

cure possession of their vessels. The court finally ordered the shipbuilder to turn the tanker, named CAPITAINE DAMIANI, over to her owners, together with all materials intended for the ship (including the uninstalled machinery), and the owner itself eventually finished the construction of the tanker. Two other similar tank steamers had been begun just before the shipyard's failure, and it was the same owner's intention to finish them as well, if possible. The contract had originally been for four tankers, but the final one had never been laid down in the yard.

By October of 1920, the five wooden-hulled boats were lying in Louise Basin at Quebec City, and there they remained, in an unfinished state, until the French government put them up for sale in the spring of 1921. They were purchased by Transportation and Shipping Co. Ltd., Quebec, from which they passed to the Sincennes McNaughton Lines Ltd., Montreal, the famous towing and barge firm. The five hulls were converted to barges and given the new names ANDRON L. (formerly BOUXWILER), BERNON L. (BOUZONVILLE), JEANNON L. (BRUMATH), LAUREON L. (CATTENON) and FREDON L. (CERNAY), under which they operated for a number of years.

Meanwhile, during the autumn of 1920, there was created a firm called Fraser, Brace Ltd., which was incorporated under the Dominion Companies Act as a private company, with authorized capital of \$550,000 and offices at Montreal. It was formed in order to take over the "shipyards and other businesses of Fraser, Brace & Co. Ltd. and Fraser, Brace Shipyards Ltd."

The Fraser, Brace name was not one that was particularly well known, but the company had operated shipyard facilities at Montreal, on the south bank of the Lachine Canal between the Atwater and Cote St. Paul bridges. As a matter of fact, in the autumn of 1920, this shipyard was rebuilding for salt-water service the former lake steamer PAIPOONGE, which had been sold by the Canadian Northwest Steamship Company, Port Arthur, for off-lakes use. During the year of 1918, Fraser, Brace had built at Montreal four wooden-hulled steamers, namely WAR ERIE, WAR HURON, WAR NIAGARA and WAR OTTAWA, for the Imperial Munitions Board. As well, Fraser, Brace & Co. Ltd. had been involved in the ownership of the cannalier NEWONA which, at one time, was chartered to the Canada Atlantic Transit Company.

Fraser, Brace Ltd. took over the defunct Three Rivers shipyard from the Receivers of National Shipbuilding and, early in 1922, the firm secured an order from the George Hall Coal & Shipping Company, Montreal, for the construction of four canal-sized bulk freight steamships. The vessels were built on the Isherwood system of hull framing, as had been the tankers begun at the Three Rivers yard under the previous management. The Isherwood design saw some application on the lakes, but never was particularly popular because hulls built with Sir Joseph Isherwood's system of longitudinal instead of transverse side framing were unusually supple. Very few cannallers ever were built on this principle, and so the four Fraser, Brace boats were unique.

The construction of the four Hall steamers was well underway at Three Rivers by the late summer of 1922. The ships were christened N. H. BOTSFORD, FRANK A. AUGSBURY, EDWARD L. STRONG and JOHN C. HOWARD (II). The only one for which we ever have seen a verified hull number was the STRONG, and in later years the American Bureau of Shipping carried the notation that she was the yard's Hull 19. If we suppose that this is correct, and knowing that the four vessels were built in direct sequence, then it might reasonably be assumed that the BOTSFORD, AUGSBURY and HOWARD were Fraser, Brace Hulls 17, 18 and 20.

N. H. BOTSFORD was launched on September 1st, 1922, the AUGSBURY on October 25th, the STRONG on November 25th, and the HOWARD supposedly sometime during December. There is some doubt about the latter date, as "Canadian Railway and Marine World" indicated that the HOWARD was launched on May 5, 1923, whereas other sources seem to suggest that she simply was christened on