

## Government Vessels for Pacific-Atlantic Service.

As previously stated in Canadian Railway and Marine World, the Dominion Government some months ago awarded two contracts for the construction of wooden auxiliary power schooners, for operation between Pacific coast ports and Atlantic coast ports, via the Panama Canal, one to Wallace Shipyards, Ltd., North Vancouver, and the other to Lamond & Harrison, Vancouver. When this matter came before the House of Commons, Sept. 6, on a vote for \$600,000 for the building of these vessels, the Minister of Railways stated that the tenders had been accepted and the contracts let, but the contractors had not put up the required bonds and had asked to be released on the ground that the Imperial Munitions Board had taken over six wooden shipyards in British Columbia and had contracted for the whole output of the British Columbia lumber mills for the next nine months. They therefore claimed that it was impossible to obtain the necessary lumber to build these vessels, and that materials and labor had so largely advanced that they could not carry out their tenders, but they offered to build the vessels on a basis of cost, plus 10%. The Minister added that the contracts had been cancelled and no other contracts had been entered into.

Copies of the contracts submitted to Parliament show that the vessels were to cost approximately \$230,000 each. The contracts were entered into by the Minister of Railways, under authorizing orders in council of Nov. 24, 1916, and Jan. 30, 1917, the one with the Wallace Shipyards, Ltd., on Mar. 8, and the other with Lamond & Harrison, June 1. It was the intention of the two contractors in the latter case to turn the contract over to the Harrison & Lamond Shipbuilding Co., formed at Vancouver recently. Each contract provided for the construction and delivery of one wooden auxiliary sailing ship. Delivery on the first named contract was to be made by Feb. 28, 1918, and on the second contract by June 1, 1918. The dimensions of the vessels were to be: Length of keel, 225 ft.; breadth, 44 ft.; depth of hold, 19 ft. In case of failure to deliver the vessels by the dates named, or by dates otherwise authorized, a penalty of \$50 a day was fixed, and \$50 premium was to be paid for each day gained in delivery. It was provided that the contractor was to provide and install all propelling machinery, such machinery to be similar to that installed in vessels built for the Canada West Coast Navigation Co., or of similar Diesel type, or of a type satisfactory to the government's architect, and of equivalent horse power, and to comply with Lloyd's standard for seagoing oil fuel, internal combustion engines.

The price to be paid for each vessel was based on \$48 per ton of 2,240 lb. deadweight cargo capacity, which was to be estimated on the usual allowance for cargo, fuel, fresh water and stores, and \$110,000 was to be paid for machinery and plans. Payments were to be made as follows: Upon the execution of the agreement and furnishing of bond, \$5,000; when square frames set up, \$20,000; when ceiling and deck frames in and deck laid, \$15,000; when ship successfully launched, \$15,000, or such portion thereof as was justified by the value of the work done. In respect of the propelling machinery and various additions and improvements, and necessary additions to

the hull to produce a complete vessel fully equipped and launched and ready for sea the \$110,000 was to be paid as follows: Upon certificate of the architect that satisfactory evidence had been produced to him showing actual amounts paid by the contractor for the propelling machinery and other equipment were to pay from time to time such amounts as had been certified to have been paid, and to have a lien upon such machinery, etc., for such payments, which should not exceed in any event \$90,000. Progress payments upon the cost of installation of the machinery and other equipment were to be made from time to time upon the architect's certificate as to the amount of work done. The balance of the total price, if any, respecting both hull and machinery, was to be paid on delivery of the ship and the acceptance of same. A further clause of the contract provided that any bonus or subsidy that might be granted by British Columbia, or by the Dominion, on account of the construction or operation of the vessel, should be the property of the government, whether or not such was payable to the contractor, and the contractor agreed that he would comply with all requirements that might be necessary to procure such bonus or subsidy.

