

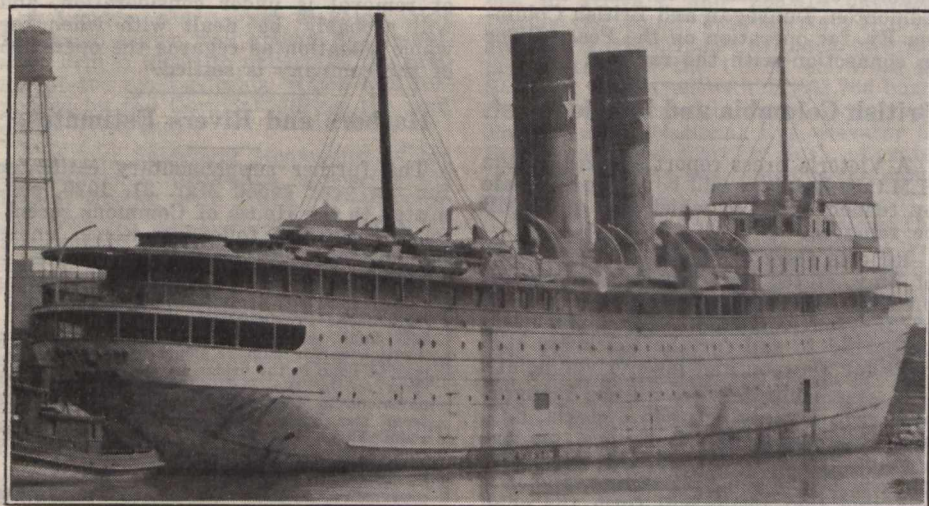
Cutting in Two of Steamship North Land.

The s.s. North Land, 400 ft. long, 44½ ft. beam, 25 ft. moulded depth, 17 ft. draft, 4,870 tons burthen, 2 quadruple compound engines of 3,500 h.p. each and 10 Scotch marine boilers, built, owned and operated by the Northern Steamship Co. to carry passengers between Chicago and Buffalo, and Duluth and Buffalo, in connection with the Northern Pacific Ry., which is said to have been the only steamship of U.S. registry built to carry passengers and no freight, having a capacity of 500

owner. The sister ship, North West, was taken through the same route in 1918; her cabins were taken off and engines and boilers removed, and the ship placed in drydock to be cut in two at a cost of about \$250,000. The cost of cutting the North Land in two while afloat and making her ready for the voyage was less than \$60,000. Benj. L. Cowles, President, and David Welch, Superintendent, Cowles Shipyard Co., agreed to do the work on the North Land, as heretofore outlined, and guaranteed the passage

Parsons & Eggert, insurance brokers., N.Y. An enquiry to him was replied to by Henry Parsons, Vice President, Paragon Shipping Corporation, New York, who stated that he was taking care of all matters in connection with the North Land and that the only information he could give was that, in order that other ships might go through the Coteau Landing lock, the North Land's stern section would probably be moved to the bow section's present location, which, as above stated, we understand to be at Sorel, Que.

Since the above was put in type, we were advised, on May 10, that the North Land's stern section had been taken to Montreal, pending instructions from the Northern Steamship Co.'s directors, as to whether the ship will be sold as it is, or whether the two sections will be joined together again.



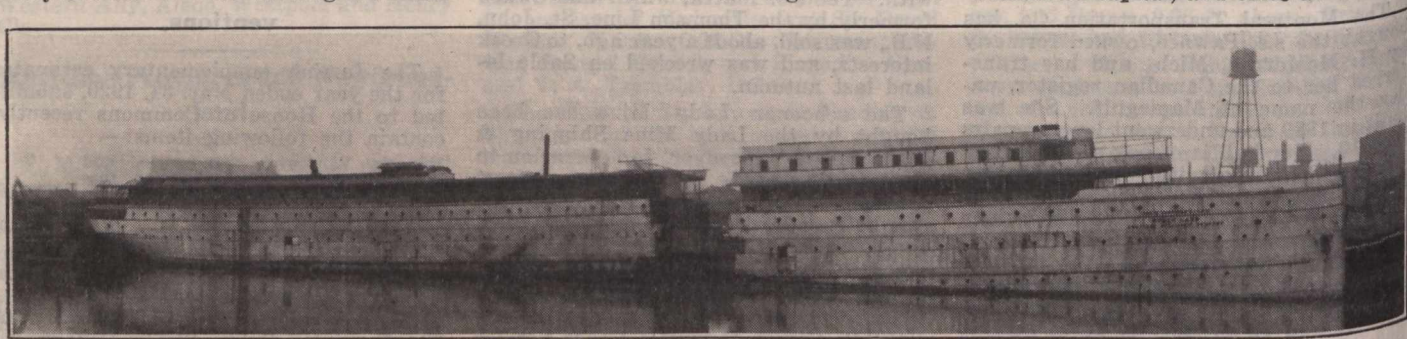
Steamship North Land, before being cut in two.

