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ST. JOHN, N. B., TUESDAY, AUGUST 27, 1912.

THE CASE FOR A LARGER DRY DOCK.

The decision of the City Council to ask the Dominion Government to increase the length of the Dry Dock, from 950 feet to 1,150 feet, will meet with very general approval. There is reason to believe that the Government engineers are favorable to the Council to know that in a recent pamphlet upon the dry docks of the world by Mr. A. St. Laurent, Assistant Deputy Minister of Public Works, the view is expressed that dry docks 1,150 feet long are preferable, in order that one or more vessels may be docked at the same time. As at present designed the dock would be 950 feet in length, 110 feet in width at the entrance and with 35 feet of water on the sill. An additional 200 feet in length will render the facilities at St. John equal to those to be provided at Leno, which is eminently desirable, not only in the interest of the steamship companies which make the Winter Port their terminus for nearly six months in the year, but as a wise provision for the future, looking to the day when vessels of much greater dimensions will be built. The pamphlet upon the dry docks of the world by Mr. St. Laurent, already referred to, contains much valuable information of very general interest to the citizens of St. John at this period of development. With a dry dock 1,150 feet long the facilities at the Winter Port would not be exceeded by any other port. From Mr. St. Laurent we learn that the longest dry dock in the world today is the Peter Dock at St. Petersburg, which is 1,035 feet in length, but is only 62.9 feet wide at the entrance, and has 100 feet of water on the sill. The Liverpool New Dock is 1,000 feet long, 110 feet wide, and has 34 feet of water on the sill. There are several docks with more water than this, but none as great capacity inside. The Admiralty have two floating docks under construction, which are each 1,020 feet long, 120 feet wide and 35 feet deep.

Discussing the importance of constructing larger docks and the tendency in that direction, Mr. St. Laurent writes:

In looking over the list of the largest existing dry docks (Table II), it will be remarked that the prevailing length is generally between 700 and 800 feet. In fact, not many years ago, a dry dock of this length with a width of about 90 feet at the entrance, was considered sufficient to meet all requirements.

During the last ten or twelve years, however, vessels have been built either of the commercial or 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 immediately apparent if we consider that ships are contemplated for the near future of 800 to 1,000 feet in length, 100 feet beam and 35 to 40 feet draught.

On this account, all the leading ports of the world are agitating for larger dry docks.

Great Britain, though well provided with accommodation for the dry docking of large vessels, is contemplating, or has under construction, longer and wider docks. Among others, appear two large floating 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 Government.

The number of graving docks owned in Great Britain by shipbuilding concerns or by port authorities, is placed at about 240, besides 15 floating docks in use, and 124 slipways, mostly used for small vessels. Out of the 240 docks mentioned, 165 are 300 feet and over in length.

There are several of these docks over 800 and 900 feet in length, the largest being the new dock at Liverpool, 1,000 feet in length, 110 in width at entrance, and 34 feet of water on sill.

Another dry dock is proposed at Liverpool, 1,020 feet in length, 120 in width at entrance, and 42 feet on sill.

Statistics of the number and dimensions of the world's dry docks are given at length. France has a number of large docks, and is contemplating the construction of yet larger ones. There are to be two at Toulon, each 1,450 feet long, 118 feet wide at the entrance, and with 39.4 feet of water on the sill; and one at Havre, which is to be 1,023 feet long, with provision for lengthening it to 1,640 feet the entrance to be 124.7 wide, with 42.6 feet of water. Germany has few large masonry docks, and seems to prefer floating steel docks, of which she has ten or more, some of them of large capacity. In the United States there are 60 graving docks, 79 floating docks, and upwards of 80 marine railways. The largest mercantile dock is at Newport, 804 feet long, 87 feet wide, with 20 feet of water; the largest naval dock is that under completion at Bremerton, Washington, which is 827.6 feet long, 123.9 feet wide, and has 25 feet of water. It is proposed to extend the Pearl Harbor dock; Hawaiian Islands, to 1,650 feet, so that it can take in a vessel 1,000 feet long, Canada's longest dock is at Quebec. It is 600 feet long and 62 feet wide, with 25 feet of water.

It is to be noted that as a strong argument in favor of large docks the statement is made that there are now nineteen merchant ships afloat or under construction having a greater length than 620 feet, and consequently no one of them could be drydocked in Canada, and there are only two commercial docks in the United States that could take any one of them in. Mr. St. Laurent also says that "there are 17 trans-Atlantic steamers calling at New York that could not be drydocked anywhere in the United States, and 35 that could not be drydocked at New York. This does not include ships now under construction." There are at least 25 ships visiting Quebec and Montreal that could not be drydocked anywhere in Canada.

