

May 23, 1918—War Tatla, Western Canada Shipyards, Ltd., Vancouver, B.C.	3,080
June 12, 1918—War Skeena, Cameron-Genoa Mills Shipbuilders, Ltd., Victoria, B.C.	3,080
June 13, 1918—Wan Seneca, Quinlan & Robertson, Quebec, Que.	3,080
June 14, 1918—War Edensaw, New Westminster Construction & Engineering Co., B.C.	3,080

June 15, 1918—War Babine, Foundation Co., Co., Victoria, B.C.	3,080
June 24, 1918—War Nicola, Wm. Lyall Shipbuilding Co., Vancouver, B.C.	3,080
June 28, 1918—War Quebec, Quebec Shipbuilding & Repairing Co., Quebec, Que.	3,080
June 29, 1918—War Ontario, Toronto Shipbuilding Co., Toronto	3,080
July 5, 1918—War Huron, Fraser, Brace & Co., Montreal	3,080

July 5, 1918—War Erie, Fraser, Brace & Co., Montreal	3,080
July 6, 1918—War Casco, Western Canada Shipyards, Ltd., Vancouver, B.C.	3,080
July 12, 1918—War Sumas, Pacific Construction Co., Port Coquitlam, B.C.	3,080
Total, 26 wooden steamships	80,080
Total deadweight tonnage, 12 steel and 26 wooden steamships launched, 133,580.	

General Shipbuilding Notes Throughout Canada.

Cape Breton Shipbuilding Co., Johnstown, N.S.—It is reported that a site has been acquired and contract let to R. Musgrave, for the construction of the yards. F. L. Kelly is President, N. A. McMillan, K.C., Secretary, and Wm. Hackett, Treasurer.

Dartmouth, N.S.—A London, Eng., press cablegram stated recently that Sir Wm. Beardmore, of Wm. Beardmore & Co., Ltd., shipbuilders, Glasgow, Scotland, had conferred there with the Canadian Premier, respecting the establishment of a shipbuilding plant at Dartmouth, and that the matter would be taken up further on the arrival of the Minister of Marine, Mr. Ballantyne, in England.

Another cablegram of July 11 said that Sir Robert Borden had discussed with the Minister of Marine, Mr. Ballantyne, the development of the shipbuilding industry in Canada.

The Dominion Shipbuilding Co., Ltd., has been incorporated under the Dominion Companies Act, with an authorized capital of \$3,000,000, and office at Toronto, to build, own, operate and deal in vessels of any class, and to carry on a general shipbuilding and ship owning business. Power is also obtained to purchase the assets of any company at present carrying on a shipbuilding or engineering business, and to pay for same either in cash or shares, and also to build for its own use, or for hiring out, graving and other docks, for the convenience of building, repairing and docking vessels.

An Ontario charter was obtained under this name by the same interests in Nov., 1917, and the work of laying out the plant was proceeded with. The site was provided by the Toronto Harbor Commission on reclaimed land situated due south of the Thor Iron Works, near the foot of Bathurst St., Toronto. The land extends from the foot of Spadina Ave., westerly for 1,386 ft., and covers 15.2 acres. The Toronto Harbor Commission was responsible for the engineering work connected with the preparation of the site, and for the construction and equipment of the plant. The interests concerned with the Dominion Shipbuilding Co., control, and own practically the whole of the stock of the Thor Iron Works, Ltd., and it is understood that that property will be absorbed by the new incorporation. L. Dahlgren, President and General Manager, Thor Iron Works, Ltd., is Vice President and General Manager, Dominion Shipbuilding Co.

H. A. Ellis, Barachois, Que., launched the schooner Gaspe Trader towards the end of June. She is 120 ft. long over all, 29 ft. beam, and 10 ft. depth of hold, and of 300 tons register. She will have 2 masts, ketch rigged, and will be equipped with Fairbanks-Morse crude oil engines of 75 h.p. each, driving twin screws. Her other equipment includes a patent steering gear and gasoline engine for hoisting sails, anchor, etc., and there will be a complete electric lighting plant. She is intended for service between Montreal,

