

## Halifax Drydock and Shipbuilding Plant.

Canadian Railway and Marine World for July contained all the particulars then available in reference to the shipbuilding plant to be built at Halifax, N.S., by Halifax Shipbuilders, Ltd., since which the following additional information has been obtained:—

On May 24 the Minister of Public Works reported to the Privy Council as follows:—In the disastrous explosion of a munitions ship in Halifax harbor on Dec. 6, 1917, the dry dock which was built by the Halifax Graving Dock Co., Ltd.,

for the expropriation and for the direction and control, for reasons declared to arise out of the present war, of the business, property and rights of, or connected with the operations of the dry dock, and that the question of compensation for the property, etc., be submitted to the Exchequer Court for adjudication. This report and recommendation was approved by the Privy Council on May 27.

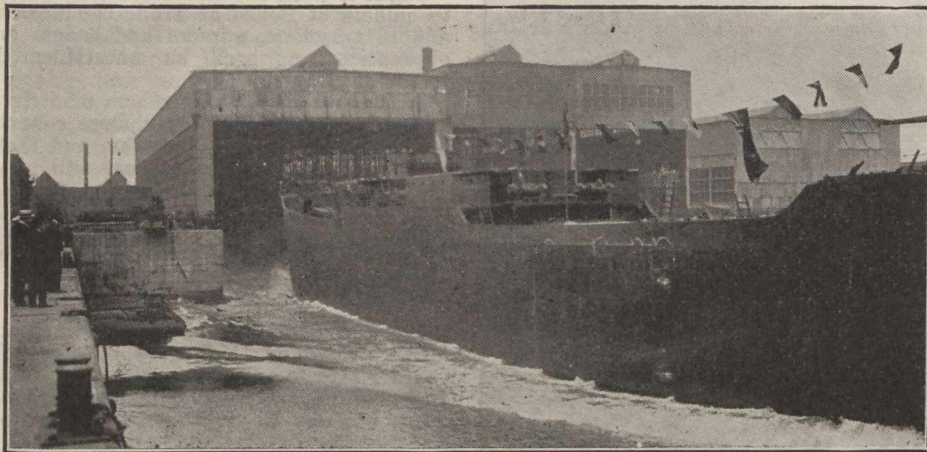
On June 4, the Minister of Public Works reported to the Privy Council that, in accordance with the order in council of

the Halifax drydock property and plant to the company for one year at a rental of \$62,500, the company to pay all taxes, etc., and to agree to purchase the drydock property and plant outright at any time during the term of the lease for \$1,250,000.

On June 24, the Minister of Public Works reported to the Privy Council that it was necessary for the company's purposes that a parcel of land in the center of the site should also be expropriated, and that \$11,484, which he considered a fair and reasonable compensation, be tendered for the same. This recommendation was also approved.

The Halifax drydock, which, as stated above, was completed in 1889 by the Halifax Graving Dock Co., Ltd., with headquarters in London, Eng., was given a subsidy of \$10,000 a year for 20 years, commencing in 1890. Other subsidies, aggregating \$20,000 a year, were obtained from the British Government and the city of Halifax. The dock is 585 ft. long, 102 ft. wide at coping, 72 ft. wide at bottom, and the depth of water on sill at ordinary spring tides is 30 ft. After the dock was wrecked by the explosion on Dec. 6, 1917, the Dominion Public Works Department took over the work of repairing and reconstructing it, the work being done directly by the department, which up to May 29, had expended about \$60,000 thereon, under the superintendence of Alex. McMurray, engineer in charge. As soon as arrangements were made to expropriate the property and lease it to Halifax Shipbuilders, Ltd., the department discontinued work on it.

