Unit Costs in Hours, S	Shaft	No. 2
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	Unit Cos	Time	Hours	Hours per Lin. Ft.
Item	Distribution	in Hrs.	12 12	
Foreman	A	200	•43	The first of the state
Teams	A	70	1.5	al and a state
Labor	A	1,700	3.00	
Engineer	A	105	.23	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Foreman	E	40	.05	19 11 10 1 <u>0 10</u> 100
Engineer	E	15	.25	
Labor	E	470	7.70	.65
Foreman	N	580	.04	.58
Engineer	N	512	. 5/	1.84
Miners	N	1,620	1.00	2.75
Labor	N	2,457	2.73	
Teams	D	488	•54	.35
Bricklayer	5 K	816	1.50	1.06
Labor	K	3,860	7.40	4.00
Engineer	K	488	.93	.60
Operators	S	522	.50	.62
Operators	T	546	1.04	.21
Oilers	U	212	•24	
Oilers	V	200	.40	21
Engineers	J	201		.21
Labor	J	90		.10
Foreman,	Z	40	Contraction and the	.04
Labor	Z	500		.30
Labor	P	390	ANT ANT ANT ANT ANT	•42
Teams	P	410		•44
Labor	C	560	1.30	a particular in the same
Teams	C	36	.09	ŤĒ
Engineers	Q	144n	al a la state de la	.15
Labor	Q	435	The second second	.40
Teams	Q	81		.09
Engineers	CP	. 410		.40
Labor	CP	. 667		.70
Teams	CP	. 114		.13
Engineer	TD	. 70	Server and the server and the	.00
Labor	TD	. 35	light and the second	.04



**Compressed Air Lock** 

Quantities, Sh	latt No. 2	
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ft arring brick sewer with square base	951 lin. It.
4-11. 2-11ing brick bener 1	63 lin. ft.
Air locks	000 cu. yds.
Excavation in tunnel	162 CU. vds.
Excavation in shaft	402 cu. just
Surplus excavation	900 cu. yus.
Backfilling shafts and manholes	427 cu. yas.
Deistwork	523 cu. yds.
Drickwork	61 cu. yds.
Concrete in locks	156.750
Bricks in tunnel	29,730
Bricks in square base	20,500
Bricks in four manholes	14,200
Brick packers	11,780
Const (brickwork)	2,080 bags
Cement (Dickwork)	305 bags
Cement (concrete)	240 Cu. vds.
Sand	60 cu vds.
Stone	CL D M
Timber (entire contract)	10,930 It. D. MI.
Tunnor (	

General supervision :--

Foreman ..... 132 days-.92 hrs. per lin. ft. Material foreman .... 66 days-.46 hrs. per lin. ft. ..... 66 days-.46 hrs. per lin. ft. Timekeeper

Sizes of shafts :---

Shaft No. 1-7' 3" x 9' 10" x 22' deep. Shaft No. 2—10' x 65' x 22' deep.

## NO POWER FOR CONCRETE SHIPS

N a special dispatch from Washington, D.C., dated June 20th, 1918, the New York Tribune of June 22nd says :-

"The concrete ship idea is now apparently 'cabined, cribbed and confined' to the complete satisfaction of its opponents. The Shipping Board has decided to refuse to permit any private building of concrete ships, even small ones. Everything concrete except barges of 1,000 tons or less is banned. The output of concrete ships is thus confined to the five small yards already established, which five are now practically government yards, with the contractors acting as agents.

"The explanation given for this course is that the supply of engines and boilers is so limited that in view of the tremendous volume of steel and wooden ships contracted for by the Emergency Fleet Corporation no power can be supplied for privately built concrete ships. Until recently the attitude of the Shipping Board was that any one who had faith enough in concrete ships to build them was welcome to undertake them in any size for private or foreign account.

## "Many Prepare to Build

"Companies and firms in many sections were getting ready to build concrete ships either for the government or private clients. Now they can do neither. Six months of 1918 have passed and the Shipping Board has let contracts for only 200,000 tons of concrete ships.

"The concrete ship enthusiasts are disposed to take the action of the board as a subterfuge to sidetrack a big concrete ship programme. They say that if the excuse given by the board for its course is valid the output of ships of all kinds now depends on the supply of engines and boilers. It is conceded that the production of ship propelling power is much less than it should be, but critics of the board say that it has never made any adequate effort to mobilize the manufacturing poten-tialities of the country in this line, that it has never even

(Concluded on page 48)