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May 5th/1916.

FRI/C

APRIL 24th/1916. to APRIL 30th/16, inclusive.

Monday 24th.

April

Mr. Mallock, Machinist died very recently and left a very nice little equipped machine shop. Mrs. Mallock wants to sell out, we offered her \$400.00 for a 24" lathe and expected to get it at that figure, but A.R. Williams Machy. Company made a bid for the whole outfit and he will dispose of them at very good prices as far as we can learn. We will now try and get this same lathe and work off our base threading machine for putting plugs in the bottom of shells, we will have to sacrifice the latter for it is good for nothing else.

Attended Vestry meeting at Memorial Church which shows a deficit of \$91.00, we all think this is pretty good considering the state of affairs and attendance at the church. Will send you a copy.

Tuesday 25th.

April.

Counter shaft and two pulleys upstairs above engine collapsed and we lost 30 hrs. working day and night, men are very much annoyed but we cannot help it, the shafting and pulleys are doing more than they were first intended and we will have to run the risk.

Some little enquiry from Regina and Winnipeg for a couple of boilers but we have not been able to do anything up there for twelve months, all the orders being captured locally, principally being captured by the Vulcan Iron Works.

Wednesday 26th.

April.

Had a long call from Gordon Phillip, Secy. Board of Trade, who showed me plans for an addition of the London & Port Stanley, East of McClarys' along the river and then North to and over the G.T.R. east of Petteraburg to the C.P.R., he says they have got part of the money voted for this scheme now and as soon as things are ready the scheme will be plunged on the public. This will give the City ample room for all factories that can possibly come here with sidings and every facility independent of any of the present railway Companies. He wished very much for me to put a price on our Trafalgar property so that could be available in case of an enquiry from some large concern wanting a location. I refused to do so as I considered the Assessors' would immediately get hold of it and others and do us no good if we wanted to buy a little more.

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Morgan and I looked over correspondence of 5" & 4.5 shells and have made out a good case for an extension of our time at the old price and offered to go on Thursday to Ottawa and lay the matter before the Commissioners.

Signed the Power of Attorney to Frank ^{Kendall} in the Canadian Homestead for both Ibb & Wood and enclosed is circular relating thereto. Kendall is afraid that Brent is going to put the thing into the Courts and wants to down him at the next meeting when he can get \$25,000. to still exploit the mine, they are more sanguine than ever.

Thursday 27th.
April.

Made price to Plant of Montreal on 4, 9 x 8 Clipper Engines on top of 30 H.P. Locomotive boilers on skids for the War Office, delivery in 30 days and in conversation with Plant understand that our prices were 15% higher than anyone else's for the same class of material, it is very doubtful if we would get the order at this difference unless they fail to get delivery to suit them. In any case the price has to go to the Old Country and cabled out for acceptance.

Mr. McKenna of the Aylmer Condensed Milk Company called and ordered a 400 H.P. Closed Heater which we are making in the boiler shop.

Read part of E.W. Leonard's letter to Mr. Holmes about 25% Tax on profits. This bill has not been passed by the Dominion so there is little use of discussing it. Our idea is to take 50% off all shell making tools as well as the attachments that we have been obliged to put on them for shell making. 25% on all other tools about the establishment in machine shop, boiler shop and foundry. 33% off patterns. Please say if you think this would be a fair thing. We are going to try to include in our statement the \$19500.00 loss that we made on the 30th of June next, but we do not know that it will be allowed. We intend to close our books as usual on the 30th of June.

Friday 28th.
April.

Paid \$2341.00 to 153 men including \$894. piece work.

Arrived in Ottawa at 7.30 and after again looking over our case had an interview with Allan McAvity, but could not get him to listen to our explanation, out of the two dozen letters we had of his and the old Shell Committee he only looked at one, we were considerably taken back and his argument was that all the others had not made such complaints and were accepting the cut in price whether deliveries were made according to contract or not. He also very nicely reminded us that we were getting handsomely paid for the first two sizes and thought we had better exceed to the wishes of the Committee. We had lunch with him and H.A.S. at the Rideau Club and after a further conference we concluded to finally withdraw our case which was a serious matter as it meant \$2.50 on about 7000 shells which we intend to fill now at \$4.50 each instead of \$6.95. When we told him this, he said he had another proposition for us in the shape of an order for 30,000, 8" shells at the rate of 1000 per week to be completed 31st March 1917 at \$17.00, or we could take 30,000, 9.2 delivery 28th May at the prevailing price of \$23.00 each, after some consideration we put in a proposition of that kind which will be sent with a half dozen firms in Canada and submitted and altogether likely an order will be placed for a large quantity of these two sizes. We estimate that we would have to put up an addition to the West and utilize the York Street shed for finishing and buy about \$50,000.00 worth

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of tools, approximate expenditure \$75,000.00, and would need at least another \$50,000.00 to make a start and get some returns. I think we could get banking accommodation for this, independent of our present bankers at least this is my idea. We will know later about this.

Morgan left for Montreal that night and I remained with Schofield and Innis.

Saturday 29th.
April.

A Morgan

As Schofield had some business in connection with his Distributing Department in Montreal with several of the larger producers of shells, I concluded to go down to Montreal with him and arrived in the City at 9 o'clock. We got Jones & Glasgow's auto and put in the whole day visiting and inspecting different plants and was made very welcome at all of them. Schofield certainly has a lot to look after but he has the ability and push and appears to be very much liked.

We visited the Montreal Locomotive Company, Mr. Fraser, in charge, who have turned their entire establishment into shell making, putting in temporary steel beams over the different bays and attaching their counter shafts to them, they are not attempting to make a single locomotive and their special machinery is standing idle. They purchased machinery in United States early in the game and did the right thing.

We also visited the National Bridge Company, Mr. Dickenson, Mgr. They are doing the same thing, converting their entire shops into shell making up to 6".

We also went to Westmount and visited Peter Lyall & Company, Contractors & Stone Cutters, they had a large shop devoted to stone cutting and filled it immediately with machinery from the U.S. for making 4.5 and 6", including furnaces and presses for making the blanks. They say they spent \$1,300,000.00, but Mr. Morgan and I think that if they spent half a million it would be to the outside, people will talk you know at these times. However, this Company made the record delivery on 4.5 of the whole country, after they received their first order. They shipped a carload in less than eight weeks from the receipt of the order which astonished the machine makers and made them all feel pretty cheap. He has got in his last contract for 4.5 we understand which was less than \$3.50 each for finishing so he is going to making a spoon or spoil ~~the bone~~ *a how w*

Sunday 30th.
April.

Mr. Morgan also spent four hours in that establishment on Sunday I am sorry to say with their mechanical man and got many pointers.

Mr. Schofield took me down to Vickers Limited at ten o'clock this morning and we spent nearly two hours in this mammoth concern, had not time to visit their shell finishing plant which is their machine shop proper, but visited the boiler shop proper, where they are cutting off and pressing the blanks into shape up to 6". I saw ten presses in a row for this purpose they are not attempting at the present time to make any boilers. Plant sold them a small one a couple of months ago.

They have an ice breaker built for the Canadian Government which is now going to Archangel, Russia for that Government to help them keep navigation open in the Artic Sea.

I also saw about 50 motor boats more or less complete made of Oak with motor engines, electric search lights, wireless telegraphy, speed 40 miles per hour of which they got an order last fall for 250 and have delivered 150 now, all their machinery is of the very latest. They have abandoned steam for their hammers and use compressed air which I think is a good idea, and would like to try it here.