

## General Shipbuilding Notes Throughout Canada. Licenses for Clearance of Sailing Vessels.

**Chester Basin Shipbuilding Co., Malagash, N.S.,** launched the 4-masted schooner *Arthur H. Zwicker*, Dec. 4. Her dimensions are: length 180 ft., breadth 36 ft., depth 13 ft.

**Cholberg Ship Co., Victoria, B.C.**—Of the 9 auxiliary powered schooners which are under construction at this yard, for Norwegian interests, two hulls were reported in frame during December, and a third as one half framed. Ways are reported to be under preparation for a fourth vessel.

**S. M. Fields, Parrsboro, N.S.,** launched the schooner *Cape d'Or* Dec. 18. She is classified with the *American Record*, is 373 tons register and is fitted with power for hoisting. On completion, she went to St. John, N.B., to take cargo for the south, on account of La Have parties.

**Foundation Co., Victoria, B.C.,** announces that P. B. Thompson, formerly Superintendent of the company's Portland, Ore., plant, has been appointed Manager, Point Hope and Point Ellice yards, Victoria, vice H. B. Pickering, transferred to Savannah, Ga. He took charge of the plants, Dec. 10, and is superintending the building of 20 wooden steamships for the French Government.

**Fraser Brace Shipyards, Ltd., Montreal,**—The incorporation of this company,

urer, A. T. Giles; Assistant Secretaries, E. W. Rogers, Chicago, and F. J. Dolan, Port Arthur; Counsel, A. J. McComber, Port Arthur, and R. A. Pringle, K.C., Ottawa; Purchasing Agent, N. S. Thrasher; Shipyard Superintendent, Jno. Miller; Master Mechanic, Jno. Aldridge; Boiler Shop Superintendent, Jas. Whiteacre; Foundry Superintendent, A. Congdon; Superintendent Engineering Department and Chief Draftsman, L. E. Tornroos.

In our last issue, mention was made of the launching of the ocean steam tug *Victoria*, and also of a similar tug to be named *Murray Stewart*, to be delivered before the close of lake navigation. The names given refer to one and the same vessel, the confusion having arisen owing to the Marine Department's refusal to accept the name, *Victoria*, and her consequent registration under the name, *Murray Stewart*. She was built for J. F. M. Stewart, Toronto, to Lloyd's classification for ocean going tugs, and has the following dimensions: length over all 126 ft., length between perpendiculars 119 ft., breadth moulded 26 ft., depth moulded 16 ft. 5 in.; tonnage, 240 gross, 80 net. She is equipped with triple expansion engines with cylinders 15, 29 and 47 in. diam. by 36 in. stroke, 850 i.h.p. at 80 r.p.m., and supplied with steam by 2 Scotch boilers

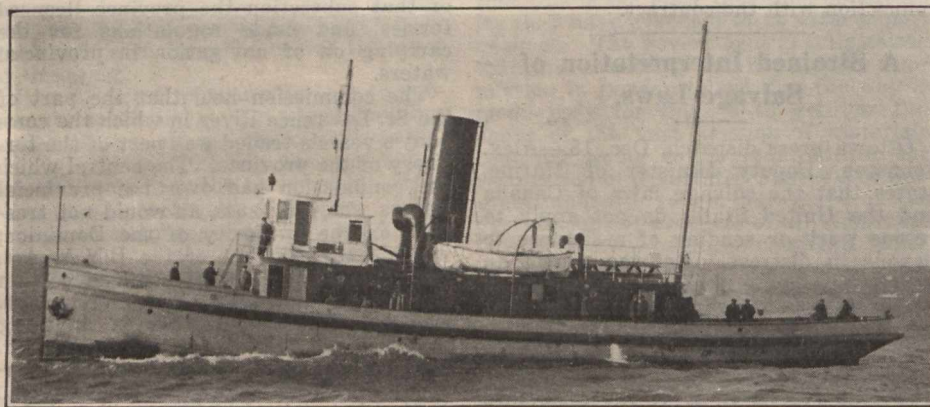
The Commissioner of Customs issued the following notice Dec. 18:—"An order in council has been passed, as set forth below, rescinding the order of Feb. 21, 1918, as published in memo. 2177-B, which memo. is hereby cancelled. In future licenses from the Minister of Customs for the clearance of sailing vessels, as called for in that memo., will not be required. Collectors are to note, however, that memo. 2204-B, requiring a license from the Ships' Licensing Committee for any sailing vessel proceeding on a voyage to a destination outside of Canada, is still in effect."

