

shipbuilders and engineers, as men have been trained, who before the war had no knowledge whatever of the work, and today the result is being clearly shown in the building of ships for the Dominion Government Merchant Marine.

Geodetic Survey Work During 1918.

The Interior Department's Geodetic Survey Branch had, during 1918, co-operation of an international character in war service of some importance. At the

waters available as a naval base for allied fleets, and the positions of numerous points and lighthouses to control the accuracy of this survey were furnished by the operations of the Canadian party.

At the commencement of the war, when the presence of German cruisers was feared in the North Pacific, a Geodetic Survey party in Dixon Entrance and Hecate Strait was able to render some assistance to the naval authorities at Prince Rupert. As the survey had parties on prominent points on the outlying islands, the connecting of these points with Prince Rupert was of great importance in keeping the authorities there acquainted with what might be transpiring on the nearby waters.

The activities of the Canadian Geodetic Survey during 1918 were confined to work of strictly economic importance. Besides the operations mentioned above, triangulation surveys were extended in New Brunswick eastward toward Nova Scotia to fulfil requests made by the Militia Department for the geographic position of points to control the accuracy of its topographic maps in the Halifax vicinity. Reconnaissance surveys were also extended in the direction of Sydney, N.S., at the request of the same department. Smaller surveys were undertaken in the St. John, N.B., and Moncton, N.B., vicinities, at the request of the Geological Survey's Topographic Division.

On the lower St. Lawrence River one party was engaged on primary triangulation, determining also the position of lighthouses and church spires used in connection with the mapping operations of the Naval Department's Survey.

In British Columbia there was another example of international geodetic co-operation. The Canadian Geodetic Survey's engineers continued the projection



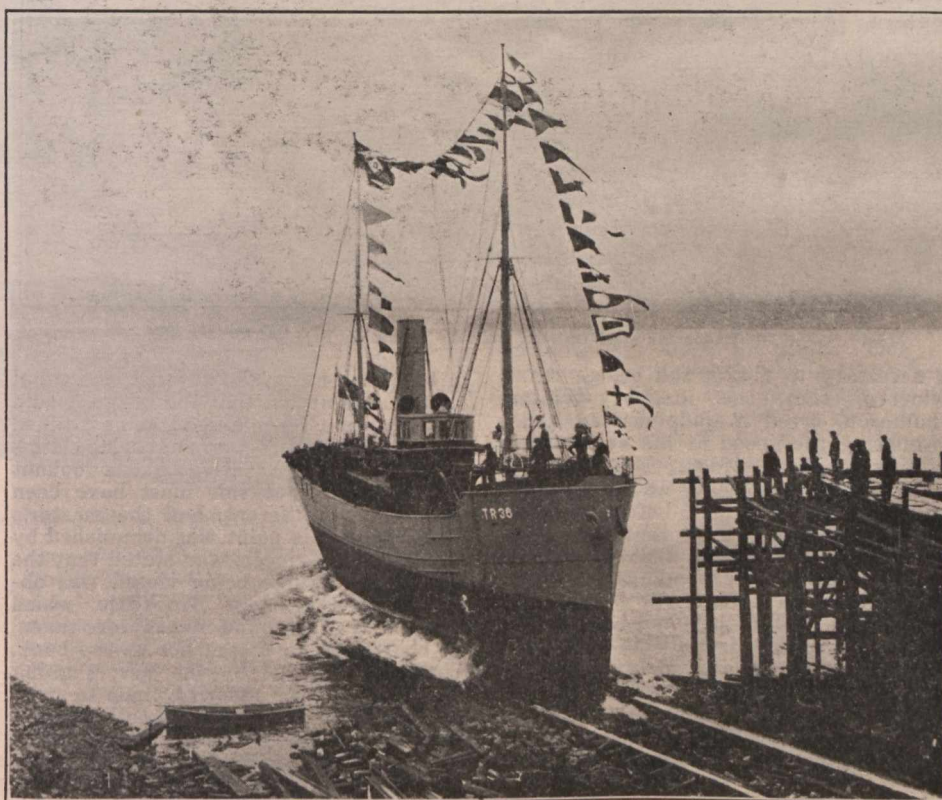
Wooden steam drifter, built by Canadian Vickers, Limited.

Innumerable difficulties were encountered and overcome, and the carrying out of this large programme of ship construction which has been going on almost unnoticed, reflects the greatest credit on the organization, workmen, and all concerned, and speaks volumes for what Canada is able to do in the construction of ships for war purposes.

Although constructed primarily for war purposes, these vessels may now be used as fishing vessels and will prove of great value for this purpose for many years to come. Thus the money invested in them will have a marked effect in stimulating the great industry engaged in turning to account the food resources of the sea.

Editor's Note.—In connection with the foregoing, it may be mentioned that while, for obvious reasons, complete details could not be published when the trawlers and drifters were ordered, Canadian Railway and Marine World was able, in April, 1917, to publish information as to the numbers ordered and to give a pretty complete general description of their types, with illustrations. That article was the first published in connection with the orders and was very favorably received, and widely quoted.

The Gaspé Shipbuilding & Trading Co., Ltd., has been incorporated under the Dominion Companies Act, with \$75,000 capital and office at Gaspé, Que., to build, deal in, and operate steam and other vessels, and to carry on a general navigation business, and transport passengers and freight. The incorporators are: A. Lacouvé, master mariner; H. J. Hyman; T. H. Jopling; J. Baker; R. H. Gould; R. Coffin, mariner, and H. S. Leboutillier, insurance and shipping agent, all of Gaspé.



Completed steel steam trawler, being launched by Davie Shipbuilding & Repairing Co.

request of the United States Coast and Geodetic Survey a party was detailed for triangulation work on the Atlantic coast. A wire drag survey was carried on by the U.S. organization to make certain

of an arc of primary triangulation along the British Columbia coast from the Juan de Fuca Strait to Dixon Entrance. The U.S. Coast and Geodetic Survey having undertaken an extension of this work to