

# STEEL STEAMER IS LAUNCHED

**Midland's First Vessel of  
That Sort, "War Fiend,"  
Takes the Water**

**TWO MORE CONTRACTS**

**Thirtieth Wedding Anniver-  
sary of Mr. Playfair.  
Gen. Manager**

(Staff Correspondence of The Globe.)

Midland, Oct. 24.—The ocean-go-  
ing cargo steamer "War Fiend," of  
full canal size, of the modern type,  
was successfully launched to-day  
from the shipyards of the Midland  
Shipbuilding Company, in the pres-  
ence of a holiday multitude number-  
ing several thousand people. Mrs.  
D. L. White, wife of Mayor White,  
the President of the company, the  
charming sponsor who named her,  
declined to have any water "on the  
side" along with the gaily decorated  
bottle of champagne, which splashed  
with the first swing as the big steel  
hulk slid off the ways.

**A Wedding Anniversary, Too.**

The occasion was made doubly in-  
teresting by reason of the fact that  
to-day Mr. James Playfair, the Vice-  
President and General Manager of  
the company, and his wife celebrated  
the thirtieth anniversary of their  
wedding and the congratulatory mes-  
sages were many from all parts of  
the Dominion. Following the launch-  
ing, Mr. Playfair, who has been one  
of the most prominent shipowners  
and builders in Canadian navigation  
circles for many years, announced to  
the great delight of the citizens that  
contracts for two additional freight-  
ers of the same type as the "War  
Fiend," making five in all, had been  
closed with the Imperial Munitions  
Board. The keel for the second ship  
has been laid, and a third one will  
be placed a few weeks hence.

Everything was ready with the  
promptitude that characterizes  
most launchings, which, this year in  
Ontario shipbuilding yards have be-  
come a weekly affair as a result of  
the speeding-up activities of ship-  
builders in their efforts to replace on  
salt water those steamers which  
have fallen victims to the German  
undersea pirate.

**Midland's First Steel Vessel.**

This was the first launching of the  
company, and incidentally the first  
steel vessel to be constructed in  
Midland, which at present is in the  
throes of the Spanish "flu" epidemic.  
Contrary to expectations, the big  
hulk refused to budge when the  
ropes were cut, the substructure of  
the ways having sunken into the  
ground during the period the boat  
was being adjusted on the ways pre-  
paratory to making her initial  
plunge. The launching was set for  
1 o'clock, but it was 3.40 before the  
hull started on its downward path,  
and in a few seconds it was all over,  
with Midland's first steel vessel  
standing up in the water with all the  
grace of a swan.

**A Pageant Setting.**

Even a drizzling rain did not  
dampen the enthusiasm of the large  
crowd that patiently awaited the  
plunge of the hull. All the tugs and  
steamers were "dressed up," ready  
to welcome the coming of their  
greater sister of the sea. Every van-  
tage point commanding a view of the  
big steel hulk as she rested on the  
ways—roof tops, windows, traveling  
cranes, docks and driveways—had  
been used to the limit of capacity.  
It was a holiday pageant resplendent  
with color, minus the sunshine.

After the launching Mrs. White  
was presented with a handsome bou-  
quet of chrysanthemums by Mrs.  
Playfair, on behalf of the directors  
of the company, and the guests re-  
paired to the offices of the company,  
where luncheon was served. In a  
few well-chosen remarks Mr. Play-  
fair said: "This is one of the proudest  
days in my life, and a history-  
making day for Midland, which has  
accomplished much in its efforts to  
produce munitions of war." Brief  
addresses were also delivered by  
Col. T. I. Duff and Mayor White,  
directors of the company, both of  
whom emphasized the importance  
of Midland with its unexcelled water  
and shipping facilities, as an ideal  
centre for the building of ships.

**Description of Vessel.**

The "War Fiend," built to the  
order of the Imperial Munitions  
Board for the British Government,  
is 261 feet long, with a beam 42  
feet 6 inches, and a moulded depth  
of 23 feet. She is equipped with  
triple expansion engines, surface  
condensing type, developing 1,250  
horse-power. She has two Scotch  
boilers of the marine type, and is  
fitted for ocean service with electric  
plant, cargo winches, steam wind-

lasses, steam and hand steering  
gears, evaporating outfits, etc.

**Some of the Guests.**

Among the guests were many  
visitors from outside places, among  
them being Messrs. J. E. Dalrymple,  
Vice-President of the Grand Trunk,  
who came in his private car, "Can-  
ada," for the occasion, accompanied  
by Fred C. Sauter, European  
manager of the G.T.R., Mr. Peppall,  
Foreign Freight Manager of the  
company, and Charles Proctor,  
Travelling Passenger Agent of the  
G.T.R.; Col. T. I. Duff, Charles J.  
Smith of the Montreal Forwarding  
Company; Major J. I. Hartt, M.P.P.,  
Orillia; A. R. Riches, Wm. Inglis,  
Captain Bassett and J. G. Sing, To-  
ronto; Mr. Calderwood, Barrie; Wm.  
Beck, Penetanguishene; J. P. Tud-  
hope, Wm. Tudhope and M. Tud-  
hope, Orillia; Harvie Beatty and  
George Day, Welland, and many  
others.

The launching was under the sup-  
ervision of James Wilkinson, Gen-  
eral Manager, Hector McLeod, Yard  
Superintendent, and Peter Wilson,  
Ship Carpenter of the company.