first class passengers, was cut in two parts last autumn at the Cowles shipyard, Buffalo, N.Y., while afloat alongside of its wharf in Buffalo River; wooden bulkheads were placed in the ship about 10 ft. apart and made water tight. The ship was then ballasted with pig iron, so as to float properly after being separated in to two sections, a canvas jacket was placed around the ship on the outside of the hull, and the ship was separated by burning with an acetylene torch. The burning was done

through the canal for not to exceed \$75,000. The work was done in 6 weeks time. She left Buffalo in two sections, the forward section leaving on Nov. 9, 1919, in tow of the Reid Wrecking Co.'s tugs Smith, and Manistique. She passed through the Welland Canal and laid at Port Dalhousie until Nov. 25, when she left there in tow of the Montreal Transportation Co.'s tugs Bronson and Thompson, arriving in Sorel Dec. 6. The after section left Buffalo Nov. 13 in tow of the tugs Smith and

Rebates on Newfoundland Shipbuilding.—A bill to amend the Shipbuilding Act passed the Newfoundland House of Assembly May 6, providing rebates of duty paid on materials used in the construction of ships built in the colony, the keels of which were laid after the passing of the act, and of a greater tonnage than 150, and on ships of greater tonnage than 120, the keels of which were laid after Oct. 19, 1917, and before the passing of the act. It also provides that no bounty, as provided in chap 176 of the statutes, shall be paid on any ship, the keel of which was laid after the passing of the act, whose tonnage on builder's measurement exceeds 150 tons, provided, however, that if the tonnage does exceed 150 tons and does not exceed 160 tons, and it is certified that the builder bona fide attempted to confine the measurement to 150 tons, the bounty may be paid on 150 tons. Considerable opposition was shown to the retroactive clause of the bill.

B. C. Yacht and Boat Builders Co. Ltd. has been incorporated under the British Columbia Companies Act, with \$10,000 authorized capital, and office at Victoria,



Steamship North Land, after being cut in two and separated.

in 2 days of 8 hours each, the number of feet burned was 80 below the water line or under water, and in some places, and especially at the keel place at the bottom of the ship, were 3 thicknesses of ¾ in. steel plate. The cutting was begun at the bottom of the ship and proceeded from that to the top of each side. Some experts are said to have declared that this could not be done in water, and the ship made to draw 14 ft. of water to pass through the Canadian canals and St. Lawrence River to Lauzon, Que., where the ship was to be joined together by the Davie Shipbuilding and Repairing Co., which is the new

Manistique, passed through the Welland Canal and left Port Dalhousie on Nov. 28, arriving at Coteau Landing, Que., Dec. 12.

It has been impossible to get any definite information as to when and where the North Land's two sections are to be re-joined. It was first reported that the ship had been sold to the Davie Shipbuilding & Repairing Co., and would be re-joined by that company at Lauzon, Que. On enquiring of that company's President, C. A. Barnard, Montreal, we were informed that the ship had been re-transferred to the Northern Steamship Co., represented by E. Parsons, of

to build and repair mercantile and pleasure ships of every description, and carry on business as engineers, ship chandlers, sail makers, etc. It is stated, locally, that the incorporators are about 12 veterans of the recent war, and that they have obtained a grant of \$10,000 from the British Columbia Government, to assist them in the business.

C. G. S. Canada.—The Minister of Marine stated in the House of Commons recently, in answer to a question, that no instructions had been issued that the C. G. S. Canada is to be sold, and added that this ship had been replaced by the C. G. S. Hochelaga.