

site the government ship yard, to provide a turning basin; entrance to Middle Channel at Forks—a cut 1,753 ft. long by 140 ft. wide at the Forks to improve the main channel leading to the lake; easing of the bend into new channel—easing of the turn at the junction of middle and new channels by dredging 120 ft. in width off the point; back filling protection work, a cut 957 ft. long by 50 ft. wide between the breakwaters, close to the west one, the material deposited outside the west breakwater for back filling; deepening channel outside breakwaters—a cut 954 ft. long by 140 ft. wide immediately outside the breakwaters in the axis of the range lights; all this dredging has been done to a depth of 9 ft. below low water, which is 711 ft. above mean sea level at New York.

British Columbia and Pacific Coast.

The Border Line Transportation Co. is stated to have chartered the reinforced concrete barge built recently by the Inter-Ocean Barge & Transport Co., Seattle, Wash., with the intention of operating her in general freighting business between Seattle and Victoria and other B.C. ports. The barge has the following dimensions: length 116 ft., breadth 34.9 ft., depth 10 ft. The hull is divided into 8 water tight compartments, which can be used for carrying liquid cargo in bulk, and she has a deck cargo capacity of 550 tons. The steel reinforcing ranges from ½ in. to 1½ in. thick, and the sides, bottom and deck of the vessel are of concrete 3½ in. thick.

Fast Freight Service on New York Barge Canal.

Through freight service with all the commercial machinery common to railway freight service has been initiated by the U.S. Railroad Administration on the New York State Barge Canal, the operation of which the government took over some months ago. A triweekly fast freight carload and less-than-carload service has gone into effect between New York and Buffalo, serving Albany, Troy, Amsterdam, Little Falls, Utica, Rome, Syracuse, Rochester, Lockport, Tonawanda, Niagara Falls and Buffalo. Ten deck-loading power freighters and two covered barges were acquired to form the nucleus of a fleet. As traffic develops and demand for additional equipment arises, the service will be extended to other points and additional vessels acquired. Freight agents have been appointed and will be located at each of the above named ports.

Uniform bills of lading, naming all the conditions and liabilities accepted by rail lines, will be issued and freight will be accepted subject to the rules and regulations relative to ratings, packings, etc., that are prescribed by current classification. Tariffs have been issued naming class and commodity rates between all points to be served. The rates are the old railway rates, which are about 25% less than the present railway rates. Tariffs will also be issued naming joint rates with connecting carriers, both water and rail. For the present the new boat line will operate only between Albany and Buffalo, transfer being made at Albany to the Hudson River Line.

As a part of the new freight service the government has had built a 50 ft. spur at Troy, which connects the Boston & Maine Rd. tracks with the barge canal warehouse and dock. This is the first actual track connection between railway

and canal, and will permit the ready transfer of freight between these two carriers. The Railroad Administration is also building trestles at Ithaca on Lake Cayuga and Watkins on Lake Seneca, to be used in loading barges with coal from the accessible fields.

Mainly About Marine People.

Hon. A. K. Maclean, M.P. for Halifax, N.S., is acting Minister of Marine and Fisheries, during the absence in England of Hon. C. C. Ballantyne.

H. S. Carmichael, Passenger and Freight Manager, Canadian Pacific Ocean Services, Ltd., London, Eng., has been installed as Worshipful Master of Canada Lodge 3527 of the Freemasons.

Lieut.-Commander J. V. Forster, R.N. R., Marine Superintendent, Canadian Pacific Ocean Services, Ltd., Liverpool, Eng., has been given the Order of the British Empire.

Capt. J. M. Bales, deputy port warden, Montreal, is reported to have been appointed port warden, vice Capt. A. Reid, deceased. He has been in Montreal harbor service since May, 1899, and was born in Liverpool, Eng., in 1854. He was formerly in Elder, Dempster & Co.'s service on vessels plying between Montreal and South Africa.

Capt. A. A. Sears, who died at Victoria, B.C., July 6, aged 55, was a native of Sackville, N.B., and had been connected with the coasting service in British Columbia for the past 28 years. He was for some time in Canadian Pacific Navigation Co.'s service, and later with the Pacific Coast Steamship Co.

