom Street, to 329-333 Folsom Street.

Sault Ste. Marie Canals Traffic.

The following commerce passed through the Sault Ste. Marie Canals during July, 1913.

ARTICLES	CANADIAN CANAL	U. S. CANAL	TOTAL
Copper..... Eastbound..... Short tons	1,148	12,287	13,435
Grain..... "..... Bushels	5,020,743	8,184,899	13,205,642
Building stone..... "..... Short tons	5,700		5,700
Flour..... "..... Barrels	340,010	866,450	1,206,460
Iron ore..... "..... Short tons	5,499,705	2,567,295	8,067,000
Pig iron..... "..... ".....		6,369	6,369
Lumber..... "..... M. ft. b.m.	1,787	86,229	88,016
Silver ore..... "..... Short tons			
Wheat..... "..... Bushels	7,934,066	3,753,077	11,687,143
General merchandise..... "..... Short tons	32,831	58,350	91,181
Passengers..... "..... Number	4,079	7,503	11,582
Coal, hard..... Westbound..... Short tons	87,010	334,516	421,526
Coal, soft..... "..... ".....	523,410	1,971,380	2,494,790
Flour..... "..... Barrels	200		200
Grain..... "..... Bushels		400	400
Manufactured iron..... "..... Short tons	12,892	34,306	47,198
Iron ore..... "..... ".....	6,048		6,048
Salt..... "..... Barrels	7,665	62,192	69,857
General merchandise..... "..... Short tons	36,028	104,515	140,543
Passengers..... "..... Number	7,174	5,611	12,785
Summary.			
Vessel passages..... Number	1,357	2,313	3,670
Registered tonnage..... Net	3,944,460	4,752,542	8,697,002
Freight—Eastbound..... Short tons	5,930,569	3,168,000	9,107,569
—Westbound..... ".....	716,508	2,454,052	3,170,555
Total freight..... ".....	6,656,072	5,622,052	12,278,124