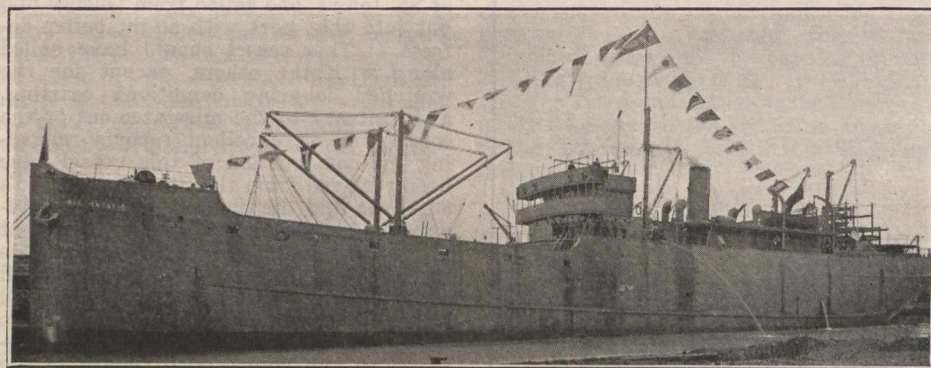


Canada's native industries, that of wooden shipbuilding."

"There are five vessels at Quebec completed, ready to sail, and will do so as soon as the ice is cleared. There is also one at St. John's, which will be ready about July and one at Toronto. These ships will complete the entire wooden shipbuilding programme of the Imperial Munitions Board in Canada."

Canadian Allis-Chalmers Ltd., Bridgeburg, Ont., which has orders for 4 steel cargo steamships, of 3,500 tons each, for the British Government, launched the first one, War Leveret, Mar. 3. An illustration of her is given in this department.



Wooden Cargo Steamship, War Ontario, 3,080 tons d.w., built by Toronto Shipbuilding Co. for British Government.

The second one, to be named War Vixen, was expected to be launched in April. Work has started on the two last, which will be named War Wallaby and War Wombat. Considerable difficulty is reported in dealing with the labor situation, owing to lack of housing, in the vicinity of the yards, and the Ontario Housing Commission is reported to have been appealed to for assistance in the matter.

J. Coughlan and Sons, Vancouver, B.C.—The seventh of the 9 steel steamships of 8,800 tons d.w. capacity, built for the British Government under orders from the Imperial Munitions Board, was expected to be launched about Apr. 26, and named War Column. The eighth will probably be launched about the end of May, and named War Company. The s.s. War Cavalry was expected to be ready for her trials at the end of April.

Grant and Horne, St. John, N.B.—The s.s. War Fundy, an illustration of which is given in this issue, is one of the two wooden steamships ordered from this firm by the Imperial Munitions Board for the British Government. The keel was laid Aug. 13, 1917, but owing to delays in getting suitable timber, the frames were not all erected before the end of November. All the main deck beams were in place by the beginning of Mar. 1918, and the deck was laid by the middle of April. The hull was complete, including the hatches, main deck houses, and bridge, together with the winches and some of the machinery, when she was launched on Aug. 24. The boilers and engines were installed by the Union Foundry Co., under the superintendence of an official of the board. The trial trip was made Feb. 17, 1919, a run of 4 knots being made just outside the harbor in 22 minutes, indicating a speed of 10.9 knots, currents being negligible. In running over a land measured course of 15 knots, a speed of 10.5 knots through the water was attained, allowing for an average current of $1\frac{1}{2}$ knots, the estimated speed from engine revolutions being 11.1 knots. The vessel was handed over to

the owners Feb. 28, for loading with cargo for a British port.

Southern Salvage Co., Liverpool N.S.—The s.s. War Halifax, which was launched Sept. 21, 1918, loaded lumber at Halifax, early in April, for Great Britain.

Canadian Pacific Railway's Atlantic and Pacific Fleet.

