

The Floating Dry Dock for Montreal.

The dry dock, which has been built at Barrow, Eng., for the Canadian Shipbuilding and Engineering Works, to be located at Maisonneuve, Montreal, the launching of which was mentioned in our last issue, is 600 ft. long by 135 ft. wide over all. The depth of the pontoons at the bottom is 17 ft., the side walls rising to a height of 42 ft. from the pontoon deck, so that the over all depth is 59 ft. Vessels of 100 ft. beam will be easily docked, and as the ends are opened, vessels of any length can be accommodated. There are bridges at both ends for the conveyance of the workers. This type of dock was chosen in preference to a masonry or concrete construction, because although normally it will be utilized within the basin which has been prepared for it at Montreal, it will be possible to tow it to any point on the Atlantic coast to assist in the raising of any vessel which may get damaged by running aground, etc. A feature in the design was the aim to economize in the working of the dock, thus, although it will be capable of taking the heaviest vessels, it will be more frequently used

British Columbia Quarantine Regulations.

The Marine Department has issued the following information regarding quarantine regulations for vessels trading to B.C. ports:—

The quarantine station for the ports of Victoria and Vancouver, Vancouver Island and the lower mainland of British Columbia, is at Parry Bay, on the southeast coast of the island, and all vessels bound for the foregoing and other ports in that district must call at that station for inspection and permission to proceed to port of destination. Vessels from ports on the U.S. Pacific coast, including Alaska, are exempt from the usual quarantine inspection, but in the event of epidemic disease prevailing at the port of departure, the exemption will be withdrawn, and the vessels must then call at the quarantine station. Should any case of infectious disease, or suspicion of such, develop during the voyage, a vessel must proceed without delay to the quarantine station. An inspecting officer is stationed at Port Alberni, who will clear any vessel which has a clean bill of health. In case of illness requiring fumigation,

Telegraph and Cable Matters.

C. F. MacGowan has been appointed agent, Great North Western Telegraph Co., Belleville, Ont., vice P. F. Canniff, resigned.

A. B. Smith, Manager of Telegraphs, G.T. Pacific Ry., was in Prince Rupert, recently, arranging for the handling of telegraph supplies for the line erection as soon as the Skeena River bridge is completed.

The C.P.R. Telegraph Department has opened offices at Mount Stephen House, Field, B.C.; Bethany, Bethany Jct., Brechin, Eldon, Grass Hill, McAlpin, Petewawa camp, Orillia, Point au Baril and Uthoff, Ont.; Expanse, Khedive and Mildred, Sask.

The C.P.R. has arranged a new schedule of wages for its commercial telegraph operators, by which an increase of \$5 a month is granted to all operators, with two weeks holiday with pay, after four years' service. In addition to some slight changes in rating, a number of employees will receive increases amounting to \$10 a month.

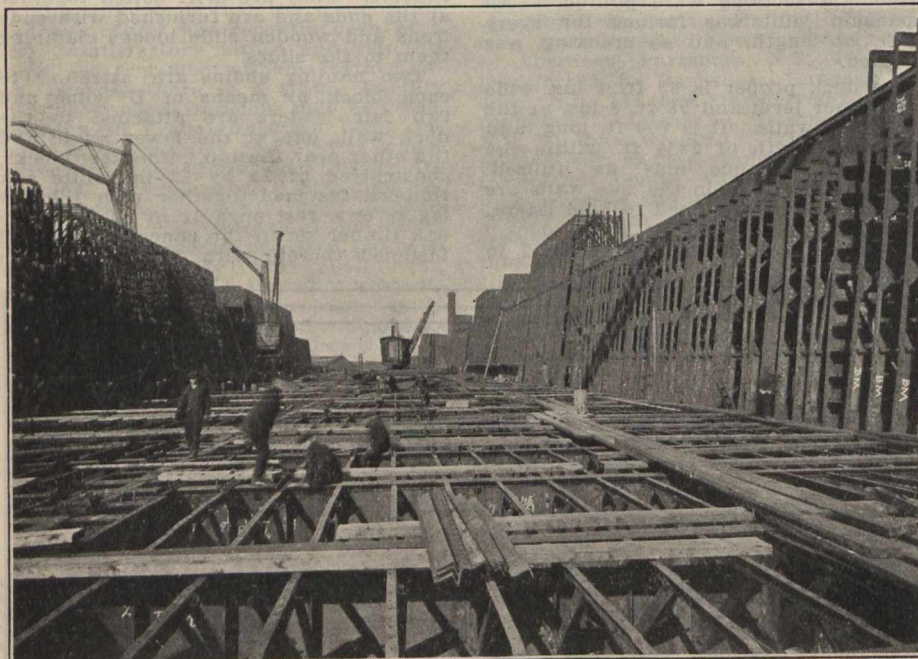
The Michigan Central Rd. telegraph employees in Canada have been granted increases in pay amounting in some cases to \$10 a month, and men operating telephones for train dispatching purposes are to be classed and paid as telegraphers. In connection with the employees' demands for increased pay, etc., a conciliation board was appointed some time ago, but the agreement outlined has been reached without the board's aid.

