

Marine Department

Steel Cargo Building for Dominion Governments.

Launchings of Vessels.—The first of the vessels to be built under the Dominion Government's programme, one of 4,300 tons, was launched by Canadian Vickers, Ltd., at Montreal, Nov. 23, and the second one, of 8,100 tons, will be launched at the same yard Dec. 3. Their names are Canadian Voyageur and Canadian Pioneer, respectively.

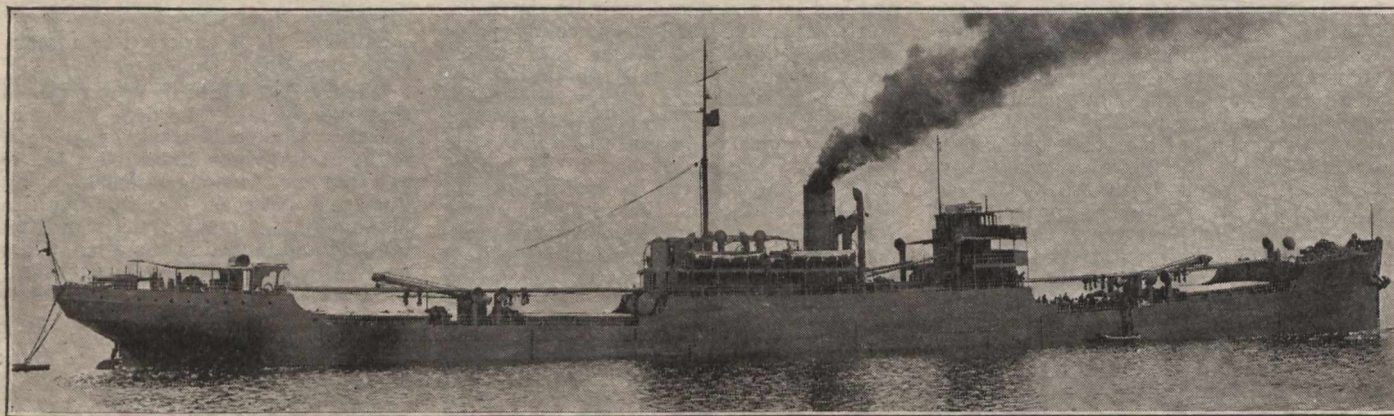
Operation of Vessels.—The Minister of Marine has announced that all the vessels ordered, and to be ordered, by his department will be operated under the control of D. B. Hanna, President, Canadian Northern Ry., whose jurisdiction has now been extended over the Canadian Government Rys. The Canadian National Steamships, Ltd., is about to be incorporated, under the Dominion Companies Act, and all its stock will be held on behalf of the Dominion Government. It will be a sub-

Collingwood Shipbuilding Co., Kingston, Ont.	1	3,750	3,750
J. Coughlan & Sons, Ltd., Vancouver, B.C.	4	8,100	32,400
Davie Shipbuilding & Repairing Co., Lauzon, Que.	2	5,100	10,200
Halifax Shipyards, Ltd., Halifax, N.S.	2	8,100	16,200
Port Arthur Shipbuilding Co., Port Arthur, Ont.	4	3,400	13,600
Port Arthur Shipbuilding Co.	2	4,300	8,600
Tidewater Shipbuilders, Ltd., Three Rivers, Que.	4	5,100	20,400
Victoria Machinery Depot, Victoria, B.C.	2	8,100	16,200
Wallace Shipyards, Ltd., Vancouver, B.C.	2	4,300	8,600
Wallace Shipyards, Ltd.	2	5,100	10,200
Total	37		212,350

The 3,400 and 3,750 ton vessels are of the lake type, with single deck, poop,

to provide vessels suitable for certain trade, it was decided to add an additional deck, and make the vessels of the 3-deck type. For the additional deck an extra price of \$2.50 a ton was fixed.

