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The two submarines were built in New Jersey and shipped to Seattle for assembling, and were completed and were being subjected to trial tests for some months. The Chilean Government had sent the Chairman of their Naval Commission, Captain Plaza, to Seattle to witness the official trials, and accept, on behalf of the Chilean Government, the two submarines.

SUBMARINES REJECTED BY CHILE.

The following is an extract from a statement which Capt. Plaza, Chairman of the Chilean Naval Commission, gave to the Press, and which was published in the Seattle Sunday Times of July 26, 1914.—

"I can only confirm the report you have, that the two submarines built here for my government have not been accepted and that at this time they do not meet the full requirements of the contract between the Government of Chile and the Electric Boat Company of New Jersey."

Commenting on this statement by the Chilean expert, the Times said:

"Considering all the angles in the cast it is evident that the incident of the rejection of the Iquique and Antafogasta (the two submarines afterwards purchased by Canada) will cause a mild sensation in Coast shipbuilding as well as in naval circles. It is apparent however, that aside from the discovery that the two submarines lack the proper buoyancy to make certain their safety and efficiency, they are considerably out of date as to style and pattern. They were designed several years ago, and, it is known they do not compare with the type of submarines now building here and elsewhere for the United States Government. In fact, it is understood, were the two submarines satisfactory in point of safety and efficiency, they would scarcely measure up in standards of destructive power, speed and other requirements to the submarines recently built or on the ways in various ship yards of the country."

The Seattle Times has wide circulation in Victoria and it is fair to assume that the facts regarding the submarines were well known there.

This was on July 26th. Immediately this report was made, Mr. J. V. Patterson, President of the Seattle Construction and Dry Dock Company, the shipbuilding firm who had assembled the boats in Seattle, went to Victoria, so it is stated, and interviewed Sir Richard McBride.