

sel, which is being built to Lloyd's 100 A1 class, is illustrated by the elevation and deck plans given herewith. The scantlings are shown upon the midship section. The vessel is of the single deck type, with poop, bridge and top gallant forecastle. The vessel will be divided transversely by five watertight bulkheads, the position of which is shown in the accompanying illustrations.

A short second deck will extend between the engine room and boiler room bulkheads, the 'tween deck space being utilized for coal, in addition to the permanent side bunkers, giving a total coal capacity of 327 tons. The forecastle deck will be about 34 ft. long, the bridge deck about 58 ft., and the poop deck about 35 ft.. The officers' quarters, owners' stateroom and spare room will be on the bridge deck. Ample provision will

each case being 15 ft. Each hatch will be served by two 5 ton derricks, stepped on tables on the fore and mainmasts. The derricks will be operated by 8 separate steam winches, each being capable of handling 5 tons. The double bottom will be used for water ballast, feedwater being carried in no. 3 tank, beneath the engine and boiler rooms. The sanitary and fresh water system is receiving special attention, and the supplies will be ample for all occasions.

The propelling machinery, which will be located amidships, will consist of one set of triple expansion engines having cylinders 24 x 38 x 62 in. x 42 in., and which will be constructed in the builders' own shops. They will have cast iron back and front columns and be of substantial construction and design. There will be 2 Scotch marine boilers. All

on the bridge deck, and a 20 ft. cutter (work boat) on the poop deck. The vessel will be well equipped with fire extinguishing apparatus.

The vessel when complete should easily attain the guaranteed speed of 9½ knots.

**Enemy Aliens Barred from U.S. Marine Service.**—The Supervising Inspector General of the United States Steamboat Inspection Service has sent the following circular letter to supervising and local inspectors of the 1st, 2nd, 3rd, 5th, 8th, 9th and 10th districts, except the local districts of Albany, N.Y., and Burlington, Vt., Steamboat Inspection Service: "You are informed that, under instructions of the President, given to the Secretary of Commerce, you will not issue, until further advised, certificates of service as able seamen to persons who are enemy aliens."

**The Panama Canal.**—The terminal ports at Cristobal and Balboa are now closed between sunset and sunrise. All navigational lights are extinguished and it is therefore necessary for vessels to arrive off these ports by daylight. On account of lights being out and buoys removed, it will be unsafe for vessels to approach, either by day or night, nearer than two miles from the harbor entrances, without canal pilots.

## Trade and Supply Notes.

The matter which appears under this heading is compiled, in most cases, from information supplied by the manufacturers of, or dealers in, the articles referred to, and in publishing the same we accept no responsibility. At the same time we wish our readers distinctly to understand that we are not paid for the publication of any of this matter, and that we will not consider any proposition to insert reading matter in our columns for pay or its equivalent. Advertising contracts will not be taken with any condition that accepting them will oblige us to publish reading notices. In other words, our reading columns are not for sale, either to advertisers or others.

