

A group of firms originating on the Thames have migrated elsewhere. J. I. Thornycroft & Co., formed in 1873 at Chiswick, has gone to Southampton. This firm is distinguished for fast boats, submarines, destroyers and private yachts. It is now building the destroyer *Amazon*. This and her sister ship, *Ambuscade*, recently completed by the Yarrow yard, are the first destroyers built since the War. These boats have a speed of 27 knots. Yarrow & Co., now amongst our best-known builders of fast vessels, left the Isle of Dogs after building the Poplar Works in 1901, and migrated to Scotstoun on the Clyde in 1906, where rates and wages are lower. Peter Brotherhood has migrated from Lambeth to Peterborough, where the firm has important works. Willans & Robinson left Thames Ditton for Rugby, where it established large works afterwards leased to the English Electric Co., which now controls this plant. J. Simpson & Co. migrated to Newark in 1924, and is now known as Worthington-Simpson, Ltd. A. Ransome & Co. left Chelsea for Newark-on-Trent in 1901. J. & G. Rennie moved to Wivenhoe in 1912, and is now known as the Rennie Forrest Shipbuilding & Dry Docks Co. Alexander Wilson & Co. of Wandsworth was absorbed by the Vauxhall Ironworks Co., and this firm left London for Luton in 1905. Bryan Donkin & Co. of Bermondsey is now established at Chesterfield. Even Woolwich Dockyard, of historic fame, has ceased its connection with the Admiralty, whose requirements are met more cheaply, and perhaps more efficiently, by the great firms in the North. Woolwich Arsenal, however, flourishes as of yore. In its shops are bored, turned and finished the heavy gun forgings for our ships which are made in Darlington or other steel works in the North. Here are produced the field guns and artillery equipment for the land Services as well as lighter guns for the Navy. All ordnance repair work is done at the Arsenal. "The