

knots; delivery, Jan., Feb., Mar., May, and July, 1918.

Midland Drydock Co., Midland, Ont., 3 vessels, each 3,400 tons dead weight; draught, 19½ ft. to 19 ft. 10 in.; mean sea speed, 10 knots; delivery, 1 in July, 1918, 2 before close of navigation, 1918.

Nova Scotia Steel & Coal Co., New Glasgow, N.S., 1 vessel, 1,800 tons dead weight; draught, 17 ft. 1½ in.; mean sea speed, 9½ knots; delivery, July, 1917; 1 vessel, 2,400 tons dead weight; draught, 17 ft. 4 in.; mean sea speed, 8½ knots; delivery, Jan., 1918.

Polson Iron Works, Toronto, 6 vessels, each 3,500 tons dead weight; draught, 19¾ ft.; mean sea speed, 10 knots; delivery, 2 in June, 1918, 2 in July, 1918, and 2 before close of navigation, 1918.

Port Arthur Shipbuilding Co., Port Arthur, Ont., 1 vessel, 4,200 tons dead weight; draught 22 ft. 10 in.; mean sea speed, 10 knots; delivery, Aug., 1917; 5 vessels, each 3,400 tons dead weight; draught, 19¾ ft.; mean sea speed, 10½ knots; delivery, 1 by close of navigation, 1917, 1 in June, 1918, 2 in Aug., 1918, and 1 before close of navigation, 1918.

Wallace Shipyards, Ltd., North Vancouver, B.C., 1 vessel, 4,500 tons dead weight; draught, 22½ ft.; mean sea speed, 10 knots; delivery, June, 1917; 2 vessels, each 4,600 tons dead weight; draught, 22½ ft.; mean sea speed, 10 knots; delivery, Dec., 1917, and Aug., 1918.

Steel Steamships Authorized to be Built For Neutral Owners.

As previously stated in Canadian Railway and Marine World, the Dominion Government, last year, authorized 20 vessels to be built for delivery on completion, to neutral owners, 18 for Norway, and 2 for the United States. The present position in regard to these is as follows.

Canadian Vickers, Ltd., Montreal, 2 for Norway. These will be requisitioned for the British Government.

J. Coughlan & Sons, Vancouver, 3 for Norway. Only one was contracted for and this will be requisitioned for the British Government.

Nova Scotia Steel & Coal Co., New Glasgow, 2 for Norway. No contracts were entered into. The company has sold to the British Government one vessel, War Wasp, which it built on its own account. It has started another for the government and will build a third, the disposition of which has not yet been decided.

Polson Iron Works, Toronto, 4 for Norway. These will be requisitioned for the British Government.

Port Arthur Shipbuilding Co., Port Arthur, Ont., 3 for Norway. At least 2 of these will be requisitioned for the British Government.

Thor Iron Works, Toronto, 2 for the United States. It has not been decided whether these will be requisitioned or not.

Wallace Shipyards, Limited, North Vancouver, 4 for Norway. No contracts were entered into, but one steel steamship was built for Japanese owners and was sold, presumably, to the British Government, and named War Dog. The company has contracts for 3 more steel steamships from the board.

SHIPBUILDING NOTES.

Canada West Coast Navigation Co.'s auxiliary ship Jessie Norcross, completed recently at North Vancouver, has been chartered to convey 1,600,000 ft. b.m. lumber from British Columbia to Adelaide.

Canada West Coast Navigation Co.'s seventh auxiliary ship, Janet Carruthers, was launched from the Wallace Shipyards, North Vancouver, June 28. The launching took place at midnight, which is somewhat of a novelty, even for war time.

The American Shipbuilding Co. has completed a full Welland canal size steamship, at Superior, Wis., named Poitiers, for the Cie. des Chemins de Fer d'Orleans, Paris, France. She is sister vessel to the s.s. Toulouse built there for the same owners, and launched in April.

The Yarmouth Shipbuilding Co., Ltd., Yarmouth, N.S., held its first official meeting recently and elected the following officials and directors: Capt. A. Cann, President; John D. Kirk, Vice President; George R. Earl, Secretary-Treasurer; and H. S. Crowell, L. C. Gardner, George Kilham and Donald Cann, directors.

The Dominion Bridge Co., Lachine, Que., is reported to be working in conjunction with Sir Wm. Beardmore & Co., shipbuilders, admiralty contractors and armament makers, Glasgow, Scotland, with a view to jointly establishing a shipbuilding yard in Canada, for which the Dominion Bridge Co. has practically all the equipment necessary. The greatest difficulty about going ahead appears to be the uncertainty of being able to secure the steel necessary for shipbuilding.