The conclusions at which Mr. St. Laurent arrives in his review of the situation are a strong indication that the Government 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 feet, will at some future date be required for our principal ports, the longest being constructed with a view to docking one or more vessels at the same time.

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

happen, it can be seen that a margin of a few feet is necessary and a very wide entrance is of great importance.

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.

As to the draught of vessels, in studying the lists of the largest boats built and under construction, it appears that this is not increasing in proportion 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 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 development 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 session of Parliament. St. John has every reason to be satisfied with the way this progressive policy is being carried out. In the matter of enlarged dockage facilities there is every reason to hope that the application of the City Council, supported by the community in general will receive favorable consideration on its merits.

MALIGNANT CRITICISM.

To read Mr. Pugsley's organ, the Telegraph, these days, it might be supposed that Canada was on the eve of a fiercely contested general election on the naval question. Misrepresentation of facts, deliberate false statements, and all the dishonorable tricks in the trade of the party hack, at which the Telegraph is unequalled at election times, are being employed in an attempt to discredit Mr. Borden and to minimize, if possible, the welcome the Canadian Ministers will undoubtedly receive after fulfilling their mission in England. It is a disgraceful piece of business and has no precedent under the regime of Sir Wilfrid Laurier, whose visits to confer with the British Government were regarded by the press as those of the representative of the Canadian people.

In its latest attempt to discredit the Prime Minister, Mr. Pugsley's organ takes as its text a remark by Rear Admiral Alban Gifford Tate, of the Portsmouth dockyard. It is careful to feature the Rear Admiral as "a naval authority of some note," when quoting his statement that "as far as he can see no one in England has the least idea what Canada was likely to do on the naval question. Real Admiral Tate is entirely correct. No one has the least idea what Canada will do and in the face of it Mr. Borden's repeated statements that no one will know the nature of the Government's proposals until the Canadian Ministers return and consult with the other members of the Cabinet, no one, with the exception of a few Liberal organs of the extreme partisan type of the Telegraph, sees any occasion to discuss this phase of the question. It was definitely announced by Mr. Borden at various stages of the conference that no information would be given out, and there the matter rests.

Nevertheless, for its own small-minded and partisan purposes, the Telegraph proceeds to take the remark of Rear Admiral Tate as the basis for a tissue of sneering insinuations at Mr. Borden's reticence. A few samples will suffice:

It is not the habit of the Canadian Premier to go into questions deeply, and on this particular one he touches only the high spots.

According to the last report of Mr. Borden's intentions 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 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. Borden has proved himself a thorough opportunist. Seeking to represent his party as one eager to strengthen British connection and promote Imperialism, he suggests now that the only way in which Canada can do anything toward the construction of a navy is by a change in the British constitution, which will involve the creation of a new Imperial Council—a change which British statesmen have not hesitated to pronounce either impossible or in the distant future.

Mr. Borden changes his mind for every new change in the weather, for every incident in politics. When he does act it is likely to be through some hand-to-mouth legislation by which he may hope to further postpone decision.

These are fair specimens of the drivel the organ of Mr. Pugsley is handing out as intelligent comment on one of the most vital questions which could be presented to the Canadian people. Mr. Borden's statement to the British Government that Canada must be given a voice in Imperial affairs in return for permanent co-operation in Imperial Naval Defence, is identical with his statement of Imperial Naval Defence, on November 24, 1910, policy in the House of Commons on November 24, 1910. His remarks on that occasion have already been quoted in these columns. He has not changed the policy he then laid down in any particular. Mr. Borden never announced that he intended to invite Sir Wilfrid Laurier to take part in a conference. Mr. Pugsley's other organ, the Times, suggested that the Leader of the Opposition ought to be consulted because it was an Imperial question! The specimens exhibited of the Telegraph's comment are, we presume, the latest approved Liberal method of treating an Imperial question.

If there is one man in the Empire today who is in a position to pass judgment on Mr. Borden's attitude it is the Prime Minister of Great Britain, with whose Government Canada's representatives have been in conference. Speaking in the House of Commons on the proposals and policy of the Canadian Ministers, Mr. Asquith said:

I am sure the House will agree with them that their first duty is to their own constituents and colleagues in Canada, and any announcement they may be in a position to make after our conferences are completed, will be more appropriately made there than here.