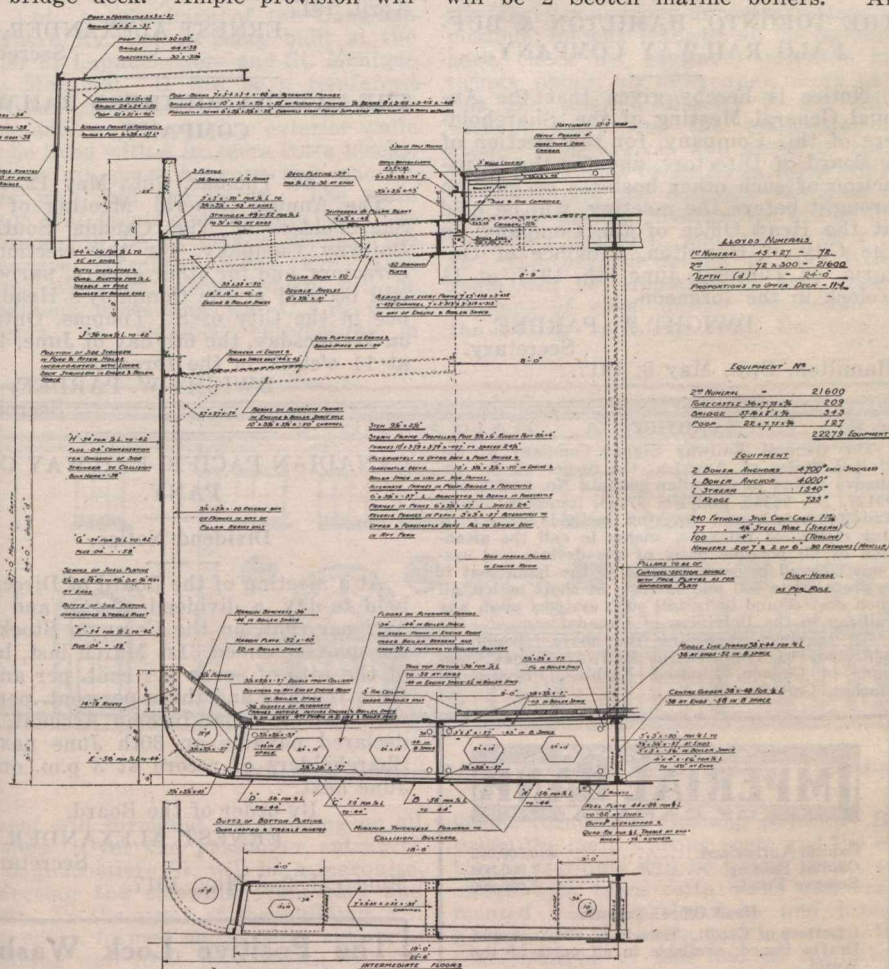
**Canuck Supply Co., Ltd.**, railway materials and supplies, Montreal. F. W. Moore has been appointed Vice President.

**Taylor & Arnold Limited, Montreal**, have been appointed sole Canadian agents for Chadburn's (Ship) Telegraph Co., Ltd., Liverpool, Eng.

**M. Beatty & Sons, Ltd.**, dredge, hoisting engine, derrick and clamshell bucket manufacturers, of Welland, Ont., have leased their shipyard and present boiler shop to the Welland Shipbuilding Co., Ltd., the incorporation of which is referred to elsewhere in this issue. M. Beatty & Sons have not leased all of their plant, as daily press reports would indicate, but are carrying on business as usual.

**Preston Car & Coach Co., Ltd.**—Some months ago, Martin N. Todd, who had been President for a number of years, resigned, and was succeeded by Frederick Clare. Donald M. Campbell, General Manager, has resigned recently, and no successor has been appointed, his duties for the present being divided among the other officials, who, in addition to the President above mentioned, and F. D. Palmer, Vice President, include A. N. W. Clare, Managing Director; W. J. Hodgins, Secretary-Treasurer, and C. S. Wright, General Sales Manager.

**Independent Pneumatic Tool Co., Chicago.** John D. Hurley, who has been Vice President of the company since its organization, and has been identified with the industry since pneumatic tools were first placed on the market, has been elected President to succeed the late J. B.



Construction Details, Steamship War Dog.

be made for bathrooms, lavatories, etc. The galley, pantry, officers' dining saloon, engineers' messroom and stores will also be on this deck. The officers' accommodation will be wood lined and finished in white enamel, and the owners' and captain's rooms in polished hardwood. At the forward end of the bridge deck will be a steel house, consisting of captain's cabin and bathroom, chart room and wireless room; above will be the pilot house, which will also be of steel construction, with a navigating bridge and flying bridge over. The accommodation throughout will be heated and ventilated and installed with electric lighting. The crew's quarters will be in the forecastle, which will have separate galley, wash room, shower bath, lavatories, etc.

There will be 3 main cargo holds and 4 hatches, no. 1 hatch being 22½ ft. long, no. 2 hatch 24½ ft., no. 3 hatch 20 ft. 5 in., and no. 4, 24½ ft., the width in

pumps will be independent, the condenser being of the centre flow type. The installation will include evaporator, feed-heater, filter, etc.

On the upper deck and in the space between the engine and boiler casings will be a donkey boiler, of 10 h.p. capacity, for supplying steam to the cargo winches when in port, access to the donkey boiler being direct from the boiler room, and also by a door leading to the passage alongside the casing on port side. Directly abaft the engine room, on the upper deck, will be a steel house, containing the steam steering gear, 7½ x 9 in. double cylinder horizontal type, the leads being carried along the upper deck direct to the quadrant in the poop. Hand steering will also be provided for on the poop deck.

The life saving requirements will be according to government requirements. Two lifeboats, 28 x 8 ft., will be carried