

General Shipbuilding Matters Throughout Canada.

Cholberg Ship Co., Victoria B.C.—The second auxiliary powered schooner built for the Porsgrund Damp and Seil Co., Porsgrund, Norway, by this company, was launched during July, and christened Washington, by Mrs. C. Cholberg, wife of the company's manager. On completion the vessel will go to the Columbia River for a cargo of railway ties for England.

The Dominion Shipbuilding Co., Toronto, launched the steel cargo steamship Hessa, July 12, the christening being performed by Mrs. J. B. Simpson, New York. This vessel is one of six steel cargo steamships built for ocean service during the war. She is of the single deck type, with poop, bridge and forecastle, steel texas on bridge, with wing deckhouses, chart room and pilot house, and is built on the transverse system, with steel hull divided into compartments by 4 watertight bulkheads and 1 screen bulkhead. She has cargo capacity for 151,466 cub. ft. of grain, with carrying capacity of 3,550 tons. She has a double bottom fore and aft for 779 tons of water ballast, and the water tank capacity is 5,053 imp. gals. There are 4 hatches, each 22 x 18 ft. She is schooner rigged, with 2 pole masts and is classed 100 A1 at Lloyd's for ocean service. The propelling machinery consists of inverted triple expansion engines with three cylinders, 20, 33 and 54 ins. diam., by 40 in. stroke, 165 n.h.p., 1,200 i.h.p., at 87.5 r.p.m., supplied with steam by two Scotch marine boilers, each 14½ ft. diam. by 11 ft. long, 2,730 sq. ft. heating surface, each boiler, at 180 lb. a sq. in.; average speed 10.2 knots on a fuel consumption of 20.1 tons in 24 hours. The screw is cast iron, 13¼ ft. diam. and has 4 wings, 12 ft. 8 in. pitch. The auxiliary equipment includes 8 reversible single drum, 7 x 5 in. cargo winches, anchor windlass 8 x 8 in., and steam steering gear 7 x 7 in. There is accommodation for 35 officers and men. Her dimensions are, length overall, 261 ft.; length between perpendiculars, 251 ft.; breadth moulded, 43½ ft.; depth moulded, 24 ft. 2½ in.; approximate tonnage, 2,300 gross, 1,400 register.

Foundation Co., Victoria, B.C.—The ninth of the 20 wooden steamships of 3,000 tons capacity, being built by this company at its Point Hope and Point Ellice yards for the French Government, was launched July 4, and named Trois Rivières. The vessel built under yard no. 207, was completed early in the month, and underwent her trials July 5, and was turned over to her owners July 10. Over the measured mile she exceeded her contract speed of 11 knots, her maximum speed on the whole trip being 12.377 knots, with an average of 11.91 knots. The names selected for the 20 vessels are: Strasbourg, Metz, Mulhouse, Canada, Montcalm, Winnipeg, Ontario, Wilfrid Laurier, Trois Rivières, Vancouver, Victoria, Quebec, Montreal, Ottawa, Frontenac, La Salle, Acadie, Montmagny, Alberta and Nouvelle Ecosse. They are full powered vessels, of the following chief dimensions: Length overall, 293 ft.; length b.p., 276 ft.; beam extreme, 47½ ft.; beam moulded, 46½ ft.; depth moulded, 23½ ft.; draft over keel, 23½ ft.; displacement, 5,655½ tons.

Grant & Horne, St. John, N.B., engineers and contractors, who built several steamships for the British Government, under orders from the Imperial Munitions Board, have dissolved part-

nership, E. G. Horne retiring, and J. A. Grant carrying on the business under the same name as heretofore. He will continue to build ships, if contracts can be obtained, but will particularly concentrate on construction work.

R. H. Howes Construction Co., Yarmouth, N.S., launched the schooner Maria A. Howes, 485 gross, 415 register, July 1. She is classed A1 at Lloyd's, and has been taken to St. John, N.B. to load lumber for Great Britain under charter.

T. H. & W. S. McDonald, Meteghan, N.S., have a three-masted schooner of 360 tons under construction for coal and general cargo coastwise trade. Several vessels have been built at this yard during the war, the last one, the barkentine T. H. McDonald, having arrived recently at Montevideo, where she is taking on a general cargo for a European port under charter to a New York company.

McKay & McLean, Parrsboro, N.S., launched the tern schooner Acadian Queen, 440 tons register, at the end of June. She is classed with Bureau Veritas for 12 years and is fitted with engine for hoisting power. It is stated that she will be operated in the coasting trade by her builders.