Dealing with the "obviously reasonable appeal that the Dominions should be entitled to be heard in the determination of the policy and the direction of Imperial affairs," the British Prime Minister said:

I do not say in what shape or by what machinery that great purpose is to be obtained. Arrangements like that cannot be made in a day. They must be the result of mature deliberation and thought. They will probably have to develop from time to time. But without committing ourselves in any degree to particular forms in the matter, we share with our great Dominions the feeling which as years have gone on has become more and more conscious and articulate throughout the Empire, that we have a common heritage and common interests, and that in the enjoyment of that heritage and in the discharge of the duties which those interests involve, we ought more and more to be conscious partners with one another.

Mr. Pugsley's organ can now start in and abuse Mr. Asquith; otherwise there is nothing more to be said.

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LOBSTER, OYSTER AND CLAM COMMISSION

Arrangements for Meeting Announced.

The commission appointed by the Dominion Government to thoroughly investigate the lobster, oyster, and clam fisheries of the Maritime Provinces has now completed all its arrangements and will begin its work at St. Andrews, N. B., on Tuesday, September 3rd, visiting Grand Manan on the 5th, Campbellton on the 6th, St. George on the 9th, Miramichi on the 10th, and St. John, N. B., on the 11th and 12th. After that Prince Edward Island will be visited (Sept. 12th), and on Sept. 25th and early part of October, sittings will be held from Cocagne north to Banquet, and later at Port Elgin and Shumog. The October sittings will be held along the shore of Nova Scotia from Wallace to Pictou, and later at Sydney, Louisburg and round by Halifax, Liverpool, Clark's Harbor and Yarmouth to Digby.

The commissioners are arranging to visit the chief fishing grounds, especially the oyster and clam beds, and as their work is of vital importance to the whole community, fishermen, packers and others will do well to help the commission by appearing in quantities along the route to the commission, especially to the commission, especially to the commission, especially to the commission.

There have been many commissions investigating fisheries in recent years, but it is stated that the last Shellfish Commission dates back so long ago as 1887, and the threatened decay of the great fishery resources referred to may be varied off if the commission is able to accomplish the objects aimed 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, Campbellton.
Sept. 7th, Saturday, St. Andrews.
Sept. 9th, Monday, Couti's Hall, St. George.

Sept. 10th, Tuesday, Forester's Hall, St. John's Bay.

Sept. 11th, Wednesday, St. John.

Sept. 12th, Thursday, St. John.

Prince Edward Island.

Sept. 13th and 14th, Friday and Saturday, Summerside.

Sept. 15th, Monday, Alberton.

Sept. 17th, Tuesday, Charlottetown.

Sept. 19th, Thursday, Cliff House, Cove Head Harbor.

Sept. 20th, Friday, Souris.

Sept. 21st, Saturday, Georgetown.

Sept. 22nd, Monday, Murray Harbor.

New Brunswick.

Sept. 25th, Wednesday, The Hall, Cocagne.

Sept. 26th, Thursday, Barne's Hall, Bonaventure.

Sept. 27th, Friday, Court House, Richibucto.

Sept. 28th and 29th, Saturday and Sunday, Temperance Hall, Chatham, and The Hall, Bay du Vin.

October 1st, Tuesday, Court House, Bathurst.

October 2nd, Wednesday, Paulin Hotel, Carleton Place.

October 3rd, Friday, Tait's Hall, Shediac.

October 5th, Saturday, Heckman's Hall, St. John's Bay.

October 7th, Monday, Shumog.

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.

October 17th, Thursday, School House, Malagash.

October 19th, Saturday, Halifax.

October 20th, Sunday, Liscomb.

October 24th, Thursday, Canso.

October 26, Saturday, Public Hall, Chester.

October 28th, Monday, Court House, Liverpool.

October 29th, Tuesday, Public Hall, Clark's Harbor.

October 30th, Wednesday, Yarmouth.

October 31st, Thursday, Digby.

The sittings will be held at 10 a. m. and 2 p. m. for the hearing of evidence.

Labour Men Did Not Arrive.

Instead of arriving in the city as expected, President O'Connor, of the International longshoremen's union, sent a telegram to Business Agent Tighe, of the local union, stating that he had been detained, and would not arrive here for some days. Vice-president Hyatt, of the longshoremen's union assisted at the meeting of the local coal handlers' union last evening, when a score or more of new members were initiated, and a vigorous discussion took place on the increasing cost of living.

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