Prices for Steamships.—The Toronto Globe attacked the Minister of Marine recently, for having given orders to J. Coughlan & Sons, of Vancouver, for 4 steel cargo, twin deck steamships of 8,100 tons d.w., at \$198 a ton, and to the Halifax Shipyards, Ltd., Halifax, N.S., for two 8,100-ton vessels at \$197 a ton. The Globe stated that the best previous price paid was reported to have been \$165 a ton, that the placing of contracts at nearly \$200 a ton was gross extravagance and that when the vessels were completed they would not be worth much more than half their cost. The Globe's information as to previous prices was incorrect, the



Steel Cargo Steamship, War Camp, 8,800 tons d.w., for British Government, built by J. Coughlan & Sons, Vancouver.

subsidiary of the Canadian National Railways, which, it is said, will be the name under which both the Canadian Northern Ry. and the Canadian Government Rys. will be operated, when the necessary legislation has been obtained. Separate subsidiary companies will also be incorporated for the ownership of each steamship.

R. C. Vaughan, Assistant to President, C.N.R. and C.G.R., has general charge of the arrangements for the operation, etc., of the steamships, one of which was launched by Canadian Vickers, Ltd., at Montreal, Oct. 23, and the second of which will be launched at the same yard on Dec. 3. It is probable that the appointment of a separate official to take direct charge of the operating of the steamships will be made in the near future. H. Milburne, formerly Wharf Superintendent, Canadian Northern Steamships, Ltd., Montreal, and latterly in charge of the Canadian Red Cross overseas shipments at Montreal, has been appointed Superintendent there for the Canadian National Steamships, Ltd.

Orders for Steamships.—We are officially advised that the following orders had been placed by the Dominion Department of Marine, up to Nov. 22:—

	No.	Deadweight tons each	Total d.w. tons
Canadian Vickers, Ltd., Montreal	2	4,300	8,600
Canadian Vickers, Ltd., Collingwood	6	8,100	48,600
Collingwood Shipbuilding Co., Collingwood, Ont.	4	3,750	15,000

bridge and forecastle; the 4,300 and 5,100 ton vessels are of the single deck type, with poop, bridge and forecastle; and the 8,100 ton vessels are of the two deck type, with poop, bridge and forecastle.

Previous lists published mentioned 2 steamships of 4,300 tons, which we were advised on Aug. 15 had been ordered from the British American Shipbuilding Co., Welland, Ont. This contract is not being gone on with, and it is said that the company may be given a contract for smaller vessels, on account of the difficulty of taking the larger vessels through the Welland and St. Lawrence Canals in two sections to tide water.

An Ottawa press dispatch of Nov. 22 stated that an order in council had been passed authorizing the Minister of Marine to enter into a contract with Halifax Shipyards, Ltd., for the construction of 2 steel cargo steamships, 3-deck type, of approximately 10,500 tons dead weight each, at \$197.50 a ton. The dispatch quoted the order as stating that the company offered last May to build the vessels at \$195 a ton, but that the increased cost of labor and materials had caused an advance of \$2.50 a ton in the price.

Since the above was put in type we have been officially advised that an order in council has been passed as stated. When the first negotiations between the Marine Department and the company took place, and a promise was given of an order for several vessels, the price agreed on was \$195 a ton. As a result of further consideration given the matter, in order

"best," or highest previous price, was not \$165 a ton. That price was paid for two vessels, ordered from J. Coughlan & Sons, by the Imperial Munitions Board, for the British Government, in the spring of 1917, since when both labor and materials have greatly increased. Subsequent contracts were placed by the board at much higher rates, and J. Coughlan & Sons were given orders by the board for 4 more vessels at \$200 a ton. While the prices for all the Marine Department's contracts have not been made public, it is stated that the first two contracts given Canadian Vickers, Limited, were at \$207 a ton for a 4,300-ton steamship, and at \$198 a ton for an 8,100-ton steamship. The Collingwood Shipbuilding Co. is to get \$205 a ton for two 3,750-ton steamships. The Wallace Shipyards, Ltd., Vancouver, has contracts from the department for four vessels of 5,100 tons each at \$210 a ton.

According to figures submitted officially some time ago, it appears that the Imperial Munitions Board ordered 43 steel steamships, aggregating 211,300 tons, for about \$40,000,000, or an average of \$191.42 a ton. These wooden steamships are, of course, inferior in every way to the steel steamships being built for the Marine Department, and it is said that the steel steamships ordered by the Imperial Munitions Board are not of the same standard as those being ordered by the Marine Department. It must also be borne in mind that the Imperial Munitions Board orders were placed early in the war and that conditions have changed