

chosen by the Company to indicate the snowy whiteness of its manufacture.

The mills are the last word in completeness of construction and equipment. They occupy a very large area of ground, and form, in themselves, a highly imposing structure. Extensions to the plant, large as it already is, are in contemplation on a considerable scale.

#### A Record in Shipbuilding.

It has previously been pointed out that among the many advantages which the city of Three Rivers has to offer as a manufacturing location, the fact that it possesses a splendid harbor, at once deep and wide, with a wharfage of great length, and docks which are being constantly improved, is certainly not least important. It was in almost prophetic spirit that the early French pioneers sensed the advantages of the place that they called "Les Trois Rivieres," and that was known to the Indians as "Metaberontin" or "The Meeting of the Winds." They divined that, by reason of its fine harbor, it was a natural meeting place for the French traders. This harbor is already playing a big part in the commercial progress and prosperity of Three Rivers. It is destined, one cannot doubt, to play a bigger one yet.

Certainly one of the most interesting institutions which it fell to the lot of the writer, when he was at Three Rivers, to visit, was the plant of the Tidewater Shipbuilding Company Ltd. This company, of which Mr. A. A. Wright is president, and Mr. D. C. McKean is general manager, was formed as a direct subsidiary of the Canada Steamship Lines, which recognized the vital necessity of building as many ships as possible in this country, and which, in 1917, commenced the construction of the present plant with this object in view. The rapidity with which the work of construction proceeded is said to have constituted something like a record. It was not until August 1917 that it was definitely decided to build the plant, and by March of the following year shipbuilding operations were actually being carried on in their initial stages. In 1918 the large and commodious docks built as also the engine and boiler shop and many other of the plant's buildings.

#### Ships Which Have Been Built.

In that year one full-sized freighter and three steel trawlers were constructed, and by last year the plant had reached so advanced a stage that the rapid construction of steel merchantmen and engines was found feasible. In one of the accompanying illustrations is shown the steamship "Canadian Settler" of the Government Merchant Shipbuilding Company. Up to the present its yards have turned out no less than four fifty-one hundred ton steel cargo vessels for the Dominion Government and they are capable of building ships, either passenger or freight, up to ten thousand tons. The engine shop is admirable in its equipment and is capable of constructing marine engines of any size. As a matter of fact, the largest marine engines ever constructed in this country are being built in this engine shop at the present moment.

The plant is built throughout of steel, brick and reinforced concrete. It consists of a carpenter work-shop and planing mill; a mould loft; punch and shear sheds; a blacksmith shop; an electrical shop; a boiler shop; an engine and machine shop; office buildings and store-rooms. As has been stated, marine engines of any size can be constructed at the plant. This is owing to the excellence of the equipment of the engine and machine shop, which includes a thirty-five ton crane, a large wall planer, two huge lathes for turning heavy shafting, a large boring mill of the most up-to-date construction, and a variety of other machines. The boiler shop, which is equipped with railway tracks, contains a thirty-five ton travelling crane, an accumulator and hydraulic pumps of fifteen hundred pound pressure.

The shipbuilding industry is bound to boom large as a factor in the industrial progress of Three Rivers in the future. Just now the Tidewater Shipbuilding Company employs about 700 men. It has

been found necessary, Mr. McKean told the writer, to import quite a lot of the skilled labor from Toronto and Montreal.

#### Flourishing Iron and Steel Trade.

As early as the year 1733 the iron and steel industry flourished near Three Rivers. In fact, the first ploughs and scythes that were manufactured in Canada, as also the boiler of the first steamboat navigated on the St. Lawrence river, were turned out by the old St. Maurice Forges, distant about seven miles from Three Rivers. These forges manufactured all kinds of iron and steel goods from cannons to pots and shovels. Nothing of these old forges remains today, but it is interesting to know that one of the thriving industries of Three Rivers at the present time was flourishing in the vicinity nearly two centuries ago.

The Canada Iron Foundries Ltd., which also has plants at Fort William, Ont., Hamilton, Ont., and St. Thomas, Ont., has a plant at Three Rivers situate on the banks of the St. Maurice river. This plant, which covers an area of thirty acres, consists of a pipe foundry, with a capacity of 30,000 tons of pipe a year; a grey iron foundry, with a capacity of 15,000 tons of castings and brake-shoes a year; a machine shop equipped with modern machinery for doing all kinds of machine work; and a pattern shop for all kinds of pattern work. The number of employees is 500.