The order in council referred to above, passed Dec. 16, is as follows:—"The Governor General in council, in view of the changed war conditions, is pleased to order that the restriction upon sailing vessels in order in council 436, of Feb. 21, 1918, prohibiting such vessels from clearing from a port in Canada on any voyage in the prosecution of which the vessel would, in the ordinary course, enter, navigate, or pass through the war zone of enemy submarine activity surrounding the British Islands, or in the waters adjacent thereto, unless a license permitting the vessel to clear on such voyage shall have first been granted by the Minister of Customs, is hereby withdrawn, and the said order in council is rescinded."

**The Canadian Northern Ry. Car Ferry** *Canora* arrived at Victoria, B.C., Dec. 7, at 7 p.m., on her trip from Lauzon, Que., where she was built, for the car ferry service between Port Mann and Patricia Bay. She left Lauzon Sept. 30, arriving at Sydney, N.S., Oct. 3, left Sydney Oct. 8 and arrived at Halifax, N.S., the same day, where she remained until Oct. 24. She arrived at Colon, Panama, Nov. 6, and left the Panama Canal Nov. 12, passing San Francisco Dec. 3. The distance between Halifax and Victoria, via the Panama Canal, is approximately 7,550 miles. She would have sailed considerably earlier in the year, but was delayed by an accident in Quebec harbor, the s.s. *Sicilian* colliding with her on Aug. 6, causing considerable damage, which had to be repaired before she could proceed to sea.

**Tidewater Realities, Ltd., Three Rivers, Que.,** which was incorporated recently, with a capital of \$100,000, to carry on a general real estate business, and primarily to develop St. Maurice Park, Three Rivers, as residential property, is closely associated with Canada Steamship Lines, Ltd., and Tidewater Shipbuilders, Ltd. Special inducements are being offered to employees of the latter company, to acquire houses on the property. The directors are: J. W. Norcross, President; A. J. Gouin, Managing Director; Jacques Bureau, M.P., H. W. Cowan and F. P. Smith. J. I. Hobson is Treasurer.

**Ocean Cargo Carriers Co., Ltd.,** has been incorporated under the Dominion Companies Act, with capital stock of 1,000 shares without nominal or par value, provided that it shall carry on its business with a capital of \$5,000, the company being deemed a private company under the Companies Act and amendments. The head office is to be in Toronto. Power is granted to own and operate steam and other vessels, carry on any other business incidental thereto, and conduct a general navigation business.



Ocean going tug, *Murray Stewart*, built for J. F. M. Stewart, Toronto, by Port Arthur Shipbuilding Co.

which was mentioned in our last issue, is chiefly for the object of taking over the shipbuilding interests of Fraser Brace & Co., Ltd., as a matter of business convenience. The personnel of the company is the same in each case. The company has an order for 8 wooden steamships for the French Government, some details of which were given in our last issue.

**The Harbor Grace Shipbuilding Co., Harbor Grace, Nfld.,** expected to launch a second schooner during December, of about 300 tons. She was fully rigged with hoisting machinery aboard, and was to be launched all ready for sea. A third vessel is expected to be ready for launching early this year.

**Polson Iron Works, Ltd., Toronto.**—Keels are being laid for 2 steel cargo steamships for Norwegian interests.

**Port Arthur Shipbuilding Co., Port Arthur, Ont.**—Following are complete particulars of this company's organization: President, James Whalen, Port Arthur; 1st Vice President, P. G. Chace, New York, N.Y.; 2nd Vice President, R. D. Hubbard, Chicago; Third Vice President and Counsel, A. J. McComber, Port Arthur; other directors: Jas. Playfair, Midland, Ont.; Jno. Burnham and E. W. Rogers, Chicago; General Manager, J. F. Paige; Secretary, A. B. Conmee; Treas-

each 11 by 11 ft., at 175 lb., and she also has surface condenser, evaporator and dynamo.

**Pugsley & Robinson, Diligent River, N.S.,** launched the 4-masted schooner *Eugenie Mackay*, Dec. 18, for A. B. Mackay, Hamilton, Ont. She is 560 tons register, and is equipped with power for hoisting, stockless anchors, etc., and is classified for 13 years with Bureau Veritas.

**The Quebec Shipbuilding & Repairing Co., Quebec, Que.,** has sold the schooner *Edgewood*, which is approaching completion at its yard, to the *Edgewood Shipping Co., Ltd., Montreal*, for, it is reported, \$160,000. She will be equipped with auxiliary power. The company is reported to have decided to commence building, at once, an auxiliary powered schooner of 2,200 tons, similar to the *M. P. Connolly*, which was wrecked on Sable Island, on her maiden trip a few months ago, and an auxiliary powered schooner of 1,240 tons, similar to the *Edgewood*, launched recently. It is intended to push these vessels so that they will be ready for service on the reopening of St. Lawrence navigation.

**T. H. Rawding, Allandale, N.S.,** expects to launch a tern schooner during January. She is reported to have been sold to F. H. Ellis and Co., St. John's, Nfld.