

necessary hose are provided. The generator room has an overhead travelling crane of 15 tons capacity. The lifting is done by motor; the travelling gear is worked by hand.

The pump house is 70 x 47 ft., with foundation walls of concrete, over which solid brick walls are built. The floor is at an elevation of 16 ft. below low water, spring tides, or 41 ft. below coping. It is finished with red tiles. The interior walls up to coping level are finished with white tiles. The pump house is also provided with an overhead travelling crane of 10 tons capacity. The chimney is 180 ft. high, built of brick, with an inner shell of fire brick 100 ft. high. There is an air space of 6 ins. between the inner and outer shells; the inside diameter is 11 ft.; the top consists of a cast-iron cap; four lightning rods, well grounded, are provided to protect the chimney.

The length of the dock was decided on not merely in anticipation of vessels of, say, 900 ft. or over being employed on the St. Lawrence trade, which may not happen for a great number of years, but owing to the great number of applications received every fall from owners of moderate sized vessels for accommodation during the winter, so that repairs may be done at cheaper rates, and the boats be ready for traffic as soon as navigation opens.

The dock is not yet quite completed: small portions of the floor and walls at the head remain to be finished; the boilers, machinery and pumps, although in working condition, require some final adjustment before they are tested and accepted;—the rolling caisson was operated in November, 1917,—the contractors' floating plant was docked and the dock was pumped out. It is fully expected that everything will be entirely completed during July.

The several classes of works in connection with the construction of the dock have been accomplished in a thorough manner both in regard to materials furnished and workmanship; several minor changes which were found to be advantageous were made during construction. The contractors, in all cases, have shown their willingness to give satisfaction in every way irrespective of cost. It must be noted that the works were started shortly before the war and continued without interruption, except in winter, in spite of increased cost of materials and labor. The time required for the construction of the dock is somewhat over four years. It must, however, be remembered that the working season is only six months in each year,—concrete works have to be suspended during the first days of November and cannot be resumed until the beginning of May. The total cost of the works under contract will be approximately \$3,365,000. The works have been carried on by the Public Works Department, with E. D. Lafleur as chief engineer,—the writer as superintending engineer, and J. K. Laflamme as resident engineer,—S. Fortin, steel structural engineer, has had the approval of plans submitted for the steel structures. The contractors are M. P. & J. T. Davis, and S. Woodard is their superintending engineer.

According to the annual report of the Department of Railways and Canals for the year ended March 31st, 1917, the government railways in operation and their mileage were as follows:—

|   |          |
|---|----------|
| Intercolonial .....                                       | 1,518.39 |
| Prince Edward Island Railway .....                        | 275.20   |
| National Transcontinental Railway .....                   | 1,811.28 |
| Grand Trunk Pacific Railway .....                         | 191.75   |
| New Brunswick and Prince Edward Island Railway .....      | 36.05    |
| International Railway of New Brunswick..                  | 111.30   |
| St. John and Quebec Railway, operated but not owned ..... | 119.87   |

## DOMINION POWER BOARD

**F**OLLOWING the discussions of the House a few weeks ago respecting the fuel situation in the Dominion, the government has taken prompt and constructive action to provide for the future needs of the country, insofar as fuel and power are concerned. Recognizing that in the various government departments there are officials who have become expert in various phases of the fuel and power problems of the Dominion, the government has decided to take advantage of such immediately available advice and assistance with a view to co-ordinating all the government activities respecting investigation and administration of fuel and power matters. The Honorable Arthur Meighen, Minister of the Interior, is the chairman of the board, which will be known as the Dominion Power Board. The other members are: Arthur St. Laurent, assistant deputy minister, Department of Public Works; C. N. Monsarrat, consulting engineer of the Department of Railways and Canals; W. J. Stewart, consulting engineer to the Department of External Affairs regarding international waters; John Murphy, electrical engineer to the Dominion Railway Commission; H. G. Acres, chief hydraulic engineer, Hydro-Electric Power Commission of Ontario; O. Higman, chief electrical engineer, Department of Inland Revenue; D. B. Dowling, geologist, Department of Mines; B. F. Haanel, chief engineer, fuel testing division, Department of Mines; J. B. Challies, chief engineer and superintendent, Dominion Water Power Branch, Department of the Interior.

## PURE WATER ALWAYS PAYS

**D**AMAGES amounting to \$50,462 have been granted by the courts to the members of the Detroit commandery No. 1, Knights Templar, and their families for sickness caused by drinking polluted water from the Sault Ste. Marie River while on a cruise in June, 1915, on the steamship "South American." After the steamer, which had been chartered by the knights for a cruise to Hufhton, had returned to Detroit, an epidemic of typhoid broke out among the passengers. The courts held that the steamship company was responsible for the illness.

The steamship "Faith," the largest ocean-going concrete vessel in the world, arrived in a Canadian Pacific port last week on her maiden trip from San Francisco.

The name of the National Iron Works, Ltd., of Toronto, has been changed to the National Iron Corporation, Ltd. There is no change, however, in the directors or personnel of the company.

According to the franchise of the British Columbia Electric Railway Company, the city of Vancouver may purchase its property and lands, providing it signifies its intention of doing so not later than August of this year. The subject was discussed at a recent meeting of the Vancouver Board of Trade, and a letter addressed to the mayor of the city calling attention to this fact and placing the services of the board at the disposal of the city. The company owns and operates 334 miles of electric railway. It is an English limited company, incorporated in 1897, and carries on under powers conferred by acts of the parliament of British Columbia, a well-established electric railway, lighting and power business in Vancouver, North Vancouver, South Vancouver, Point Grey, New Westminster, Victoria and other adjoining municipalities. Most of the company's securities are held in England. The total share capital issued is £4,320,000, in addition to which there is over £1,800,000 of debentures and debenture stock. This is the largest public utility corporation in the province.