

November 18th 1915.

From the holdings of  
**Western Archives, Western University**

One letter will suffice to you both as the matters are of mutual interest. The engine and boiler business has not improved since I last gave you a list and so far this month our orders in that department are going to be very slim. We are keeping James Lamond three weeks out of the month on the road, he has got very few orders, is at present in Toronto and Hamilton following up very few enquiries. The only bright part in the boiler business is that those who were intending to order will likely do so now on account of the increased cost of plates and tubes, the former are rated at \$1.50 base for the last three months of 1916, and tubes have advanced from one to two cents per foot. In regard to the plates we have secured 150 tons at \$1.30 through Drummond McCall & Thomas Robertson which will we think suffice for the business for that quarter. We are going to order about two thousand tubes from Thomas Robertson to fill our present contract which will also suffice we think.

For pig iron we have made a contract for 100 tons at \$18.63 per gross ton for all deliveries in 1915 from the Hamilton Company, f.o.b. London, and balance not specified for to be \$19.13 per gross ton delivery up to June 30th 1916, so if prices advance much further we will be fairly well fixed. The price of almost nearly everything in our line has advanced and it must have its effect on people who are waiting. We are using about nine tons of coal per 22 hours with the way we are running just now and it will be a little more as the weather gets colder, our boilers are being taxed to their utmost, one of them had a small pocket in it two weeks ago. Our engine with a new cylinder is also going to be hard run, but the Shell Committee have reduced specification on heating the oven from 8 hrs. to 2 hrs. so that will ease the engine a little. We have been running very steadily for three weeks and this morning at 5.30 we had a second break in our counter shaft upstairs by means of which we have lost about 6 hrs. work. This shaft is no doubt too light for the work we are taking out of it in the machine shop as every tool is worked up to its very fullest capacity, I wonder sometimes that we are doing so well. Our pipe cutter cutting off shells and our boring mill turning off the solid end are away ahead of the other machines, the turning off and the boring out are kept to their fullest capacity, we are also nosing with the press very satisfactory and the minor parts of the machining on the shells are working well. The varnishing, heating, painting and shipping departments are working very well, so much so that we got our first car off on Saturday of 1070 shells and have the car in for another one to-day and hope to have a third car ready to go forward on Saturday the 20th.

We have just wired the Shell Committee that we hope to ship two cars a week of our 4.5 shells until our contract of twenty thousand is filled. We should be able to turn out 250 shells per day. Morgan is fairly well satisfied with what we have done.