

fir and the frames of native spruce. The masts are of Douglas fir, which is also used in the finishing of the cabins. The vessel has a registered tonnage of 1,012 44/100. The builders have a second schooner of the same model and tonnage on the stocks, for completion in November, and they have also laid the keel of a three masted schooner with keel of about 142 ft.

**Foundation Co.,** Victoria, B.C., has taken over the yard recently operated by Cameron-Genoa Mills Shipbuilders, Ltd., at Point Ellice, and this is now known as the company's no. 2 yard. The keels of 2 wooden vessels for the French Government were laid at this yard, Sept. 9, and the keel of one similar vessel for the same owners was laid on the same day, at the no. 1 yard. These are the first of an order for 20 such vessels for the French Government, and it has been announced that all the vessels will be fully equipped in the company's own yards.

Press reports state that this order has been secured on a cost plus percentage basis, and that there is some local resentment at this, as it leaves the building company open to offer higher wages, and pay more for materials to secure delivery, thus unsettling the labor market, and generally placing other builders at a disadvantage.

**H. T. LeBlanc,** Wedgeport, N.S.—It was expected that the trawler, which is being built at this yard for J. N. Rafuse & Sons, Conquerall Bank, would be launched about the last week in September. She is 157 ft. long overall, 27 ft. beam and 13 ft. deep. A contract has been entered into for the construction of another similar vessel, about 6 ft. longer, and the keel has been laid.

**Wm. Lyall Shipbuilding Co.,** North Vancouver, B.C., has an order from the French Government for 8 wooden steamships of 1,500 tons deadweight capacity. They will be 205 ft. over all and well decked, will be equipped with 550 h.p. twin engines and will be delivered by June, 1919.

**A. McKenzie,** River John, N.B.—Work is progressing on a 600 ton schooner, and it is expected that it will be ready for launching early in October.

**C. H. McLennan,** River John, N.B.—A schooner of 125 tons was launched at this yard, Aug. 31, and the keel of another of larger size has been laid.

gross and 345 tons register, and is classified with Bureau Veritas with rating for 12 years. She is reported to have been sold to the French Government.

**Meteghan, N.S.**—The tern schooner Scotia Bell, which was launched recently, is equipped with a bulldog engine of 8 h.p. and patent anchors. She is 414 tons

**John L. Mullen Construction Co.,** Prince Rupert, B.C.—The leasing of the Grand Trunk Pacific Ry. floating dry dock and plant at Prince Rupert, B.C., for a term of years, was mentioned in our last issue. We are advised that the lease covers the entire premises, and in addition a sufficient are a adjoining the dry dock and shipbuilding plant property, for the laying down of five ways. It is said that it is not the company's intention to utilize the ship shed, which is ready for wooden vessel building, until the steel shipbuilding work is fully organized and in operation.

**W. Naugler,** Bridgewater, N.S., is building a schooner similar to the one named William Naugler, launched by him recently.

**New Westminster Construction & Engineering Co.,** New Westminster, B.C., is reported to have an order from the

French Government for 5 wooden steamships of 1,500 tons deadweight capacity.

**Nova Scotia Shipbuilding & Transportation Co.,** Liverpool, N.S., is building on its own account, two small three masted schooners of about 200 tons net. The first is expected to be ready for sea by Oct. 15, and the second by Dec. 1. Since this company commenced business about 18 months ago, exclusive of the above mentioned two vessels, it has built five vessels, which is claimed as a record for Nova Scotia yards. The first vessel, the Bianca, was launched in June, 1917. She is a three masted vessel, equipped with semi Diesel oil burning engine of 100 h.p., and 700 tons deadweight capacity. She was torpedoed by a German submarine in Aug., 1918, and abandoned by the crew. She, however, did not sink, but was brought into port and is being made ready for sea again. The Ruby W. was launched Nov. 10, 1917, and is of the same model as the Bianca. She was built for W. Wrightson, of Alabama, and later sold to Newfoundland parties. The Abomama was launched Mar. 21, for Peter Yee Wing & Co., Sydney, Australia, and arrived there recently after a successful trip. She is of 800 tons and equipped with auxiliary power. The two masted fishing vessel Sadie Knickle, owned in Lunenburg, N.S., 100 tons net, was launched May 15, and on Aug. 5, the auxiliary powered schooner James G. Joy, 900 tons deadweight capacity, was launched for Job Bros., St. John's, Nfld. H. A. Frank is Managing Director of the company, and J. S. Gardner is master builder.

**Pacific Construction Co.,** Coquitlam, B.C., is reported to have an order from the French Government for 2 wooden steamships of 1,500 tons deadweight capacity each.

