

graving or dry docks. The construction and maintenance of interprovincial bridges and approaches thereto, also the construction, operation and maintenance of bridges with movable spans on certain highways; hydrographic and topographic surveys and examinations which are required for the preparation of plans, reports and estimates; test borings for the purpose of ascertaining nature of foundations; the testing of cements and materials of construction; the licensing of international and interprovincial ferries, and the control of works constructed in or over navigable waters by authority of the Navigable Waters Protection Act (R.S.C., 1927, c. 140).

Architecture.—The Architect's Branch constructs and maintains Government buildings, post offices, customs houses, examining warehouses, quarantine stations, immigration and experimental farm buildings, military hospitals and telegraph offices. It also constructs armouries and drill halls and leases office accommodation as required for the various departments.

Telegraphs.—The Telegraph Branch has control of the construction, operation and maintenance of all Government-owned telegraph lines and cables. These lines are located in the provinces of Nova Scotia, New Brunswick, Quebec, Ontario, Saskatchewan, Alberta, British Columbia and Yukon (see also pp. 778-779).

Graving Docks.—The Department constructed five dry docks, as are shown in Table 4. The dock at Kingston, Ont., is under lease to the Kingston Shipbuilding Company, while the old Esquimalt Dry Dock was temporarily transferred to the Department of National Defence on Nov. 1, 1934. This transfer is to be effective until such time as the dock is commercially required, when it will be returned to the control of the Department of Public Works. The large dry docks at Lauzon, Que., and Esquimalt, B.C., can be divided into two parts and were built at a cost of approximately \$3,850,000 each. Under the Dry Dock Subsidies Act, 1910 (9-10 Edw. VII, c. 17), several docks have been subsidized by payments of 3 to 4 p.c. per annum on the original cost for a given number of years, as shown in Table 5.

4.—Dimensions of Graving Docks Owned by the Dominion Government.

Location.	Length.	Width at—			Depth of Water on Sill.	Rise of Tide.	
		Coping.	Bottom.	Entrance.		Spring.	Neap.
	ft.	ft.	ft.	ft.	ft.	ft.	ft.
Lauzon, Que. "Champlain".....	1,150	144	105	120	40·0 H.W.	18	13·3
Lauzon, Que. "Lorne".....	600·3	100	59·5	62	25·8 H.W.	18	13·3
Esquimalt, B.C. (old dock).....	450·7	90	41	65	29·0 H.W.	7 to 10	3 to 8
Esquimalt, B.C.....	1,173	149	126	135	40·0 H.W.	7 to 10	3 to 8
Kingston, Ont.....	353·5	79	47	55	16·0	—	—

5.—Dimensions and Cost of Graving Docks Subsidized under the Dry Dock Subsidies Act, 1910.

Location.	Length.	Width.	Depth over Sill.	Total Cost.	Subsidy.
	ft.	ft.	ft.	\$	
Collingwood No. 1, Ont.....	515·8	59·8	14·8	500,000	3 p.c. for 20 years.
Collingwood No. 2, Ont.....	413·2	95	19·2	306,965	3 p.c. for 20 years.
Port Arthur, Ont.....	708·3	77·6	16·2	1,258,050	3 p.c. for 20 years.
Montreal, Que., floating dock, <i>Duke of Connaught</i>	601	100	31·5	3,000,000	3½ p.c. for 35 years.
Prince Rupert, B.C. (floating dock).....	600	100	32	2,199,168	3½ p.c. for 35 years.
Saint John, N.B.....	1,164·5	133	40	5,500,000	4½ p.c. for 35 years.
North Vancouver, B.C. (floating dock).....	556·5	98	28	2,500,000	4½ p.c. for 35 years.