J. T. Phelan, Superintendent of Government Telegraphs, who returned to Vancouver, Aug. 15, from a trip of inspection of the telegraph lines in the north, stated that on account of the amount of business being handled by the lines there, further extensions, no doubt, will be made. The line from Bella Coola to the coast to connect with 150 mile house on the Caribou main line is about half finished, and the remainder, about 140 miles, will be ready for operation before the winter.

The C.P.R. has installed automatic instruments for its telegraph service between Montreal and Toronto, and if it proves successful, it is stated that the system will be extended. The instrument is known as the Morkrum system, and it is described as an automatic printer based on the selector system, the transmitter operating a keyboard similar to that of a typewriter at one end of the wire, the printing arrangement being at the other end, into which perforated rolls of blanks are automatically fed.

The Great North Western Telegraph Co. has opened offices at Eganville station, Ont., and Pierreville station, Que.; has re-opened its offices at Ameliasburg, Clifton House, Niagara Falls, Crystal Beach, Grimsby Beach, Petewawa camp, Royal Muskoka Hotel, Wheatley, Ont.; Abenakis Springs Hotel, Les Eboulements wharf, Manoir Richelieu Pointe au Pic and Pointe a Pic, Que.; Beaumaris, Maplehurst, Port Colborne and Rousseau, Ont.; and has closed its offices at Eganville, Morton, Florence and Lions Head, Ont., and St. Roch de Richelieu station, Que.

B. S. Jenkins, General Superintendent, C.P.R. Telegraphs, Western Lines, who was in Vancouver, Aug. 17, is reported to have stated that construction had been commenced on the erection of an additional through copper wire from Port Arthur, Ont., to Vancouver, an additional circuit from Vancouver to Revelstoke, an additional circuit from Moose Jaw to Winnipeg, an addition copper wire from Moose Jaw to Outlook, Sask., connecting with the wires to Calgary, thus giving another through alternative route from Winnipeg to Revelstoke. These extensions are additional to those authorized early in the year.



The Montreal Floating Dry-Dock, under construction, April 2, 1912.

for vessels of moderate size, and on such occasions it will not be necessary to use the whole of the dock, nor to run the machinery at its full power. In structural details everything has been done to make the dock continuously reliable. Steam heating is provided, to prevent the water in the compartment freezing. All the machinery in the dock is being supplied in duplicate, and the equipment includes every conceivable appliance to facilitate the docking of a vessel.

The completed works will occupy about 30 acres with a water frontage of 2,500 ft. and when fully working will give employment to about 2,000 men. The buildings generally will be of steel frame construction and brick, and the vessel construction berths will be so arranged that vessels up to 1,000 ft. long can be built.

After the launching ceremony, Sir A. T. Dawson, one of the directors of Canadian Vickers, Ltd., stated that in the near future the company intended to have in Canada an organization approximating generally to that existing at the Barrow works, for the building and equipping of vessels of all types. The dock should arrive in Montreal in the early part of September.

vessels may be ordered to the quarantine station at William Head. As there is a medical officer stationed at Prince Rupert, vessels can proceed direct to this port from foreign ports if they have a clean bill of health, but should a case of infectious disease, or suspicion of such, develop on the voyage, the vessel must proceed to the quarantine station at William Head before calling at any other port. The establishment of a quarantine at Prince Rupert is under consideration and on its establishment, vessels may proceed to Prince Rupert direct from any other port.

The British s.s. *Wilhelmina*, which recently ran on the rocks at Peters River, Nfld., and was considered a total loss, has been refloated. An examination is being made as to the damage sustained.

During June, five employees were killed, and one was injured, in the course of their work in connection with the navigation of Canadian waters. The deaths were all due to drowning, three being caused by falls overboard, one by falling from a wharf, and one as the result of a collision.