Hon. C. C. Ballantyne, Minister of Marine and Fisheries, arrived in England on July 8 to join Sir Robert Borden and other colleagues. Mrs. Ballantyne and family are spending some time at St. Andrews, N.B. A London cablegram of July 27 said that Mr. Ballantyne, with Sir Robert Borden, had had an important conference with Admiral Sir Rosslyn Wemyss and Admiral Hope.

A. E. Philp, who was given the Order of the British Empire recently, is chief engineer of the Canadian Pacific Ocean Services' s.s. Empress of Britain, and the senior chief engineer of the service. After serving the customary apprenticeship of seven years in a locomotive works in Glasgow, Scotland, he entered marine service with Elder, Dempster & Co., with whom he served in all engineering grades to that of chief. He passed to C.P.R. service when that company acquired the Beaver Line. He has had considerable experience of transport work, having taken part in it in connection with the Benin and Ashanti expeditions of 1895-96, and also during the South African war.

Standard Shipbuilding in China.—A press dispatch says that the British Government has contracted with the Shanghai Dock & Engineering Co. for the construction of three standardized steamships, each of 5,000 tons d.w. capacity. The engines, boilers, steam steering gears, windlasses, winches and other auxiliary machinery will be made in the company's workshops.

A Shipbuilding Record.—Workman, Clark & Company, Belfast, Ireland, are stated in a cablegram to have achieved a world's record in completing an 8,000 ton standard steamship in 15 days after she was launched. The vessel was launched at 9 a.m. By 8 p.m. the same day all her engines and boilers were in position.

The Limitations of Lake Built Vessels for Ocean Service.

It has always been considered that the shipbuilding yards on the Great Lakes, are at a great disadvantage with regard to the construction of vessels suitable for ocean service, owing to the necessary limitation in size, to allow of their passage through the connecting canals. This situation has not been lost sight of, and the construction of the new Welland Ship Canal, work on which is temporarily suspended, is a good step in the right direction. Unfortunately the cause for the suspension of that work, and the cause for the renewed demand for an enlarged outlet to the ocean, are one and the same, namely, the war. Some opinions have been expressed to the effect that the Dominion Government should not have suspended the work at all, but should have pushed it along, as an urgent measure. Undoubtedly, if the canal had been completed, the passage of lake vessels to the ocean to relieve the vessel shortage there, would have been hastened considerably. The only other means which could be employed to get the vessels into this urgent and necessary service, are those adopted, namely, that of cutting the vessels in two and rejoining them after the passage of the canals.

Numerous suggestions have been made regarding plans to overcome the difficulties and loss of time entailed by this procedure, and the following paragraph has recently appeared in the daily press:—"Lake boats built this year will carry sufficient steel with them through the Welland Canal to enable another section to be built into them when they reach the coast." We have not been able to obtain any confirmation of this method of obtaining larger vessels from lake shipyards, but if such a proposal is to be carried out, we do not quite see the advantage to be gained. To build in another section at the coast, would entail the cutting of the vessel in two, either at the coast, or on the lakes. If the vessel is to be cut in two, it would certainly be better to have it done on the lakes, where the vessel is built. It then follows that the vessel might as well be made the larger size at first, sent through the canals in two parts and rejoined after passing through the St. Lawrence Canals, thus leaving the situation practically as at present.

Another suggestion is the construction of the hull in two separate fore and aft sections, and joined together by a form of sponson on each side, thus making the completed vessel, a ship of four compartments. It is claimed that such a vessel could be built on the lakes and taken to tidewater without difficulty, and that the fish-jointing, or overlapping of the sponsons would make a much stronger vessel than an ordinary lake vessel, cut in two and re-joined. A plan of a vessel of this type has been prepared, showing one of 500 ft. long over all, 480 ft. long on the water line, 72 ft. beam. The two sections of the vessel are 250 ft. long each, and the sponson attachments are each 250 ft. long by 14¼ ft. wide by 32 ft. deep.

Coals Company, Ltd., has been incorporated under the Dominion Companies Act, with \$1,500,000 authorized capital and office at Montreal, to carry on a wholesale coal, wood and fuel business, and for such purpose to own and operate steam and other vessels, railways, coal handling plants, etc., and to carry on a general navigation and transportation business.