

N.S., advised us Jan. 15 that building berths were ready, but that it had not been possible to lay keels for any of the 2 steel steamships of 8,100 tons each, and 2 of 10,500 tons each, for which it has orders from the Dominion Government, as the steel had not been received. It was then expected to receive steel in time to lay the keels of the first 2 steamships in February.

Nova Scotia Steel & Coal Co., New Glasgow, N.S.—Particulars of 2 steel cargo steamships of 2,800 tons d.w. each, which the Dominion Government has ordered from this company, were given in our January issue. We were advised Dec. 23 that it was expected the keels of both vessels would be laid early in January.

Port Arthur Shipbuilding Co., Port Arthur, Ont., which has orders from the Dominion Government for 4 steel cargo steamships of 3,400 tons d.w. each, and for 2 of 4,300 tons d.w. each, laid keels for two 3,400-ton ones on Dec. 9 and Dec. 10, 1918, respectively. The approximate launching date is about April 15.

Reference was made in our last issue, to the 2 steel steamships of 4,300 d.w. tons capacity each, which the Dominion Government has ordered from this company, and which, as stated, it will be necessary to cut in two for passage through the Welland Canal. It had been suggested that instead of cutting them in two, they be built in sections, but we are advised that it is the present intention to build them full size, and then cut them, but it is possible that this decision may be changed later.

Prince Rupert Shipbuilding & Engineering Co. has been incorporated under the British Columbia Companies Act, with \$500,000 capital, and office at Prince Rupert, B.C., for the operation of the dry dock and shipbuilding plant leased recently from the Grand Trunk Pacific Development Co., at Prince Rupert, B.C., by the John L. Mullen Construction Co., Pittsburg, Pa. The company is said to be a subsidiary of the Empire Shipbuilding & Drydock Co. of the State of Delaware, which is capitalized at \$1,500,000, and John L. Mullen, Pittsburg, Pa., is stated to be President. The company has orders from the Dominion Government for 2 steel steamships, as mentioned previously, and in addition, is reported to have several other orders, aggregating about 100,000 tons.

Victoria Machinery Depot Co., Victoria, B.C.—The Dominion Government has authorized the Minister of Marine to give this company contracts for 2 steel cargo steamships of 8,100 tons d.w. each. We are advised that the site for building is being prepared.

Negotiations are reported to have taken place regarding the purchase of this company's plant and business by the Foundation Co. C. J. V. Spratt, President, V.M.D., Ltd., is reported to have stated, recently, that the company was prepared to sell its plant at its appraised value, but that the negotiations for the sale had not been advanced to any appreciable extent during the last two months. The company has 2 contracts for vessels of 8,100 tons each at \$198 a ton, from the Dominion Government.

Wallace Shipyards, Ltd., Vancouver, B.C., has laid keels for 2 steel cargo steamships for the Dominion Government. The first one, for yard no. 100, 4,300 tons d.w., was laid Oct. 1, 1918, and the second, for yard no. 106, 4,300 tons d.w., was laid Nov. 15, 1918. On Dec. 18, 1918, we were advised that it was expected to launch the first hull about the middle of Febru-

ary and the second one about the middle of March, and to lay keels for two 5,100-ton steel cargo steamships, yards numbers 101 and 102, about the middle of February and the end of March, respectively, and to launch them in June and August.

Incorporation of Operating Companies.

—In accordance with the announcement made in our last issue, Canadian Government Merchant Marine, Ltd., has been incorporated under the Dominion Companies Act, with \$1,000,000 authorized capital, and office at Toronto, to build, own and operate steam and other vessels of every description, buildings, machinery, plant, equipment, etc., of every kind connected with the building and management of such vessels, and also to build and operate any railway or branch thereof, at any port of call of any steamship lines, and such buildings as it may be deemed advisable for hotels and restaurants, and to carry on any business that may tend to the travelling public's comfort and convenience. It may also make any arrangements with any railway or navigation company, government or municipal organization, whose railway or vessel lines are or may be adjacent, or connecting, for the leasing to or from it of any part of such undertaking, or for amalgamation on terms and conditions as may be agreed upon. It may also acquire and undertake the whole or any part of such similar business, and may use its funds to acquire shares, bonds and other securities in companies carrying on any business which is capable of being operated to its benefit. The incorporators are Gerald Ruel, L. W. Mitchell, W. B. Langmore, C. D. Cowie and F. J. Buller, Toronto, all of whom are, or were, connected with the Canadian Northern Ry., now a component of the Canadian National Railways. Canadian Government Merchant Marine, Ltd., will be the operating company, through its subsidiaries, for the steel cargo steamships being built for the Dominion Government.