**The Quebec Shipbuilding & Repair Co.,** Quebec, Que., is reported to be negotiating with foreign interests for the building of wooden steamships, of a somewhat similar type to those it has built for the British Government through the Imperial Munitions Board. The company is building a 700 ton schooner, similar to the M. P. Connolly, which was wrecked near Sable Island, Aug. 19, when on her maiden voyage.

**Quebec, Que.**—A press report from Quebec states that T. M. Kirkwood, formerly Managing Director, Three Rivers Shipyards, Three Rivers, Que., was in Quebec recently to promote the organization of a shipbuilding company with a capital of \$30,000,000, to carry out a contract for thirty 5,000 tons wooden steamships in Quebec. This is not correct; the facts are that Mr. Kirkwood has addressed a letter to the Quebec Board of Trade, giving his views on a number of requirements necessary to develop the port to its full capacity, amongst them being the establishment of a wooden shipbuilding plant, and the construction of a number of wooden steamships for handling grain and other commodities. He also suggests that as the Dominion is primarily interested in shipping from Canadian ports, it should be possible for it to guarantee the securities of a company to carry out the scheme. There appears to be nothing tangible in the scheme, and there is little or no prospect of the Dominion Government undertaking the guarantee of securities of this nature. The Government's shipbuilding programme is already laid out, and deals with steel shipbuilding only, it having been definitely decided that it will not built any wooden steamships.

**Southern Salvage Co.,** Liverpool, N.S., launched the schooner Drallim Aug. 27. Her dimensions are: length 133 ft.,

breadth 33 ft., depth 12¾ ft.; tonnage, 440 gross, 379 net. She is classed with Bureau Veritas for 12 year rating, and is owned by the builders.

**Tidewater Shipbuilders, Ltd.,** Three Rivers, Que., is building an engine and boiler shop 250 x 100 ft., which will be equipped with up to date motor machinery. Contracts have been entered into for building of 6 engines of 2,500 h.p. each for the 5,100 ton type of steamship to be built in Canada for the Dominion Government, and also for 24 engines of 275 h.p. each for the wooden steamships under order with the Davie Shipbuilding & Repair Co., Lauzon, Que., for the French Government. It is possible that engines will also be built by this company, for the vessels which will be built for the Dominion Government by Halifax Shipyards, Ltd., with which it is intimately associated.

**Toronto Shipbuilding Co.,** Toronto, has a contract from French interests for the construction of 10 wooden steamships of 1,000 tons each, to be built within 12 months.

**Tulk, Flett & Co.,** St. George's, Nfld., launched a schooner early in September. She is 490 tons gross, with a deadweight capacity of about 800 tons, and is equipped with auxiliary power.

**Union Shipbuilding Co.,** Port Union, Nfld.—The 400 ton schooner Nina L. C. was launched Sept. 6 and was christened by Hon. W. W. Halfyard, Colonial Secretary. This vessel, which is the second one of the type turned out by the builders, will be ready for her first cargo of fish early in October.

**Wallace Shipyards, Ltd.,** North Vancouver, B.C.—The two additional shipbuilding berths at this yard are practically complete, with the travelling cranes in place. Railway tracks run between the berths, with complete facilities for handling all material.

**Western Canada Shipyards, Ltd.,** Vancouver, B.C.—C. V. Cummings, who returned to Vancouver from the east recently, announced that the company has concluded a contract with the French Government for 5 wooden vessels of about 1,500 tons each, and that everything was in readiness at the yards for the commencement of the construction.

**The Maritime Wrecking Co. Ltd.,** which has been brought into prominence recently by the resignation of James Carruthers from the chairmanship of the board of Halifax Shipyards, Ltd., on account of his objections as stated in Canadian Railway and Marine World for September, was incorporated under the Dominion Joint Stock Companies Act, Dec. 29, 1917, with an authorized capital of \$1,000,000, of which \$300,000 is said to have been subscribed and \$250,000 paid in. The directors are: President, R. M. Wolvin, Montreal; Vice President, F. H. Markey, K.C., Montreal; Secretary, F. S. Isard, Treasurer, Canada Steamship Lines Ltd., Montreal. Other directors: W. W. Skinner, solicitor, Montreal, and J. T. Reid, Sarnia, Ont. The Treasurer is W. E. Burke, Director and Assistant Manager, Canada Steamship Lines, and the Assistant Secretary is W. Crawford, Secretary, Montreal Transportation Co. The head office is at 14 Place Royale, Montreal, with local office at Halifax.

**S. & S. Transportation & Towing Co., Ltd.,** has been incorporated under the British Columbia Companies Act, with \$10,000 capital, and office at Vancouver, to own and operate steam and other vessels, and to carry on a tug owning and general navigation business.