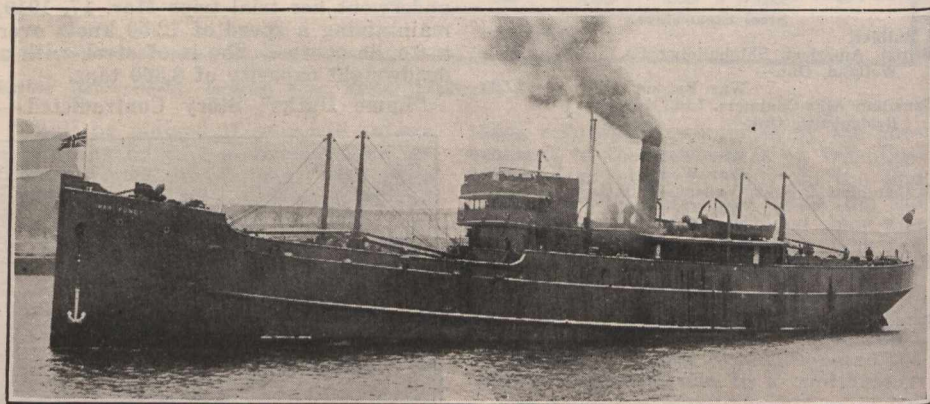
The C.P.R. directors' report, for the year ended Dec. 31, 1918, contains the following paragraph: At the outbreak of hostilities your company had in commission in Atlantic and Pacific service,

of about 80,000 tons. On their delivery the total tonnage of the fleet will be slightly in excess of aggregate tonnage of the vessels in commission on Aug. 3, 1914.

The 15 steamships mentioned in the report as having been lost through enemy action, or accidents at sea, are as follows: Through enemy action,—Calgarian, 17,515 gross tons; Carthaginian, 4,444 tons; Ionian, 8,268 tons; Hesperian, 10,920 tons; Lake Michigan, 9,288 tons; Milwaukee, 7,323 tons; Montreal, 8,644 tons; Mount Temple, 9,792 tons; Montford, 6,578 tons; Missanabie, 12,469 tons; Medora, 5,135 tons; Miniota, 4,928 tons; Pomeranian, 4,421 tons; through accidents at sea, Corinthian, 7,333 tons; Lake Manitoba, 9,674 tons.

The 9 steamships sold to the British Government, are Montezuma, 8,360 tons; Montcalm, 5,505 tons; Montrose, 7,207 tons; Mount Royal, 7,998 tons; Mongolian, 4,838 tons; Numidian, 4,836 tons; Ruthenia, 7,208 tons; Tyrolia, 7,535 tons. The s.s. Empress of India was purchased by Indian princes and presented to the British Government for use as a hospital ship. Her gross tonnage is 5,934. The total tonnage lost through enemy action and other causes, is 126,552, and the tonnage sold is 59,421, a grand total of 185,973 gross tons.

Vessels purchased during the war are as follows: Botsford, 4,782 tons; Dunbridge, 6,650 tons; Holbrook, 6,655 tons; Montezuma, 5,038 tons; Montcalm, 6,542 tons; Medora, 5,135 tons; Mattawa, 4,874 tons; Miniota, 4,928 tons; Methven, 4,852 tons; Mottisfont, 5,692 tons; War Beryl, 10,800 tons; War Peridot, 10,800 tons. Vessels built and added to the fleet during the same period are: Missanabie, 12,469 tons; Metagama, 12,420 tons; Melita, 13,967 tons; Minnedosa, 15,000 tons. The total tonnage of vessels purchased was 76,748 tons, and of those built, 53,856 tons, a grand total of 130,-



Wooden cargo steamship, War Fundy, 3,080 tons d.w., built for British Government by Grant & Horne, St. John, N.B.

having been requisitioned. The construction at the yards of the Fairfield Shipbuilding Co. of a ship 625 ft. long between perpendiculars, having a gross tonnage of 21,000 tons, is to be proceeded with, pursuant to the authorization previously given, and three passenger ships, of what is known as the intermediate class, for Atlantic service, two of which have been previously authorized, will be put under construction as soon as possible at the yards of John Brown & Son and the Fairfield Shipbuilding Co. At the end of the fiscal year your company had in ocean service 28 steamships having a gross tonnage of 264,000 tons, and 6 steamships under order or purchased but not delivered having a gross tonnage

604 gross tons. There are now 4 steamships under construction, with a gross tonnage of 67,000.

Editor's Note.—It will be noticed that the name Montcalm appears both in the list of vessels sold and purchased. They are two distinct vessels.

Alex. Johnston, Deputy Minister of Marine, before leaving Vancouver, for the east, Apr. 10, is reported to have stated that there is no reason why Vancouver, as a port, cannot capture a large portion of the business now going to U.S. ports, and that he would urge on the government the importance of immediate action in the development of the port.