

CUNARD ANCHOR ANCHOR-DONALDSON

REGULAR SERVICES TO GLASGOW.

From—		
Portland.....	Cassandra	Apr. 9
SUMMER SAILINGS 10 A.M.		
Montreal.....	Saturnia	May 1
Montreal.....	Cassandra	May 15
Montreal.....	Saturnia	June 5
Montreal.....	Cassandra	June 19
Montreal.....	Saturnia	July 10

TO GLASGOW via MOVILLE

New York.....	Columbia	Mar. 13
New York.....	Columbia	Apr. 17
New York.....	Columbia	May 22

TO LIVERPOOL.

New York.....	Carmania	Apr. 10
New York.....	Kais. Aug. Vict.	Apr. 24
New York.....	Carmania	May 15
New York.....	Caronia	May 22
New York.....	Kais. Aug. Vict.	May 29

TO PLYMOUTH, CHERBOURG & LIVERPOOL.

New York.....	Caronia	Mar. 22
New York.....	Caronia	June 26

TO PLYMOUTH, HAVRE, SOUTHAMPTON.

New York.....	Royal George	Apr. 14
New York.....	Royal George	May 19

TO CHERBOURG & SOUTHAMPTON

New York.....	Mauretania	Mar. 20
New York.....	Imperator	Apr. 10
New York.....	Mauretania	Apr. 17
New York.....	Imperator	May 8
New York.....	Mauretania	May 16
New York.....	Imperator	June 5

TO PLYMOUTH AND HAVRE.

New York.....	Saxonia	May 12
---------------	---------------	--------

TO PLYMOUTH AND HAMBURG.

New York.....	Saxonia	Apr. 10
---------------	---------------	---------

TO PATRAS, DUBROVNIK AND TRIESTE

New York.....	Pannonia	Mar. 31
---------------	----------------	---------

For rates of passage, freight and further particulars apply to local agents or

THE ROBERT REFOR CO., LTD.

GENERAL AGENTS
20 HOSPITAL STREET
23-25 ST. SACRAMENT STREET
MONTREAL, P. Q.

MARCONI WIRELESS APPARATUS

Installed—Operated—Maintained

Contractors to Canadian, Newfoundland and British Governments

MARINE SWITCHBOARDS

Made and installed

THE MARCONI WIRELESS TELEGRAPH COMPANY OF CANADA, LIMITED,

173 William Street, Montreal.

BLACK DIAMOND

FILE WORKS

Established 1863. Incorporated 1897.
Highest Awards at Twelve International
Expositions, Special Prize, Gold Medal,
Atlanta, 1895.

G & H. Barnett Co.

PHILADELPHIA, Pa.

Owned and Operated by
NICHOLSON FILE COMPANY.

DOMINION COAL COMPANY Limited

"DOMINION"
and
"SPRINGHILL"



BITUMINOUS
STEAM and
GAS COALS

GENERAL SALES OFFICE
112 ST. JAMES ST. MONTREAL

Wooden Shipbuilding Practically Ended

Four yards on the mainland of British Columbia, including those at North Vancouver, Coquitlam and New Westminster, are closed already, while the two yards on Vancouver Island, the Foundation Company's, which has been engaged on large contracts for the French Government, and Messrs. Cholberg's yard, also will close down within the next few days. Nearly 5,000 men have been thrown out of employment by the cessation of this industry. For long there have been expressed optimistic views with regard to the wooden shipbuilding industry.

Many thousand tons of wooden shipping have been turned out during the last two years, and at one time there was every expectation that further orders would be secured. In some cases, it must be admitted, the ships have not proved satisfactory, but as has been pointed out before, this was due largely to the fact that, in the stress of war conditions, insufficient time was allowed for seasoning the timber.

The immediate outlook for steel shipbuilding is more satisfactory, but so far there does not appear to be much hope of sufficient orders materializing to set the industry on a permanent basis. No definite announcement has yet been made from Ottawa, but there seems to be assurance that Coughlan's yard will be given contracts for four steel ships of 8,100 tons for the Dominion Government, and that Wallace's yards will secure two contracts for 5,100-ton vessels. There is thus work in sight for a few months longer for both these yards, and the serious situation which would arise if the workmen, numbering more than 3,000, of these plants were added to the unemployed, will be avoided for the present.

