

THE STANDARD, TUESDAY, AUGUST 27, 1912

INGUOLE

TEA

happen, it can be seen that a margin of a few feet is y and a very wide entrance is of gro In some cases, within the next 10 or 15 years, it may be necessary to have docks even with 120 feet clear width of entrance.

clear width of entrance. As to the draught of vessels, in studying the lists of the largest boats built and under construc-tion, it appears that this is not increasing in propor-tion to the length and beam. In some cases the ratio has decreased for some of the largest ships. A depth over the sill of 35 to 40 feet appears therefore to cover amply, future requirements.

Mr. Monk, the Minister of Public Works, in the Hou Mr. Monk, the Minister of Public Works, in the House and on several occasions during his recent tour, made it clear that he realizes the importance of a settled and progressive policy to provide adequate harbor facilities in the great ports of the Dominion. Systematic develop-ment of the great waterways and harbors by keeping ahead of the growing demands of the Canadian merchant marine, was the principle Mr. Monk laid down during the last sension of Parliament. St. John, has every, reason last session of Parliament. St. John has every rea to be satisfied with the way this progressive policy

The decision of the City Council to ask the Dominion overnment to increase the length of the Dry Dock, om 950 feet to 1,150 feet, will meet with very general proval. There is reason to believe that the Govern-ent engineers are favorable to the proposal, and it may some encouragement to the Council to know that in a

From 800 feet to 1100 feet, with mark the Government engineers are favorable to the proposal, and it may be some encouragement to the Council to know that in a receipt amphlet upon the dry docks of the world by M. To read Mr. Pussley's organ, the Telegraph, these have, it might be supposed that Canada was on the eve of a freedy contested general election on the naval question. Misrepresentation of first, deliberate false statements, and all the dishonorable tricks in the trade of the party has its best needed by any other port, from Mr. St. Laurent, stifted y for the facilities at the Winter Port world to stifted by any other port. From Mr. St. Laurent we learn that the longest dity docks in the world by Mr. The paraphilet upon the dry docks of the world by Mr. The paraphilet upon the dry docks of the world by Mr. St. Laurent we learn that the longest dity dock in the world to dry and the perference of the statement stift desring which is 1055 feet ing the facilities at the entrance, and has 34 feet of how any other port. From Mr. St. Laurent and the longest dity dock in the entrance, and have as the entrance of the canadian geopie. The state of the entrance is that are no the facilities at the entrance, and have as the entrance is the and the dot and the facilities at the entrance, and have are have and the facilities at the entrance, and have as the entrance is the and the face of the read the dot is 1005 feet long the facilities at the entrance, and have as the entrance is the and the face of the read the entrance is the statement is that no one will know water on the sill. There are several docks with more were repeared statements that no one will know water on the sill. There are several docks with more were repeared statements is that no one will know which are each 1020 feet long 120 feet wide and the entrance. The more were the canadian statement is that no one will know w question. It was definitely announced by Mr. Borden Discussing the importance of constructing larger

Nevertheless, for its own small-minded and partis purposes, the Telegraph proceeds to take the remark of Rear Admiral Tate as the basis for a tissue of sneering In looking over the list of the largest existing dry docks (Table 1), it will be remarked that the prevailing length is generally between 700 and 800 tions at Mr. Borden's reticence. A few sample feet. In fact, not many years ago, a dry dock of this length with a width of about 90 feet at the entrance, will suffice

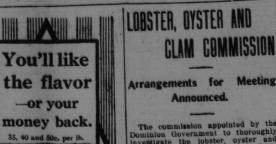
into questions deeply, and on this particular one he touches only the high spots.

power.

The leader finds himself hopelessly involved after seeking for a whole year for a policy

The way of the opportunist is hard, and Mr. Bor-den has proved himself a thorough opportunist. Seeking to represent his party as one eager to strengthen British connection and promote Imperialnavy is by a change in the British constitution, which will involve the creation of a new Imperial Council future.

change in the weather, for every daily incident in politics. When he does act it is likely to be through some hand-to-mouth legislation by which he may hope



The commission appointed by the Dominion Government to thorough investigate the lobster, oyster and clam fisheries of the Maritime Pro-inces has now completed all its av-rangements and will begin its word at St. Andrews, N. B., on Tuesda September 3rd, visiting Grand M nan on the 5th, Campobello on the 6th, St. George on the 9th, Macc Bay on the 10th, and St. John, N. I on the 11th and 12th. After the Sept. INF-STUJ, and on Sept. 28t and early part of October, sitting will be held from Cocagne north t Bathurst, and later at ort Elgin an Shemogue. The October sitting will be held along the shore of Novi Scotia from Wallace to Pictou, and later at Sydney, Louisburg and round by Halifax. Liverpoot, Clark's Harbon and Yarmouth to Digby. The commissioners are arranging to visit the chief fishing grounds, especially the oyster and clam beds, such as their work is of vital import-ince to the whole community, fisher-sen, packers and others will do well b give evidence and information. The valuable shell-fish industries of an existing and productive condition of supreme importance to the hole country, especially to the com-unities along the shores of the Mari-me, Provinces. **School Shoes** We have such a large stock of Boys' and Girls' Footwear bought before the advance, that our prices

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2.50, 2.75, 3.25, 3.50, 4.00

nunities along the shores of the Mari-ime. Provinces. There have been many commissions nvestigating fisheries in recent years, but it is stated that the last Shell-fish Commission dates back so long age as 1857, and the threatened decay of the great fishery resources re-repred to may be warded off if the commission is able to accomplish the objects alimed at in its appointment, viz, the devising of regulations which shall preserve and improve the oyster lobster and clam supplies. Arrangements for meetings are as follows:

New Brunswick. Sept. 3rd, Tuesday, Town Hall, St. Andrews. Sept. 5th, Thursday, Grand Manan. Sept. 6th, Friday, Merriam's Hall, Campohello.

