



Hantsport-on-Avon, N. S., August 25.

**W**HILE a burnished brass sun burned the pitch pine from her new decks, the 1,000-ton, four masted schooner Margaret F. Dick slipped smoothly down her tallow coated ways at the North Shipyards here yesterday afternoon. Not since the last century has such a ship been launched from a Hantsport shipyard. Yet there was a period when the fame of the Hantsport clipper was heard in every port. From Singapore to Bergen, and from Halifax to Archangel, these square rigged sturdy, fast sailing and splendidly seaworthy ships were regularly slipped into the same waters of the Avon.

The Margaret F. Dick typifies the renaissance of the Nova Scotia ship-building industry. Built by Fauquier & Porter, in the yards where for half a century the firm of North, father and son, have turned out ships which ranked with the best the world could produce, the schooner has a deadweight capacity of 2,000 tons gross. She is the largest schooner yet turned out of a Nova

Scotia yard since the revival of the wooden shipping industry. Her frames are of black birch and Bay Shore spruce. Her beams are of British Columbia fir, and the forests of the Pacific coast have contributed also to the making of her keelsons which are of Oregon pine, as also are her masts, measuring 96 feet. Her stem and stern posts and her planking are also of B. C. fir.

The keel was laid on the 10th of November, 1917, so that she represented nine months and two weeks of expert labor by a group of men which has numbered from 75 to 120. She will carry, in addition to her sailing rig, two one hundred horse-power auxiliary Fairbanks-Morse oil engines, and is equipped with twin screws. Her estimated speed under sail is ten knots an hour and she will ship a crew of fourteen. Captain C. E. Dagwell, who has had many years of experience as master of various vessels, will be her skipper, and who was in command of the ill-fated Dornfontine when she encountered a German submarine off the Nova Scotia coast a few days ago.

## From HANTSPORT to VANCOUVER

**A**VIATION in the West is a swift and sometimes spectacular thing. Some time ago an aero-mail route was started between Calgary and Edmonton. In British-Columbia airmen are to be employed as fire-rangers over the forests. The photograph here-with shows one of the fire-ranging hydro-planes wrecked on the roof of a house in Beaty St., Vancouver. The plane had been accepted from the makers by the Forestry Department, and was being taken over by Lt. V. A. Bishop, R.A.F., home on furlough. The aviator was flying at 1,000 feet when the casualty—whatever it was—happened to his machine. By skilful management he avoided a collapse and landed on the roof of a citizen. The pilot escaped with only a slight injury. But the descent of that forestry hydro-plane was one of the spectacular sensations of the season.—Photograph by Stuart Thomson.



**C**OL. ROOSEVELT is more than once a grandfather. The latest Roosevelt move against race suicide—the old bugbear of the Colonel—is the child of the Colonel's second son, Captain Archie, recently wounded in the war. It is only a few weeks since the Colonel lost his elder son Quentin, photographs of whose funeral are now coming through the mails. The service flag in the hands of Richard Darby, Jr., symbolizes the three sons of the Colonel on service.

**L**AATEST photograph of the now Americanized English actor-producer Wm. Faversham, who has already staged Allegiance for the coming season, and in October will come along with the Prince and the Pauper. Since Faversham brought out his first production of Julius Caesar in Toronto, he has found most of his time occupied in New York.

