

## Ships and Shipping in Canada

### Shipbuilding Notes

The Tidewater Shipbuilding Co. of Three Rivers, Que., has launched the Canadian Settler, a 5,100 ton steel freighter, built to the order of the Canadian Government. Not only the hull, but the boilers, engines and most of the machinery with which the vessel is equipped were built and installed by the Tidewater Co.

The Collingwood Shipbuilding Company has been awarded contract for two additional steel freighters of 3,750 tons each by the Canadian Government. Price is reported to be in vicinity of \$180 per ton.

The Davie Shipbuilding Co. of Lauzun, Que., has launched the Canadian Trapper, of 5,100 tons to the order of the Government. The work of installing the machinery is expected to occupy the winter and employ some 400 men.

The new Imperial Munition Board Steamer, War Moncton, has made her trial trip successfully. The keel of the War Moncton was laid on Aug. 29, 1918, and she was launched on May 29, 1919. She is 250 feet long with a gross tonnage of 2,300 tons, and is classed A1 Lloyd's, twelve years. Her engines are triple expansion, developing 1,000 horsepower and were built by the Canada Bridge Co., Montreal.

The erection of a ship fitting-out plant to cost approximately \$1,000,000 which will employ 1,500

to 2,000 men, is said to be assured by the sale of a large piece of waterfrontage on Burrard Inlet, B.C. The sale was made to a local shipping firm, which, it is understood, is backed by New York capital. Rumor connects the name of John Coughlan, head of the Coughlan shipyards, with the purchase. The property comprises 200 feet of waterfrontage adjoining P. Burns' packing plant. It has a depth of 555 feet to the C.P.R. main line. Work will commence without delay on the preparation of the property for the erection of the buildings.

The Coughlan Company has launched the War Chariot, the last of the 8,800 ton freighters being built for the Imperial Munitions Board. The hull was practically ready a year ago, but was damaged in the fire at this shipyard. The company has all four keels laid for the 8,100 ton freighters it is building for the Government, and plans simultaneous construction.

It is understood the Government are awarding contracts for four additional ships of the 8,800 ton class to British Columbia shipyards to prevent unemployment which would otherwise arise from the completion of the vessels now in course of construction or approaching completion. The price is believed to be \$160 per ton.

#### "Commercials" on Warships.

The war has been responsible for the sweeping away of many traditions and established usages—and the end is not yet. Sir Hamar Greenwood, as head of the Department of Overseas Trade, made an announcement at a meeting of the Association of British Chambers of Commerce recently, says "Canada," which was calculated to make many an ancient mariner turn in his watery grave.

One of the many difficulties with which British business men are faced at the present day is that of securing passages overseas for their representatives. With an originality and heedlessness of consequences worthy of his Canadian birth, Sir Hamar Greenwood has taken bold steps to overcome it. He suggested to the First Lord of the Admiralty that he should be allowed to put commercial travellers and representatives of British business firms on every warship that sailed abroad. To this proposal Mr. Walter Long himself has agreed, but it remains to be seen whether it will be possible to convince the Lords and the Board of the Admiralty that, in Sir Hamar's words, "they can serve the Empire in no better way than by sending commercial travellers to the end of the world." If ever there was a case of the end justifying the means, this is surely one.

#### Fads and Fundamentals.

The spelling and writing of many children who have spent years at school are the lament of em-

ployers and discerning parents. A Toronto trustee who has visited 75 per cent of the schools of the city, says he found the pupils "running around catching bugs and mounting plants and butterflies." Another trustee complains of the overloading of the curriculum with "frills and fads," instancing the sewing of buttons on dolls' dresses and the "making of some little dish of stuff over a single gas burner." No doubt there are attractive arguments for all these features, but time devoted to them is ill-spent in the case of the pupil who emerges from school so deficient in spelling, writing, reading, and arithmetic as not to meet the demands of a business office, to say nothing of education for its own sake.

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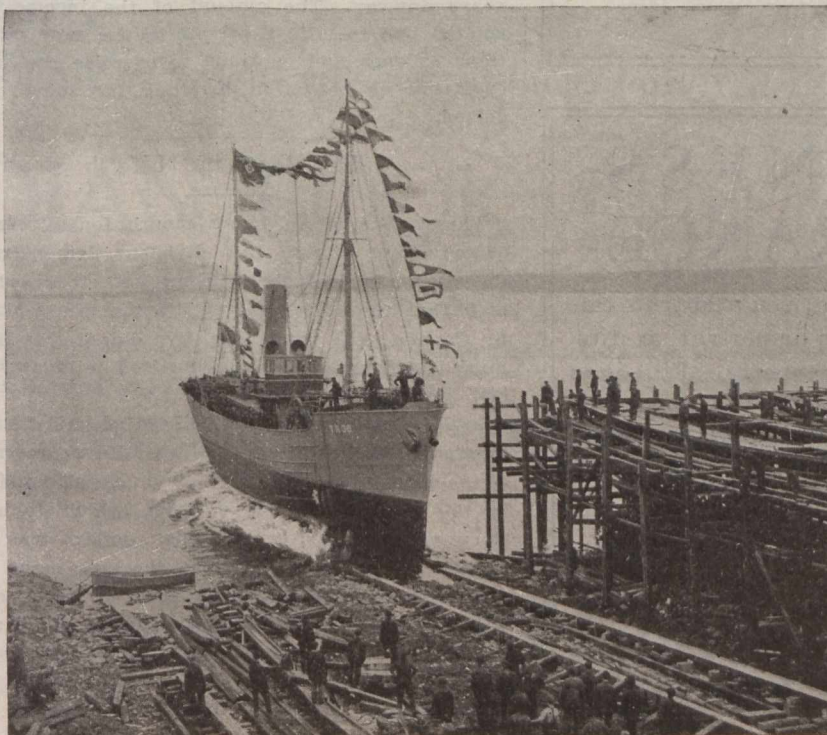
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