Auxiliary Schooner Building in British Columbia.—The fifth auxiliary schooner to be built by Cameron-Genoa Mills Shipbuilders, Ltd., is in an advanced stage, and it is expected will be launched shortly, and named Jean Steedman. The keel of a sixth has been laid, and when the sixth is completed, the contracts for six of these vessels, two for Canada West Coast Navigation Co., and four for subsidiary of allied interests under the management of H. W. Brown & Co., Vancouver, will be finished. All the vessels for Canada West Coast Navigation Co. are registered at Vancouver, and those for the subsidiary companies are to be registered at Victoria.

Regarding vessel building for the Dominion Government, Sir James Loughheed announced in the Senate, recently, that contracts had been awarded for the construction of two wooden auxiliary sailing vessels of about 2,500 tons each, at an approximate price of \$230,000 each, for service between the Pacific and Atlantic coasts. These contracts have been awarded to Wallace Shipyards, Ltd., and Harrison & Lamonde Shipbuilders, Ltd., Vancouver, B.C., respectively.

Transfer of Canadian Vessels Stopped.

—Following the recent regulation by the British Government stopping the transfer of the registry of British vessels, from ports inside, to ports outside, the United Kingdom, an order in council has been passed, at Ottawa, providing that no application for the transfer of the registry of a British ship from a port of registry in Canada to a port of registry outside of Canada, shall hereafter be made or granted without the written consent of the Minister of Marine and Fisheries.

Vessel Draught for Sault Ste. Marie Canals.—The upbound draught for vessels passing through the U.S. lock has been increased to 20¼ ft., and the draught for downbound vessels passing through either the N.S. or Canadian canals to 20½ ft. The upbound draught for Lake St. Clair remains as before, 20¼ ft., while the downbound draught has been increased 2 in.

Government Shipbuilding in the United States.

Maj.-Gen. Goethals, General Manager, U.S. Shipping Board, Emergency Fleet Corporation, announced, on July 13, that contracts for 348 wood ships have been let or agreed upon, with a tonnage capacity of 1,218,000 tons, at a cost completed of approximately \$174,000,000. In addition, there are under negotiation contracts for about 100 wood ships. Contracts for 77 steel ships have been let or agreed upon, with a tonnage of 642,800 tons, at a cost of approximately \$101,660,356. There are thus provided 425 ships of all sorts, with an aggregate tonnage of 1,860,800, at a cost of approximately \$275,000,000, besides 100 more wood ships under negotiation. He will continue to let all contracts for wood ships (of design approved by the corporation's naval architect) which he can secure from responsible bidders.

He also made the following statement: "My main reliance for getting the greatest amount of the most serviceable tonnage in the shortest time will be on the construction of fabricated steel ships of standard pattern. For that purpose I shall use to some extent the existing yards. On July 16, I shall offer contracts for the building of two plants (to be owned by the government) for the construction of fabricated steel ships, to produce 400 ships of an aggregate tonnage capacity of 2,500,000 tons within the next 18 to 24 months. For the building of these two yards and the construction of ships in them I shall offer as compensation to the agents who undertake the work a fee of approximately 6% of the total cost of the work, with rewards for savings on cost and for speed in delivery. Provision will be made for decreasing the fee to prevent unnecessary cost. The contracts will give the government the benefit of government-fixed commodity prices and will provide for cessation of work at any time, so that the appropriation may not be exceeded. Options will be given to the contractors to purchase the plants at arbitrated values on the completion of the work. The design of the ship and the plans of the yards are ready, the distribution of the work of furnishing the material and of fabrication is arranged.

"On July 16, I shall deliver to shipbuilders a general statement of the programme which I have long been maturing for commandeering ships now under construction for private account (such ships having an aggregate tonnage considerably in excess of 1,500,000 tons). The essence of this programme is to commandeer all such ships and expedite their construction by adding labor and cutting out refinements. By thus federalizing each yard, giving it government help and putting it on a speed basis, we shall produce its greatest efficiency. As fast as the berths are cleared each yard will be devoted to the production of a single type of tonnage."

On July 24, it was announced that, owing to differences between the Chairman of the U.S. Shipping Board, Wm. Denman, and the General Manager of the Emergency Fleet Corporation, Maj.-Gen. Goethals, the former had resigned, at President Wilson's request, and the latter's resignation had also been accepted. E. N. Hurley, Chicago, formerly Chairman of the Federal Trade Commission, has been appointed Chairman, U.S. Shipping Board, and W. L. Capps, Chief Constructor of the Navy, General Manager, Emergency Fleet Corporation.