

## The United States Government's Shipbuilding Work.

Rear Admiral Capps, Chairman of the United States Emergency Fleet Corporation, issued the following statement at the end of September, since which no further statement has been made public:

During the past two months the Emergency Fleet Corporation has awarded contracts for 118 wooden vessels of 3,500 tons dead weight capacity each to 27 different shipyards. There had previously been awarded contracts for 235 wooden vessels of similar type to the above, and for 58 vessels of composite construction, thereby making a total award to date of 411 wooden and composite vessels of an aggregate dead weight tonnage of 1,460,900. During the past two months the designs for machinery have been completed for the manufacture of engines, boilers and other articles of equipment for these vessels, for which the facilities available of machine shops and boiler works throughout the country have been availed of. Specifications have been prepared and negotiations outlined and initiated for the assembly and installation of machinery in wooden vessels, the most of which have been or are being constructed as "hulls only." Great difficulty has been experienced on the Atlantic coast in obtaining suitable lumber for these ships, and it is anticipated that there will be greater delay in their completion than was expected when this movement was begun, notwithstanding every possible effort on the part of the corporation and its contractors.

Since Aug. 1 there have been awarded contracts for 155 steel cargo vessels of 1,076,800 tons dead weight tonnage, distributed among 6 shipyards. The most important of these contracts are for vessels of the so called fabricated type, and special shipyards are being prepared for them. Contracts for the boilers and machinery and steel construction of these vessels have been placed, and the contractors are actively at work preparing sites for the assembling of these ships. The best efforts of the Emergency Fleet Corporation are devoted to expediting these great shipbuilding projects. Previous to Aug. 1, 70 steel cargo vessels of 587,000 tons total dead weight capacity had been contracted for. These vessels were distributed among 10 shipyards. Therefore at present the total number of steel vessels under construction for the U.S. is 225, with a total aggregate dead weight tonnage of 1,663,800.

By proclamation of Aug. 3, 1917, the Emergency Fleet Corporation, under authority delegated by the President, under the provisions of the emergency act, approved June 15, 1917, requisitioned all vessels under construction in the shipyards of the U.S. of 2,500 tons dead weight capacity and above. By this act the U.S. acquired a total number of 403 vessels, determined by the progress reports obtained from the various shipyards to be actually under construction; in many cases where keels had not actually been laid, engines, boilers, equipment and materials, all of which were also requisitioned, are in various stages of progress; and in comparatively few cases contracts existing for vessels not actually begun, which may or may not be proceeded with, as the merits of the case, compared with what is desirable construction, are considered. The total dead weight tonnage under construction thus acquired, and on which orders have been issued to proceed with the maximum expedition, exceeds 2,000,000 tons dead weight.

There are now under construction for

the Emergency Fleet Corporation as follows:

Type of vessel.	Number.	Total dead-weight tonnage.
Wood . . . . .	353	1,253,900
Composite . . . . .	58	207,000
Steel . . . . .	225	1,663,800
Requisitioned . . . . .	403	2,800,000
Grand total . . . . .	1,039	5,924,700

In addition to the above Congress in a pending bill is authorizing the construction of additional vessels whose total dead weight capacity will be nearly 5,000,000 tons. Plans for the major portion of these additional vessels are in course of preparation and many of them will be of special types adapted to particular necessities of war, and while substantially cargo carriers, will have much greater speed than the cargo vessels now under construction.

The corporation has ascertained from the builders of requisitioned vessels their demands for structural steel, machinery, and various items of equipment, and is endeavoring to regulate the supply of items to provide for the individual needs of the shipbuilders in accordance with their programme of capacity, so far as the country's resources are available. And it is apparent that with the similar needs of the naval service and the War Department, with which the Emergency Fleet Corporation is working in harmonious co-operation, every mechanical resource of the U.S., with considerably increasing development, will be necessary for the realization of this programme and what must follow in continuation of it.