Canadian Pioneer, Ltd., and Canadian Voyageur, Ltd., have each been incorporated under the Dominion Companies Act, with \$100,000 authorized capital each and offices at Toronto, their powers being very similar to those of Canadian Government Merchant Marine, Ltd., of which they will be subsidiaries. They will operate the steamships Canadian Pioneer and Canadian Voyageur respectively. The incorporators of both these subsidiary companies are: G. Ruel, R. H. M. Temple, G. N. Limpricht, R. P. Ormsby and R. C. Vaughan, all of whom are Canadian National Railways officials.

Location of Head Office.—There seems to be some little local irritation as to the selection of Toronto for the head office of Canadian Government Merchant Marine, Ltd., which is expressed in various ways. It is natural that the head office be located at the head office of the Canadian National Railways, which is to control the vessels, but this does not necessarily mean that all the details of vessel operation will be undertaken from Toronto. There will naturally be some sort of decentralization, and it is unlikely that other places will be overlooked in regard to local offices. The Quebec Telegraph, perhaps unconsciously, hits the nail on the head, when it describes Quebec as the "vital ganglion of the Government Railway System." A ganglion is described as "a mass of nervous matter."

The s.s. **Canadian Voyageur**, which, as stated elsewhere in this article, was delivered to the Marine Department at Quebec, Jan. 17, sailed from Quebec on Jan. 21 at 8.50 a.m. for Halifax, to be

there transferred to Canadian Government Merchant Marine, Ltd., for operation. She left Quebec in charge of Capt. R. Ackman, who was appointed by Canadian Government Merchant Marine, Ltd., and a Quebec pilot, the latter to go as far as Father Point. She was accompanied from Quebec by the Dominion Government icebreaking s.s. **Montcalm**, the latter being intended to go as far as ice conditions might necessitate. The following reports had been received up to the time we went to press:

Jan. 22, 6 p.m. Off Maitougan Bank, 200 miles from Quebec, making about 7 knots.

Jan. 23, 5 a.m. Stopped most of previous night in heavy ice; 8 a.m., making good progress, ice clearing and wind n.e.

Jan. 23, 8 p.m. Off Godbout, 265 miles from Quebec, in easterly gales and blinding snowstorm.

Jan. 25. **Montcalm** had drifted 46 miles to west, and was then about 3 miles off Port Neuf bank, Canadian Voyageur 4 cables from her. Both vessels tried to go north, but it was impossible to move ahead or astern, there being heavy packed ice everywhere, and strong n.e. winds with blinding snow.

Jan. 26. Gave **Montcalm** 86 tons of coal and 50 tons water Jan. 25, and proceeded at midnight through ice.

Jan. 26, 11.30 a.m. Off St. Nicholas. Signal service reports n.w. winds; ice clearing.

Steamship Passes Through the Welland Canal on Its Side.

Rolled over on its side, a large lake steamship of beam exceeding the width of the locks has been passed through the Welland Canal. The **Charles R. Van Hise**, a 9,000-ton Great Lakes freighter, was chosen for a tryout of this new method. It was first cut in two crosswise, as had been done previously with lake steamships too long for the canal locks, but not exceeding in beam the 44 ft. width of the locks.

With a view to securing larger lake ships for ocean traffic, F. A. Eustis, of the United States Shipping Board, suggested that a ship (or half section of a ship) might be sent through the locks when turned on its side, the depth being less than the beam. The Van Hise experiment was planned in consequence, and this experiment has been carried out with success. The forward section of the vessel was turned on its side at Buffalo by the agency of pontoon tanks placed along its side at the deck line and filled with water. The half ship was then towed to the Port Colborne entrance to the Welland Canal and passed down to Lake Ontario.

Vancouver Dry Dock.—In commenting on the possible building of a dry dock at some port on the British Columbia coast, and urging that it be built at Vancouver, the **Vancouver World** says:—"The Dominion Government, as is well known, stands ready, under the Drydock Subsidy Act, 1910, to grant any company, which complies with the financial requirements, a percentage subsidy on its investment, extending over a long term of years. It is understood that there are several companies in Vancouver ready to comply with the conditions if only the Dominion Government will say the word." It would be interesting to know whether any of the companies referred to have applied to the Dominion Public Works Department in the usual way, for a subsidy.