

operated recently by this company for building wooden steamship hulls, for the British Government, under orders from the Imperial Munitions Board, has been sold, and that it will be remodelled and equipped to build steel steamships under the management of Haley and Christian.

The Port Arthur Shipbuilding Co., Port Arthur, Ont., in addition to building the steel cargo steamships for the Marine Department, which are referred to under "Canadian Government Merchant Marine Ltd.," on another page, completed early in 1919, four trawlers for the Naval Service Department, which were commenced late in the autumn of 1918. The company, during 1919, repaired over 30 ships, over 20 of which had to be docked. Although in 1918 the company turned out six 3,400 d.w. ton steel cargo steamships and 6 trawlers, and a tug, 13 ships in all, as against 8 in 1919, a lot of the

to build a number of wooden sailing vessels, provided some government assistance was given. The proposal was made by J. O. Cameron, President of the company, that it would build 2 such vessels, and that H. C. Hansen would build 2, and he is reported to have stated that plans were in course of preparation, and that it was expected orders would be received to proceed within a few weeks. D. O. Cameron, of the same company, is reported to have stated that the matter was merely a proposal laid before the minister, with the object of trying to get some government assistance for the revival of wooden shipbuilding, and that it would be impossible to build vessels without such assistance.

Wallace Shipyards Ltd., North Vancouver, B.C., laid the keel recently for a steel steamship for the Union Steamship Co. of British Columbia, and it was

## Projected Harbor Improvements at Vancouver, B.C.

In connection with the recommendations placed before the Vancouver Harbor Commission, for a number of improvements in the harbor, as outlined in our last issue, we are officially advised that the Vancouver Harbor Commissioners have submitted to the Marine Department, a proposal to purchase the necessary site and to build thereon a modern pier 1,200 ft. long, with double deck sheds and the latest loading and unloading devices. Among other matters submitted for approval, are, the operation of a car ferry service between Vancouver and North Vancouver, and a proposal for terminal railway construction.

A Montreal press dispatch of Dec. 11, stated that the Vancouver Harbor Commissioners and the Dominion Government had approved of the general scheme of harbor development for Vancouver as prepared by A. D. Swan, M. Inst. C.E., Montreal, and that the commissioners, after an extended tour of harbors in eastern Canada, and in the United States, had authorized Mr. Swan to prepare plans and specifications, so that tenders may be asked as early as possible, for the first unit, which will consist of deep water accommodation, by the provision of 4 modern steamship berths with 2-story reinforced concrete sheds, equipped with mechanical devices for handling cargo, the estimated cost of the work being about \$5,000,000.

The Marine Department at Ottawa, advised Canadian Railway and Marine World, Dec. 18, that up to that date none of the harbor commissioners' proposals, as outlined above, had been approved.

**A Novelty in Ship Repair**—The British Government has completed, at its Chatham dockyards, the joining together of the bow of the destroyer Zulu and the stern of the destroyer Nubian, thus making a new vessel out of the wrecks of two. Both vessels were damaged by mines, during the war. The new vessel has been named Zubian.

The Convoy Steamship Co. Ltd., has been incorporated at Halifax, N.S., to own and operate the s.s. War Convoy, one of the steel steamships of 8,800 d.w. tons, built by J. Coughlan & Sons, Vancouver, B.C., for the British Government, under orders from the Imperial Munitions Board. The name of the vessel has been changed to Willdomino.

The Canadian National Rys. Train Ferry Steamship Scotia running between Mulgrave and Point Tupper, N.S., ran aground Dec. 5 at 5 a.m. while transferring the night express passenger train for Sydney across the Strait of Canso. The ferry was released on the following day without damage and the service was resumed.

**Tide Tables for Eastern Coast**, including the St. Lawrence River and Gulf, Bay of Fundy, Northumberland and Cabot Straits, have been prepared by the Tidal and Current Survey, Naval Service Department, under the superintendence of W. Bell Dawson.

The St. Lawrence Navigation Season of 1919 was officially closed Dec. 10, so far as ocean shipping was concerned, with the departure of the Elder Dempster and Co.'s s.s. Bassa. The Canadian Government Merchant Marine Ltd., s.s. Canadian Planter, just completed by Canadian Vickers Ltd., left for Quebec, to take on cargo, Dec. 12.



Steamship Troja, after having been repaired by Halifax Shipyards Ltd.

1918 work was done under war rush conditions and entailed a lot of overtime work. During 1919 the plant was steadily busy and the increased amount of repair work done over 1918 was large, so that the number of employes throughout 1919 was within about 200 of the number employed in 1918.

**Prince Rupert Dry Dock and Engineering Co., Prince Rupert, B.C.**—The Grand Trunk Pacific Coast Steamship Co.'s steamships, Prince Rupert, Prince George, Prince Albert and Prince John, will, each in turn, be overhauled at this yard, during the winter. The s.s. Prince Rupert was withdrawn from service, for that purpose, towards the end of December.

**Victoria, B.C.**—When the Minister of Finance was in British Columbia recently, a plan was outlined by the Cameron Lumber Co., by which it would undertake

announced that the builders hoped to launch the ship by the end of January. All the material, including the engines, is on the ground, and no delays are anticipated. The steamship will be 173 ft. long, and approximately 800 d.w. tons.

Vancouver Steamship Co. Ltd., has been incorporated under the British Columbia Companies Act with \$2,000,000 authorized capital and office at Vancouver, B.C., to own and operate steam and sailing ships, and to carry on a general navigation and transportation business.

The British Government is reported to have allotted the German steamship Kronprinz Friedrich Wilhelm, one of the vessels taken over from the enemy, to Canadian Pacific Ocean Services Ltd., to replace the s.s. Melita, which has been requisitioned to return troops from Great Britain to India.