National Shipbuilding Co., Levis, Que. Canadian Railway and Marine World for January described an interesting operation performed by the National Shipbuilding Co. at its Levis, Que., shipyard, viz: the bringing out of the water on a specially constructed marine railway, of the steel suction dredge Galveston, for rebuilding and conversion into an ocean freighter for the Affrèteurs Réunis of Paris, France. The work of reconstruction was carried out during the past winter, and, although the slip was not protected or covered in any way, very little time was lost on account of cold or snow, and on May 31, the vessel was launched 95% completed and fitted out. The work consisted of the removal of all superstructures, dredging equipment and hoppers, and the construction of a new double bottom, with ballast tanks, cargo holds with 2 new watertight bulkheads, raising of the forecastle, main and poop decks, 8 ft., with new steel decks; construction of a bridge deck, and deck house accommodations amidships, with chart room and navigating bridge above, crew's quarters in forecastle and petty officers quarters in poop deck house, new masts with 6 cargo booms, and all standing and running rigging complete, 3 cargo hatches, deck winches, capstan and other deck auxiliaries; new rudder, rudder stock and quadrant; rearrangement of engine room auxiliaries with steam and water piping, complete electric installation, etc. The official trials were successfully carried out on June 21, under the supervision of officials of Bureau Veritas. The dimensions of this vessel, which has been renamed Pomone, are as follows: Length, between perpendiculars, 233 ft.; beam, 39 ft.; moulded depth, 23 ft. 6 in.; deadweight tonnage, 3110 tons.

The National Shipbuilding Co. is about to commence the reconstruction of a lake steamship, for a Cuban firm of ship owners, and it is negotiating with the French Government for the construction of several 6,000-ton steel freight steamships.

Quebec, Que.—T. M. Kirkwood, who

is interested in a project for the construction of steel steamships in Quebec, addressed a meeting of the Quebec Board of Trade Council early in July, to discuss the establishment of a steel shipbuilding plant there. His proposal is to build a plant for the construction of at least 30 steel steamships of 10,000 tons d.w. capacity each, for a daily service between Quebec and European ports, the vessels to be registered and controlled in Quebec. He contends that the Provincial Government should guarantee the necessary bond issue, and also that the Dominion Government should interest itself in the matter.

The Great Lakes Transportation Co.'s Purchases of United States Vessels.

The Great Lakes Transportation Co., Midland, Ont., of which James Playfair is President and General Manager, has bought the steamships America, Brazil and Granville A. Richardson. The first two were owned formerly by the North American Steamship Co., Cleveland, Ohio, and the last one was owned by the Erie Rd. Steamship Line.

The s.s. America is a steel vessel of the spar deck type, with double bottom for watertight ballast, steel boiler house, 3 watertight bulkheads, and electric lighting equipment. She was built at Buffalo, N.Y., in 1889, and overhauled in 1913. Her dimensions are: Length b.p., 274 ft. 7 in.; breadth, moulded, 42 ft. 2 in.; depth moulded, 24 ft. 4 in.; tonnage, 2,171 gross; 1,748 net. The propelling machinery consists of fore and aft compound engine, with cylinders 28 and 52 in. diam. by 48 in. stroke, 750 i.h.p. at 82 r.p.m., supplied with steam by 2 Scotch boilers, each 11½ by 12 ft., under forced draft, at 125 lb.

The s.s. Brazil is a steel vessel of the spur deck type, with double bottom for watertight ballast, 2 watertight and 2 nonwatertight bulkheads, steel boiler house, electric light, etc. She was built at Buffalo, N.Y., in 1890, and was overhauled in 1913. Her dimensions are: Length b.p., 276 ft. lin.; breadth moulded, 40 ft. 2 in.; depth moulded, 24 ft. 4 in.; tonnage, 2,186 gross; 1,665 net. The propelling machinery consists of triple expansion engine, with cylinders 19½, 32 and 52 in. diam. by 45 in. stroke, 985 i.h.p., at 84 r.p.m., and supplied with steam by 2 Scotch boilers, each 11½ by 12 ft., at 160 lb.

The s.s. Granville A. Richardson is a steel vessel of spar deck type, with double bottom for watertight ballast, 6 watertight and 2 nonwatertight bulkheads, electric light, etc. She was built at Buffalo, N.Y., in 1893, and named George J. Gould. The propelling machinery consists of triple expansion engine, with cylinders 18, 30 and 48 in. diam. by 42 in. stroke, 800 i.h.p. at 83 r.p.m., supplied with steam by 2 Scotch boilers, each 11½ by 12 ft., at 160 lb. Her dimensions are: Length b.p., 266 ft.; breadth moulded, 41 ft.; depth, 25½ ft.; tonnage, 2,237 gross; 1,790 net.

These vessels have been transferred to the Canadian register, and their names have been changed to Glenstriven, Glenbrae and Glencairn, respectively.

A steamboat service for freight was commenced early in July on the Saskatchewan River from Prince Albert north to Nipawin, about 100 miles.