

World" reported: "Eastern Steamship Co., Port Colborne, Ont., and Buffalo, N.Y., which already has 10 steamships in the Great Lakes trade, and of which Boland & Cornelius, of Buffalo, are Managers, has ordered 6 more Welland canal size steamships, 4 to be built by Earle's Shipbuilding Co., Hull, Eng., and 2 by Napier and Miller, Old Kilpatrick, Scotland, delivery to be made next spring..." The November issue gave more details and further stated: "We were advised by the builders [Earle's] on Sept. 26 that although the order was received less than a month previously, the keels for three of the ships had been laid and the structural work was well under way".

The December issue of the same publication quoted a press report originating in Liverpool to the effect that Eastern had given to Napier and Miller an order for a third ship.

The June 1925 issue of "Canadian Railway and Marine World" reported as follows: "Eastern Steamship... ordered 4 Welland Canal size steamships from Earle's Shipbuilding and Engineering Co., Hull, England, last autumn, to be the same size as the ROBERT W. POMEROY and the JOHN J. RAMMACHER, built by the same builders for the same owners in 1922-23. The first of the four, JUDGE KENEFICK, was launched Jan. 30 [she ran her trials on March 19, per the May issue] and arrived in Toronto on May 5 with Welsh coal. The second, JOHN A. HOLLOWAY, was launched on Feb. 28... The third, SHIRLEY G. TAYLOR, was launched March 21 and ran her trial trip on April 11. The fourth, SHELTON WEED, was launched on April 15 and ran her trial trip on April 29.

"The four ships are the same in every respect. Their principal dimensions, etc., are: length b.p., 253 ft.; breadth overall, 44 ft.; breadth moulded, 43 ft.; depth moulded, 20 ft.; capacity, 133,000 cu. ft., equal to deadweight of 2,510 tons. The propelling machinery consists of a set of triple expansion surface condensing engines, having cylinders 17, 28, 40 x 33 in. stroke, with 2 main boilers each 12 ft. internal diameter by 11 ft. total length, with a working pressure of 180 lb. per sq. in. This machinery is capable of driving the ship at about 12 miles an hour.

"Arrangements are made in the forecabin for the accommodation of the line-men and officers, with the captain's accommodation and small deck saloon above, the pilothouse being built on the flying bridge above this erection. A large deck house is fitted aft, enclosing the machinery casing, and with accommodation for the engineers, steward, firemen, saloon, galley, pantries, etc.

"Five powerful steam winches are fitted for manoeuvring purposes and working the breast and stern ropes. A powerful steam windlass is fitted on the forecabin deck, for working the anchors and steam snubbing winch reel for hauling in the snubbing wire. The holds are free from obstructions and 7 hatches are arranged for the rapid loading and unloading of cargo. The machinery is placed as far aft as possible, to obtain the maximum length of holds. Water ballast in cellular double bottom is fitted all fore and aft; the 2 peaks are also arranged for water ballast. Electric lighting is fitted throughout both in the accommodation and in the holds. The ships are built to the requirements of the British Corporation rules for steamships trading on the Canadian Great Lakes and River St. Lawrence, and in accordance with the Board of Trade requirements for cargo steamships.

"The Eastern Steamship Co. also ordered 3 similar ships from Napier and Miller, Old Kilpatrick, Scotland. The NORMAN B. MACPHERSON was launched Feb. 27 and arrived in Montreal, April 27; the JOHN B. RICHARDS was launched March 12 and arrived in Montreal, May 9; the WILLIAM C. WARREN was launched March 30 and arrived in Montreal, May 7.

"The Eastern Steamship Co. invited a number of guests to a christening ceremony of the fleet at Montreal on May 2. The entire fleet of 17 steamships has been built in Great Britain, within the last two years, and 7 of them have arrived at Montreal since the opening of navigation [this year]. Nisbet Grammer, Buffalo, N.Y., President of the company, acted as sponsor of the