Campobello. apt. 7th, Saturday, St. Andrews. pt. 9th, Monday, Coutt's Hall, St

George. iept. 10th, Tuesday, Forester's Hall Mace's Bay. iept. 11th, Wednesday, St. John. iept. 12th, Thursday, St. John.

Prince Edward Island.

ept. 13th and 14th, Friday and Satur Sept. 13th and 14th, Floay and Satar-day, Summerside. Sept. 16th, Monday, Alberton. Sept. 17th, Tuesday, Charlottetown. Sept. 13th, Thursday, Cliff House, Cove Head Harbor. Sept. 20th. Friday, Souris. Sept. 21st, Saturday, Georgetown. Sept. 23rd, Monday, Murray Harbor. New Brunswick

ept. 25th, Wednesday, The Hall, Coegnac. Sept. 26th, Thursday, Barne's Hall, Buctouche.

Buctouche. Sept. 27th, Friday, Court House, Richi-bucto. Sept. 23th, Friday, Court House, Sept. 23th and 30th, Saturday and Monday, Temperance Hall, Chat-ham, and The Hall, Bay du Vin. October 1st, Tuesday, Court House, Techneric

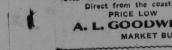
Bathurst. October 2nd, Wednesday, Paulin Ho-tel, Caraquet October 4th, Friday, Tait's Hall,

October 4th, Friday, Tait's Hall, Shediac. October 5th, Saturday, Heckman's Hall, Port Elgin. October 7th, Monday, Shemogue. October 8th, Tuesday, Wallace and

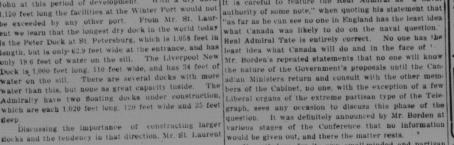
Malagash Nova Scotia.

October 9th, Wednesday, Pictou. October 10th, Thursday, Tracadie. October 12th, Saturday, Court House, Sydney, C. B. October 14th, Monday, District Hall, Marion Bridge, Mira. October 15th, Tuesday, Town Hall, Louisburg.

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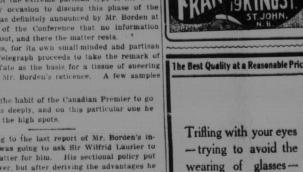


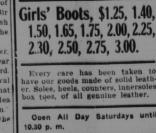
It is not the habit of the Canadian Premier to go

According to the last report of Mr. Borden's in-tentions he was going to ask Sir Wilfrid Laurier to settle the matter for him. His sectional policy put him into power, but after deriving the advantages he declares himself unable to sustain the burden of

ism, he suggests now that the only way in which Canada can do anything toward the construction of a a change which British statesmen have not hesitated to pronounce either impossible or in the distant

Mr. Borden changes his mind for every new





IS-VAUCHA

ISKINGS

wearing other people's

glasses-buying glasses

not properly fitted to

Another dry dock is proposed at Liver, to further pos feet in length, 120 in width at entrance, and 42 feet on sill.

1,000 feet in length, 110 in width at en-

vas considered sufficient to meet all requirements

During the last ten or twelve years, however, vessels have been built either of the commercial or

versels have been duit either of the connectation warship types of a larger size than can possibly be accommodated by most of the existing large dry docks and the inadequacy of these dry docks is im-imediately apparent if we consider that ships are con-templated for the near future of 900 to 1,000 feet in

On this account, all the leading ports of the

Great Britain, though well provided with accom-modation for the dry docking of large vessels, is

contemplating, or has under construction, longer and wider docks. Among others, appear two large float-

ing dry docks of 32,000 tons capacity each. These docks are being built by the Admiralty in addition

to the 32 graving docks already owned by the Govern

Britain by shipbuilding concerns or by port author-ities, is placed at about 240, besides 13 floating docks

There are several of these docks over 800 and 900 feet in length, the largest being the new dock at

in use, and 124 slipways, mostly used for small ver

The number of graving docks owned in Great

Out of the 240 docks mentioned, 165 are 200

length, 100 feet beam and 36 to 40 feet draught.

world are agitating for larger dry docks.

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writes:

ment.

feet and over in length.

trance, and 34 feet of water on sill.

Editorial and News.

m sill. Statistics of the number and dimensions of the world's of the most vital questions which could be presented to

The conclusions at which Mr. St. Laurent arrives in his review of the situation are a strong indication that the flovernment will consent to the construction of larger dry docks in the future. He writes:

Docks 900 feet long, still better 1,000 and 1,150 et, will at some future date be required for our incigal ports, the longest being constructed with view to docking one or more vessels at the same

As to width at entrance it should not be less than feet for first class docks, and better 110 feet as rided for by the Amended Act of 1912. Vessels a simost reached a beam of 100 feet and in dock-them, with a possible list of a few feet, as may

the British Prime Minister said: I do not say in what shape or by what machinery, fixe the cannot be made in a day. They must be the probably have to develop from time to time. But violate forms in the matter, we share with our great become more and more conscious and articulate the share of that heritage and in the discharge of the subter which theritage and in the discharge of the subter which there interests, and that in the enjoy must be interests involve, we ought more. Mr. Pugsley's organs can now start in and abuse Mr.



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