Tenders were received by Halifax Shipbuilders, Ltd., to July 3, for work connected with the establishment of the shipbuilding yard and covering the piling and grading of three shipways, each 530 ft. long; the excavating, filling and grading of the shipyard for buildings, tracks and storage; excavation for Canadian Government Railways relocation and grading, track laying and ballasting same, equal to about a mile of double track railway; construction of 580 ft. of concrete sea wall and back filling same; construction

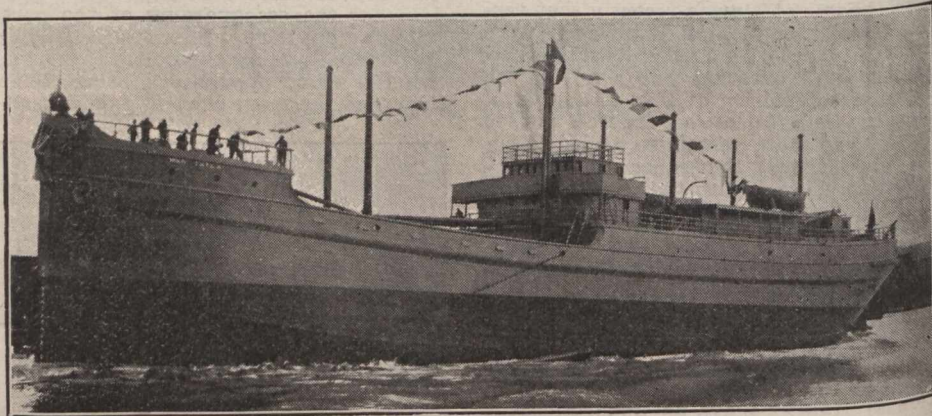


Launching of steel cargo steamship War Duchess, for British Government, by Canadian Vickers, Ltd.

and completed in 1889, was badly damaged and the repair shops and plant connected therewith were practically destroyed. In view of the great importance of Halifax as a naval base, and of the fact that the port is very largely used by war ships and war craft of all kinds and by the allied governments' transports, and also as a rendezvous for ships needing convoy, it is urgently necessary for the purposes of the war that all facilities for the repairing of ships should be effectively available with the least possible delay. In order to attain this object, an agreement was entered into with the owners of the dock, in which they agreed to proceed with the reconstruction of the dock and to furnish \$111,000, which was the amount of the insurance, towards the cost, provided the government would supply the balance of the cost of reconstruction by way of a subsidy, relieving the government of any alleged liability, as well as responsibility for the operation and maintenance of the dock.

The progress made by the company in the reconstruction of the dock has not been satisfactory and in view of the urgency of restoring Halifax to its former status as a naval base and rendezvous during the war, and of preparing it to meet the greatly increased needs of shipping after the war, it is necessary that the government take immediate measures to enter into possession of the dock at once and to proceed with its reconstruction. From reliable information it would seem that \$1,100,000 is a fair estimate of the value of the dock as it stands at present, and the Minister recommended that authority be given to offer this sum to the Halifax Graving Dock Co. for the property as it stands at present, including all work of reconstruction done up to the present, and that if this offer is refused, authority be granted, pursuant to the powers conferred by the War Measures Act, 1914, and all other powers vested in the Governor in council,

May 27, the drydock, etc., had been expropriated and vested in the Crown. He further reported as follows: "The Halifax Shipyards, Ltd., has been formed to carry on shipbuilding and repairing on a large and modern scale, and intends proceeding at once with the erection of the necessary plant and equipment, on which it contemplates an expenditure of about \$3,000,000. The company has acquired the property immediately adjoining the drydock, known as the Acadia Sugar Refinery



Wooden cargo steamship War Tatla, built by Western Canada Shipyards, Ltd., Vancouver, B.C.

property, where three shipbuilding berths will be laid down, upon which steel ships of approximately 10,000 tons may be constructed. The first of these, the largest ever built in Canada, will be ready for service inside of 15 months. It is considered advisable, under existing circumstances, when the provision of additional tonnage is so urgent and important in the public interest, to lease the property to the Halifax Shipbuilders, Ltd., to be operated by it in connection with its new enterprise. The Minister therefore recommended that authority be given to lease

of reinforced concrete retaining wall along the right of way of the railway relocation, and the extensions to sewers, water mains, etc. The work will require approximately 270,000 cu. yds. of earth and rock, dry excavation, and 20,000 cu. yds. of concrete. It was stated subsequently that the contract has been awarded to the Bedford Construction Co., successors to Cavicchi & Pegano, general contractors, who were to commence work immediately, and that it was anticipated that the first of three shipbuilding berths will be completed within four months.