

General Shipbuilding Notes Throughout Canada.

A. Boutilier & Co., Centreville, N.S., launched the s.s. *Frances Boutilier* at the end of December. The hull is of local wood, the general fittings being of Douglas fir. She is equipped with fore and aft engine, with cylinder 11 x 20 in., with large boiler and up to date machinery.

Burns & Kelliher, Halifax, N.S., have a wooden steamship of 1,600 gross tons under construction at Bayside, N.S., for launching in February. Her dimensions are: length 200 ft., beam 33 ft., depth 21 ft. She is of the 2-deck type, the upper one being flush, with officers' quarters amidships. The propelling machinery will consist of compound engines, with cylinders 21 and 40 in. diam., by 30 in. stroke. After launching, the hull will be towed to Halifax, where the machinery will be installed.

The Duffy-Blinn Co., Ltd., is reported to have been organized at Saulnierville, N.S., to build sailing vessels, and to have acquired a site for a shipbuilding yard there. It is stated that the company intends to confine its operations to coasting and fishing vessels of about 150 tons.

Esquimalt Ship Co. is reported to have contracts for building 4 wooden auxiliary powered schooners of 3,500 tons d.w. capacity each, and is said to be completing negotiations for the establishment of a shipbuilding plant on a site of 24 acres at Victoria, B.C.

Foundation Co., Victoria, B.C.—A recent press report stated that, in addition to the 20 wooden steamships which the company is building for the French Government, of which we have given details previously, it had received a large order

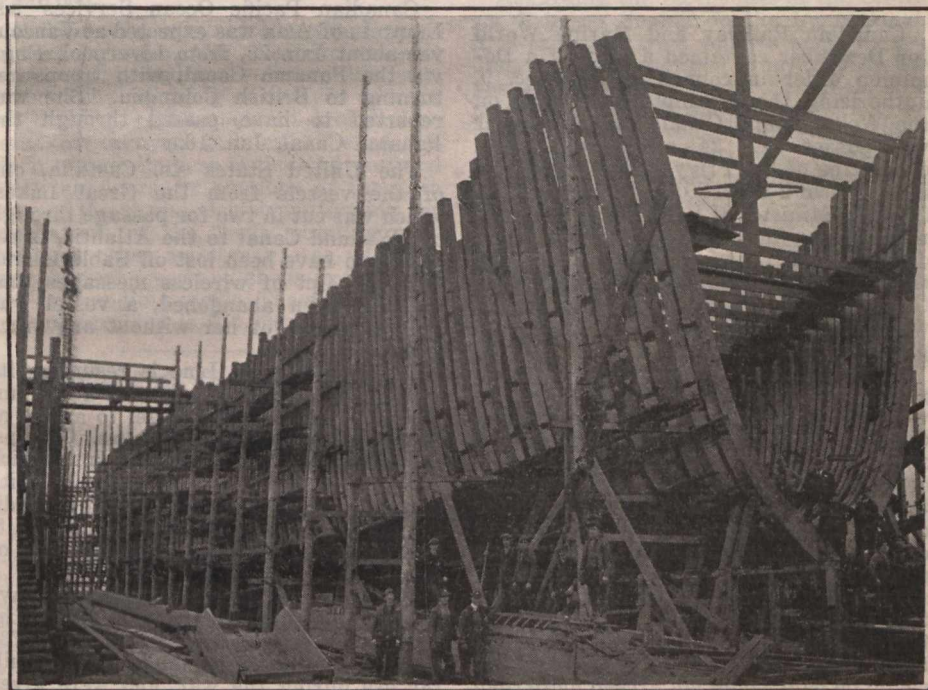
classed in the American Bureau for 12 years. She was built for A. Moulton, Halifax, N.S., and has since been sold to La Have parties. After launching, she was taken to St. John, N.B., where she loaded a cargo of lumber for Barbadoes.

T. H. McDonald, Meteghan, N.S., launched the barquentine *T. H. McDonald* Jan. 16. Her dimensions are: length over all, 221 ft.; length on keel, 176 ft.; beam, 40 ft.; depth of hold, 19 ft.; tonnage, 1,138 gross, 1,088 net.

