

tugs were diverted to the war effort, and Canadian Stewart had to look elsewhere to have its tugs constructed. One contract was let to a Michigan builder (the United States not then being formally in the war), while the other order went, rather surprisingly, to a yard at Leith, Scotland.

The Scottish firm built a big tug, 104 (100 feet overall) x 26 x 14, equipped with a 900 h.p. steam engine and a salvage crane. She was named A. M. STEWART and was launched late in 1915. She reportedly was to have been the first of three similar tugs built at Leith for Canadian Stewart, but that was not to be. Indeed, even A. M. STEWART never came to Toronto, for before she could be delivered to her owner, she was requisitioned by the Admiralty for war service. ("Canadian Railway and Marine World", February 1916 issue.)

The other new tug was constructed by the Johnston Brothers at Ferrysburg (Grand Haven), Michigan, as that yard's Hull 66, and she was launched into the waters of the Grand River there on Saturday, June 19th, 1915. Designed specifically to tow barges in connection with the Toronto harbour dredging, she was almost a duplicate of EMILY STEWART. Christened J. C. STEWART (C.137896) and registered at Toronto, she was 71.0 feet in length between perpendiculars (81 feet, 9 inches overall), 20.0 feet in the beam and 8.7 feet in depth, and her tonnage was calculated as 113 Gross and 30 Net. We would assume that, like EMILY STEWART, she had four compartments in her hull, all with watertight bulkheads.

According to details contained in the "Canadian Railway and Marine World" issues of July and October 1915, J. C. STEWART was powered by a fore-and-aft compound engine with cylinders of 14 and 30 inches diameter and a stroke of 24 inches. Steam was provided at a working pressure of 150 p.s.i. by a single-ended, coal-fired Scotch boiler 10½ feet in diameter by 11 feet in length. Unfortunately, we have no information as to the identity of either the engine or the boiler manufacturer.

J. C. STEWART was a handsome tug, with a good sheer to her hull, fender strakes running along her sides, and a steel bulwark fitted all around her main deck. She had an upright steering pole forward and close to it was a steel davit to lift the stockless anchor that she carried on her foredeck. There was a large steel cabin on the main deck, in which were located accommodations for the crew of twelve.

On the boat deck forward was placed the pilothouse, in the after section of which the master had his quarters. This house had three windows and a door on each side, but in its face it had only two large windows, not three as carried by the EMILY. No sun visor was fitted originally. There were two lifeboats worked by radial steel davits, one set on either side of this deck athwart the funnel, which was shorter and heavier than EMILY's. Two fairly short masts were carried, one immediately abaft the pilothouse and one set at the aft end of the deckhouse.

What were the Canadian Stewart Company's colours as worn by EMILY STEWART and J. C. STEWART? That is a very good question, as we never have seen a description of them. But from the orthographic (not readily sensitive to variations between dense dark colours) photographs available to us, we would suggest that their hulls were either black or dark green, and the cabins red with what likely was buff trim. The smokestacks probably were black, with their most prominent feature, a large silver letter 'S', superimposed on a broad band, which most likely also was buff. (Or perhaps light green?)

J. C. STEWART was duly commissioned by Canadian Stewart during the late summer of 1915, and she appears to have served her owner very well, as there were no reports of any untoward incidents. But bearing in mind the extent of the harbour work, it is not surprising that there were some bumps along the way. The August 1915 issue of "Canadian Railway and Marine World" reported: "The Canadian Stewart Co., general contractors for the various works in progress in the Toronto harbour, by the Dominion Government and the Toronto Harbour Commissioners, announced July 19, that work on certain of the sub-