#### Some Other Thriving Industries

One of the oldest industries in Three Rivers is the coffin trimmings and casket factory of Girard and Godin. This was established in 1860, and was first operated to manufacture plated coffin trimmings, shrouds and linings, and in 1882 the manufacture of caskets was begun. This firm employs a large number of workpeople, its output is very big and it is certainly one of the important factors in the city's industrial life.

Then at Cap de la Madeleine the Soil Pipe and Filling Company operates a modern plant. This firm is engaged in casting soil pipe and employs over 100 men.

A refrigerating plant commenced operating at Three Rivers last summer.

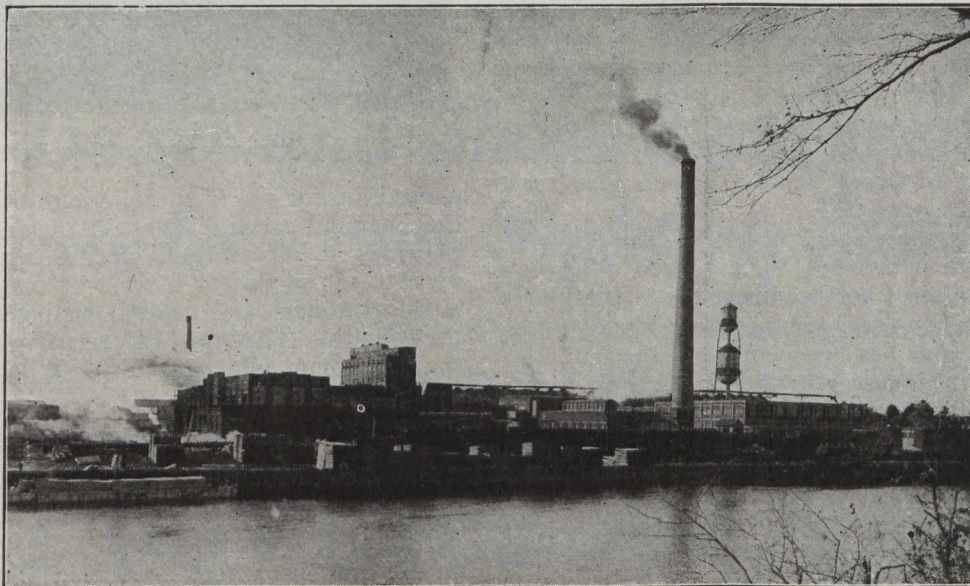
A modern grain elevator, capially constructed and equipped, has just been completed and opened by Mr. N. L. Jourdain. This is located on Bureau Wharf and has a capacity of 40,000 bushels of bulk grain.

The Tebbutt Shoe and Leather Company Ltd, which has been established nearly a quarter of a century, operates a factory near the Canadian Pacific Railway station. It has a very large weekly output and its employees number some hundreds of men.

A very big plant is shortly to be erected at Three Rivers by the Three Rivers Pulp and Paper Company, Ltd., of which Mr. Noah A. Timmins is president. This enterprise is a proposition of the Hollinger Gold Mines, associated with which in it are the lumber interests of John Breakey Ltd. The initial capacity of the mill will be 100 tons a day and the Company has secured timber limits of 787 square miles containing some 4,000,000 cords of spruce and balsam pulpwood.

#### A Great Future in Store.

The day is not far distant — it will come within the next eight or ten years unless the present writer is very seriously mistaken — when the city of Three Rivers will contain a population of 50,000 souls; when double the number of plants at present operating there will be in full blast; and when its harbor will have many times the amount of tonnage that it has today. It is a city which, to all appearances, nothing can hold back. Its industries, at once varied and multitudinous, are such as are readily capable of expansion, and such as are bound to expand. New industries will be planted, to the city's great benefit, in a location so ideal for nearly all manufacturing purposes. And (not least important) a true progressive spirit informs and inspires the place.



Plant of the Wayagamack Pulp & Paper Company.