The Nova Scotia Shipbuilding & Transportation Co. launched the tern schooner *Gordon T. Tibbo*, at Halifax, N.S., recently, for S. Tibbo & Co., Grand Banks, Nfld. The dimensions are: length over all 135 ft., beam 26½ ft., depth of hold 12 ft.; 250 tons register. She is classed with the American Bureau of Shipping for 12 years. The company has under construction a beam trawler for La Have interests, and has laid the keel for a three masted schooner for launching in the spring.

Oromocto, N.B.—It is reported that some British and local interests are concerned in a project for a wooden shipbuilding plant at this point.

Quebec Steel Shipbuilding Plant Rumored.—**T. M. Kirkwood**, formerly associated with Three Rivers Shipyards, Ltd., Three Rivers, Que., is reported to have stated that he is working on a project having for its object the establishing of a steel shipbuilding plant, with the accompanying rolling mills for the manufacturing of ships' plates, etc., at Quebec, and that he expects to receive orders for steel steamships from various allied governments, especially France and Italy. He is also reported to have stated that vessels would be built under subsidies from the Dominion Government. Among the statements reported is one that, in the establishing of such a plant, no time would be lost in waiting for machinery, as he is owner of two plants in other parts of Canada, machinery from both of which would be utilized in the present project. Another scheme with which Mr. Kirkwood was connected recently, was one for the establishment of a wooden shipbuilding yard at Quebec, and again, Dominion Government and local subsidies were to be the chief elements for the carrying out of the project. From statements made from time to time by the Minister of Marine, in enunciating his government merchant marine policy, it may be taken for granted that the Dominion Government has no present intention of subsidizing the building of steamships, either wooden or steel, by cash payments. The Quebec scheme, so far as it is at present outlined, is hazy, and the foundations on which it is based, are more or less supposititious. Presumably these consist chiefly of possible orders from foreign countries, for the filling of which the Dominion Government would be asked to grant licenses, and also of the granting of subsidies in cash, by local, provincial and Dominion authorities. No doubt foreign countries are quite willing to place orders for steamships, provided these can be financed satisfactorily, but whether the Dominion Government will license the building of steel steamships in Canada for foreign registry, in view of the present shipbuilding conditions in the Dominion, is questionable. The government has already stated that steel steamships may be built in Canada for Cana-



Hull for 3,000-ton wooden steamship, for French Government, under construction by Foundation Co. at Victoria, B.C.

Canadian Allis-Chalmers, Ltd., shipyard (near Bridgeburg), Ont., has completed a fourth slip at its yard. A press report that the company had received orders for three steamships, in addition to the four which it is building for the British Government, is, we are officially advised, incorrect.

Canadian-Chicago Bridge & Iron Co., Bridgeburg, Ont., is reported to be negotiating for 600 ft. of waterfront along the Niagara River, for the establishment of a dock and shipbuilding yard. It is reported that the company has a contract for the building of 12 steel cargo barges for the U.S. Navy.

The Dominion Shipbuilding Co., Toronto, launched a full sized canal freight steel steamship at its yard, Jan. 28. She was named *General Currie*, and is for private owners. She is of similar type to the s.s. *Le Quesnoy*, launched at the end of November, and is classed 100 A1 at Lloyd's, for trans-Atlantic service. Her dimensions are: length over all 261 ft., breadth moulded 43½ ft., depth moulded 28 ft. 2 in.; d.w. capacity, 4,300 tons. She is equipped with triple expansion engines 1,400 i.h.p., by John Inglis Co., Toronto.

for other similar steamships. We have been officially advised that the report is without foundation.

Halifax Shipyards, Ltd., Halifax, N.S., has made an arrangement with the city for the use of the city market building as a mould loft, pending the completion of its own shops. The space utilized is 150 x 50 ft., so that the work is proceeding in somewhat cramped quarters.

International Shipbuilding Corporation, Ltd., Newcastle, N.B.—A petition by a number of creditors for the winding up of this company was before a court at St. John, N.B., recently. A statement by the provisional liquidator showed that the Royal Bank of Canada held security for \$168,924. It was also stated that Job & Co., of Newfoundland and New York, had purchased a vessel to be built by the company, and had paid \$40,000 on account of the total purchase price of \$80,000. The company, of which F. H. McNaught, formerly Manager of the Maritime Foundry, Chatham, N.B., was Manager, has only been in operation about a year.

J. W. Kirpatrick, Eatonville, N.S., launched the schooner *Ella L. Williams* Jan. 17. She is 374 register tons, and is