It was intended that the vessels to be built for the government should be similar in all respects to those built recently for Canada West Coast Navigation Co. In case of those vessels, the construction price was based as follows: Wooden hull, 2,500 tons at \$48, \$120,000. Additional work found necessary after contracts were signed, in order to meet Classification Society's and Canadian Steamboat Inspector's requirements:

Additional anchors, increased thickness of cable, increased equipment of wire rope, towing lines both steel and manilla . . .	\$1,264
Increased thickness of wales and bilge fastenings . . . . .	3,000
Additional knees at mast beams . . . . .	3,200
Cost of carbolineum at butts and edges in way of frames . . . . .	800
Increased height of hatch coamings . . . . .	400
250 tons salt, cost in place of \$15 a ton . .	5,750
Additional strong backs at all hatches . .	2,000
Increased size of lifeboats, boat davits, and additional lifebuoys, lifesaving equipment, sea anchors, buoyant tanks, etc. . .	1,000
Additional fittings in cabins . . . . .	1,000
Increased size and weight of windlass to take care of increased size of anchors and chains . . . . .	365
Additional stiffening in fuel oil tanks . .	4,600
Additional diameter of rigging wire, and rearrangement . . . . .	500
2 water tanks . . . . .	2,500
2 fuel tanks . . . . .	3,000
Increased size of donkey boiler . . . . .	1,500
Additional piping of fuel and water tanks .	1,650
Changes in style of pumps . . . . .	350
Day tanks, air tanks and lubricating tanks .	1,000
Changes in design and construction of winches and fittings, all cut gears, 4 winches at \$150 . . . . .	600
Copper expansion bends in steam lines to winches and windlasses . . . . .	565
	\$35,044

### Propelling Machinery, etc.

2 165-h.p. Diesel engines, including air compressor, electric generating, f.o.b. Vancouver, including freight and insurance . . . . .	\$50,000
Built to comply with Classification Society's standards for seagoing engines.	
2 sets shafting and propellers . . . . .	5,300
Cast steel stuffing boxes, stern glands, etc., with lignum vitae bushings and fittings in place . . . . .	850
Installation of propeller shafting struts and intermediate shafting . . . . .	2,500
Additional diameter of shafting . . . . .	400
Fitting continuous bronze liner to shafts. .	1,200
2 cast steel propeller struts . . . . .	700
Installation of engine . . . . .	5,000
	\$73,950
Total . . . . .	\$228,994

## United States Restriction on Coal Exports.

Washington, D.C., press dispatch, Sept. 14.—“Continued export of coal to Canada in large amounts through Great Lakes ports at the expense of the Northwestern United States will be checked immediately by the Fuel Administration: H. A. Garfield, the Fuel Administrator, has requested the Export Administration Board to permit no more coal to be shipped from the country except under license restrictions, and asked that no licenses be granted unless they are approved by the Fuel Administration. Coal heretofore, along with other U.S. products, has gone to Canada under blanket licenses issued by Collectors of Customs.

“The Fuel Administration,” said Mr. Garfield, “does not intend to cut off Canadian exports, but with this supervision it will be able to equalize the distribution of coal and see that the U.S. northwest and Canada both get their fair shares.” Complaints coming to Mr. Garfield that much of the coal going to the lakes was not reaching the northwestern States prompted an investigation, which revealed that a great part of it was reaching Canada. In the period between Aug. 24 and Sept. 8, out of a total of 1,755,812 tons of coal that reached lake ports, 530,973 tons went into Canada. This is far in excess of the proportion of Canadian shipments by lake boats in normal times. While Canada has been piling a reserve store of coal, the northwest is threatened with a shortage this winter, which, it is declared, may force industries to close down.”

Ottawa press dispatch, Sept. 21.—An arrangement has been made with Dr. Garfield, U.S. Fuel Controller, whereby no general licensing system will be instituted as far as Canadian imports are concerned, but the authorities at Washington will call for periodical statements from U.S. exporters showing the daily movement of coal to Canada. No serious inconvenience is anticipated as the result of these arrangements.

British Standardized Ships.—London, Eng., press dispatch, Sept. 17: “Complete success has attended the trial of the first standardized ship built to the British Government's order. It was of a most exhaustive nature, and experts are unanimous in their praise of the vessel which, with its sisters, will now be taking to the water in quick time, and is destined to play an important part in the campaign against submarines. The standardized ship has been designed to provide a good style of cargo carrier in the shortest possible time, with the minimum expenditure of material. The keel was laid last February, and in less than six months the vessel was fully loaded and ready to go to sea. During the trial trip, Sir Joseph Maclay, the Shipping Controller, made a statement with regard to the new ships, for the construction of which he and his advisers are responsible.”

English Channel Car Ferry Service.—The British Government is credited with the intention of inaugurating a car ferry service across the English Channel in the neighborhood of Dover Strait. I. W. Watts, Windsor, Ont., J. McCarthy, Sandwich, Ont., and G. Plant, London, Ont., are stated to have been engaged by the British Admiralty for this purpose, each of them having had considerable experience in car ferry operation on Lake Michigan.