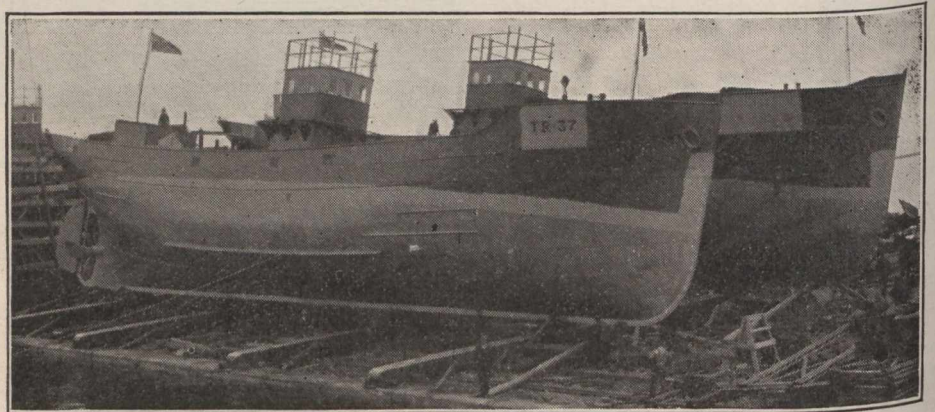
Gaspe ports and Newfoundland, and is expected to be on her route early in August.

Harrison & Lamond Shipbuilders, Ltd., Vancouver, B.C., is reported to be proceeding with the building of a wooden schooner with auxiliary power, 2,550 tons capacity, and of the following dimensions: length 225 ft., breadth 44 ft., depth 21½ ft., 1,600 tons gross. This firm had a contract from the Dominion Government last year for building such a vessel, at an approximate cost of \$230,000, for operation between Canadian Atlantic and Pacific ports via the Panama Canal, details of which were given in Canadian Railway and Marine World for Oct., 1917, but, owing to difficulty in obtaining the requisite material within the contract

Melanson Bros., Gilberts Cove, N.S., have laid the keel for a three masted schooner of about 200 tons register.

S. A. Moulton, Prince Rupert, B.C., is reported to have an order for the construction of 10 composite boats.

Port Arthur Shipbuilding Co., Port Arthur, Ont., has completed two trawlers for the Naval Service Department, which have already sailed. They are of the Castle class type, with the following general dimensions:—length, 125 ft.; beam, 23 ft. 4 in.; moulded depth, 13½ ft.; net tonnage, 116.3; gross tonnage, 294.5. They have one single end Scotch boiler and one triple expansion engine, developing 500 i.h.p. The company has completed four trawlers altogether this year and has six others to build, two of which



Two trawlers for Naval Service Department, just prior to launching by Port Arthur Shipbuilding Co.

time, declined to proceed except on a cost plus 10% basis. The contract was eventually cancelled.

Kingston Shipbuilding Co., Kingston, Ont.—The third trawler built by this company for the Dominion Department of Naval Service, was launched July 6.

Wm. Lyall Shipbuilding Co., North Vancouver, B.C.—A press report from Vancouver, July 15, stated that Montreal interests had placed a contract with the company for the construction of 24 wooden steamships. These vessels, it is said, will be of a slightly larger type than those now being built, being of 3,500 tons.

The company is building on its own account, 6 auxiliary powered schooners, which will be rigged with topsails, and three of them will be equipped with twin Atlas full Diesel engines, the other three having twin Fairbanks-Morse semi-Diesel engines. The vessels will be 235 ft. long at the water line, 44½ ft. beam and 20½ ft. moulded depth, with approximately 2,500 tons deadweight capacity.

Marine Construction Co. of Canada, Ltd., St. John, N.B., is reported to have laid the keel of a double deck steamship, about 200 ft. long over all.

McLennan Foundry & Machine Works, Ltd., is reported to be arranging to establish a shipbuilding plant on the Restigouche River at Duncans Point, N.B.

were expected to be launched before the end of July.

Prince Rupert, B.C.—W. P. Hinton, Vice President and General Manager, Grand Trunk Pacific Ry., Winnipeg, is reported to have announced that a contract has been closed for building five steel steamships at the Grand Trunk Pacific Ry.'s dry dock and shipbuilding plant at Prince Rupert, and that there is another order in prospect for five more. These will probably be of about 8,500 tons each. Negotiations have been proceeding for some time for leasing the plant to some U.S. interests, who are desirous of building steel vessels at Prince Rupert, but up to the time of writing, we have not been advised that the matter has been definitely closed.

T. Rawding, Allendale, N.S., has laid the keel for a 250 ton three masted schooner, and expects to begin work shortly on another schooner of 175 tons. The master builder in charge is R. McLeod, formerly of the Tuskent Wedge Shipbuilding Co.

Shelburne Shipbuilders, Ltd., Shelburne, N.S., are building a tern schooner 136 ft. long, and one of 150 ft. The first is expected to be launched in September and the second in November.

Songhees Reserve, Victoria, B.C.—It is reported that negotiations have been com-