The Emergency Fleet Corporation has instituted an industrial service department, which, by co-operation with the Department of Labor, is undertaking to assist shipbuilders and others in the employment of suitable labor and to initiate an extensive system of vocational training with the purpose of adapting allied trades and unskilled labor for service in shipyards, and through co-operation with the Y.M.C.A. organization throughout the U.S. to give attention to the housing and personal affairs of the men recruited for shipbuilding work. The vast development of shipbuilding essential to this emergency necessitates an agency of this kind, because up to this time the thinning out of unskilled men in the older shipyards over a large territory is, in many instances, resulting in greatly decreased production. It has been estimated that 150,000 new men are necessary for full production.

With the passage of the pending bill, Congress will have authorized \$1,799,000,000 for the Shipping Board and the Emergency Fleet Corporation, and the actual appropriations made, including those in the pending bill, reach a total of \$1,085,000,000.

**U. S. Government Merchant Fleet.**—E. F. Carry, car manufacturer, Chicago, who is a member of the Shipbuilding Wage Adjustment Board, is reported to have been appointed Director of Operations for the United States Shipping Board. He will be directly in charge of the operation of the government's merchant fleet.

**Marine Signals on Quebec Bridge.**—Two white lights are being exhibited, one at the interior of each extremity of the central span, 760 ft. from each other, and 150 ft. above high water. Red lights are also shown from the cantilever arms, 1,300 ft. from each other, 88½ ft. above high tide.

## Atlantic and Pacific Ocean Marine.

Frank Waterhouse & Co., Inc., carrying on business at Seattle, Wash., has been licensed to also carry on business in British Columbia, with office at Vancouver.

The Great Northern Steamships Co.'s steamships Great Northern and Northern Pacific, which were taken over by the U. S. Government recently, are in yards in Puget Sound for extensive alterations. It is announced that they are to be used as transports.

The s.s. Soukahrass, which was built recently at a U.S. shipyard on the Great Lakes, is being cut in two for passage through the Welland Canal to a Canadian yard, where she will be rejoined, and, in all probability, sail for New York, and thence to France, under the ownership of the Oriental Navigation Co., of Nantes, France, and New York. She was originally ordered for a private firm, and was acquired by the Oriental Navigation Co. while on the stocks, as were also two other vessels under construction in Canadian shipyards. Her dimensions are, length 387 ft. over all, width, 43.9 ft. depth 28 ft.; 3,819 gross tons. At the time of writing it had not been announced whether this vessel would be taken over by the U. S. Government under the recent order taking over all vessels under construction in U. S. yards. The builder completes his contract when the vessel is delivered complete and ready for ocean service.

## Maritime Provinces and Newfoundland.

An Ottawa press dispatch of Oct. 13 stated that the Public Works Department had intimated that tenders would be invited for the completion of the harbor works at St. John, N.B., the Norton Griffiths Co. having abandoned this contract. On Oct. 20, we were officially advised that no such decision had been arrived at.

Mathers & Co., Halifax, N.S., are reported to have bought the steam yacht Thomas B., which was purchased in the U.S. about a year ago by the Halifax Dredging Co. It is stated that all the deck cabins have been removed and that the vessel is to be used in the freight trade, probably between Canadian and U.S. ports. Under U. S. ownership she was named Cora.

Salvaging operations are proceeding on the Anchor-Donaldson Line s.s. Letitia, which was wrecked near Portuguese Cove in Halifax harbor, Aug. 1. A considerable portion of the machinery has been removed and the upper portion of the hull tightened up for the use of compressed air. It is said that a large rock which pierces the bottom, is to be blasted within the hull, and the hole filled with cement.

It is reported from New Brunswick that it is apparent that a halt has been called in the inflated prices being paid for schooners. An instance is given of the schooner Persis A. Colwell, 440 tons register, built in 1904, for which \$62,000 was paid in the summer, and which has been lying idle for several weeks owing to her owners not being able to turn her over at a profit, the price required being \$70,000. It is said that it is doubtful if she could be sold today for \$50,000. Possibly the regulation prohibiting the use of sailing vessels within the submarine zones may account for the decreased demand. However, there is plenty of room for utilizing sailing vessels to and from other ports. The schooner named has been chartered for a West Indies service.