Hastings. This section is 56½ miles long. On Rice Lake is the one time important lumbering and ore exporting point of Harwood, the terminus of an abandoned branch of the G.T.R. from Cobourg, which branch was formerly carried across the

## Fabricated Shipbuilding in Great Britain.

One of the most interesting but least known developments of the present ship-



S. S. War Tyee, for British Government, at Port Coquitlam, B.C., just prior to launching.

lake by a bridge, long since entirely swept away. From this lake the canal turns into the Otonabee River, which is followed through to Peterborough, where there is a large double lift lock. This stretch of lake and river navigation has a length of 32 miles. Following the course of the Otonabee River from Peterborough to Lakefield, 10 miles, the canal enters upon the series of lakes known as the Kawartha Lakes, terminating with Balsam Lake, which is the summit of the navigation. This stretch has a total length of 62 miles, and touches Bobcaygeon, Lindsay ,and Fenelon Falls. At Balsam Lake is the second of the large lift locks. From Balsam Lake the canal descends to Lake Simcoe, which is reached in 18.20 miles, near Groomsbridge. The canal gives an 8 ft. navigation throughout, but it is stated by some authorities that it will not be possible to maintain this throughout the season of navigation owing to possible lack of water at Bobcaygeon. The government plans are to complete the system of navigation through to Georgian Bay, by connecting Lake Simcoe with Lake Couchiching and the stretches of navigable water in the Severn River.

The project for the construction of a canal from Georgian Bay to Lake Ontario was conceived in the early days of the settlement of Ontario, and work was actually started on the canal in 1817. A report was made about 1848 by W. H. Baird, an engineer attached to the office of the commissioner of the projected waterway at Cobourg. He advocated the completion of the locks at Fenelon or Cameron's Falls, and the lock or dam at the outlet of Balsam Lake, at an estimated cost of \$27,000. component parts are transported to shipbuilding yards, assembled there, and put together as complete ships.

together as complete ships. It is pointed out that when the state undertook the reorganization of the United Kingdom's shipbuilding industry, the principle of standardization was naturally adopted because in mass production of a specific object the highest possible speed of output is obtainable. A series of standard ships were designed and contracts to build them were given out to the private yards of the country. As supplies of steel and labor increased and promised a margin over and above the requirements of the existing controlled shipyards, the idea was carried a stage further. The fabrication of ships was decided on and the necessary provision made. The aim of the Admiralty Deputy Controller's Department was still further to increase speed of production. As matters stood, all the shipbuilding yards, engine factories and boiler shops were largely occupied with standard ship work. There were, however, many other industrial establishments in the country doing work closely resembling shipbuilding and marine engineering. Among them were bridge building yards and land engine factories. The majority of them were in inland centers and remote from launching water; but, taken altogether, their resources were so great that it was felt that they ought to be used.

Fabrication solved the problem, and a ship was designed the material of which could be satisfactorily fabricated in the bridge yards. It is a bigger vessel than most of the standard ships, and there is not a curved frame in it. Size and weight of unit of construction are limited, so that transport is easy and powerful gear for placing it in position is unnecessary. To avoid the same difficulties as regards machinery supply, geared turbines have been adopted instead of reciprocating en-

Launching of s.s. War Tyee, for British Government, at Port Coquitlam, B.C.

building effort in which Great Britain has led the way is that of fabricated ships. A fabricated ship is a vessel, the component parts of which are manufactured in other than shipbuilding yards. These gines. Every part of the complete ship can, in fact, be fabricated in inland distablishments selected near the steel minwhich have never done ship or marine engine work, and can be transported by or-