It may be recorded here that Coughlan's yard has built for the Imperial Munitions Board ships to the value of over £3,000,000 during the past two years, one-quarter of the board's shipbuilding program in the Dominion of Canada.

The Coughlan interests have already commenced work on a modern ship repair plant on Burrard Inlet, in addition to which they hope to secure the contract under the Dominion Government subsidy act, for the construction of a modern graving dock. The repair plant will include a

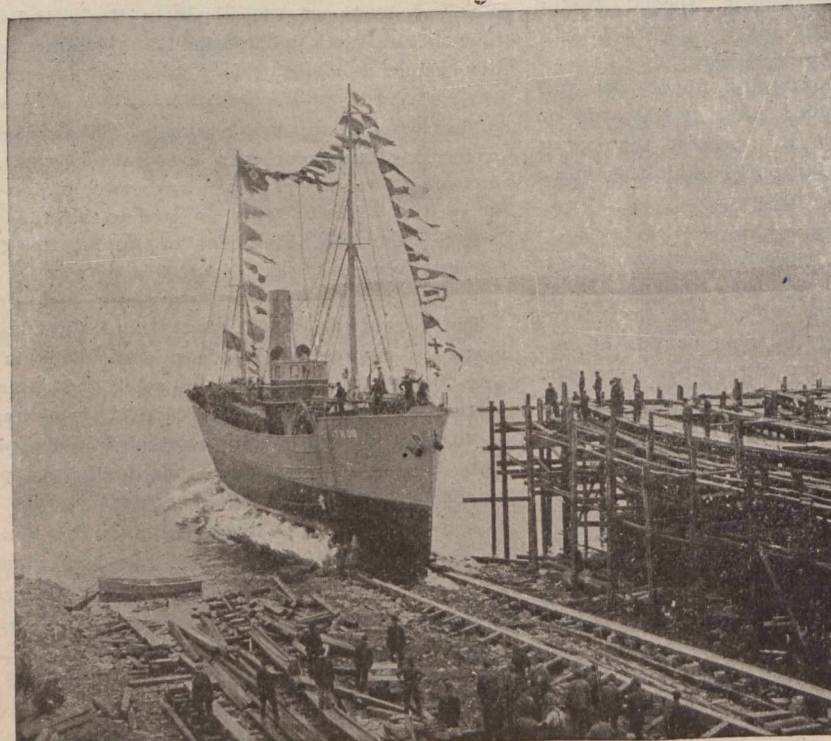
slipway capable of handling vessels up to 9,000 tons deadweight, and is to be completed within fifteen months. The graving dock is the second unit of the work. It will be 700 feet long and 110 feet wide, and thus would accommodate almost any ship which could pass through the Panama Canal.

The Dominion Government is building a large dock at Esquimalt, which, it is presumed, will serve the needs of the North Pacific squadron, which is expected to be stationed on this Coast, while the Vancouver dock would cater for the needs of commercial shipping. Shipping interests have been promised so often in the past that the construction of a modern dock of large size would be commenced in the immediate future that they are somewhat skeptical of any such proposals. The need for the dock is very real and it is hoped that the near future will see the work begun.

A New British Marine Oil Engine.

A new type of marine oil engine has been introduced by a leading firm of engineers and shipbuilders in Great Britain. The ordinary type of oil engine has a single piston in each cylinder; this piston compresses a mixture of air and oil vapour against the end of the cylinder, and the consequent ignition forces the piston outwards and thus provides the driving power of the engine. In this new type the ignition takes place between two pistons in one cylinder, forcing the pistons apart. Each piston is connected to the crank shaft—an arrangement which gives a very even turning movement to the shaft. Other advantages are claimed, including a very marked saving in space, which is very important on board ship, and improved "scavenging" (clearing the products of combustion out of the cylinder). The design lends itself to the replacement of steam engines in ships without alterations of the shaft or propellers, as the double piston arrangement gives the low propeller speed of 110 revolutions per minute with an actual piston speed of 450 feet per minute, equivalent to 900 feet per minute in the ordinary type of oil engine. Two 1000 horse power engines of the new type are at present under construction.

Davie Shipbuilding & Repairing Co., Ltd, Lauzon, Levis, P.Q.



TRAWLER
LAUNCHED
AT OUR
YARD