

The Pace for Shipbuilders.

To the Editor of The New York Times:

The official report of the fast work of rivet-driving gangs on the Panama Canal locks during the time of the erection of the lock gates by the McClintock-Marshall Company of Pittsburgh will, or should, prove interesting to the men who think the shipbuilders are rushing the construction of new ships. The Canal Record for March 5, 1915, contains the following paragraph on page 229:

Three gangs employed on the spillway gates at Miraflores drove a total of 22,328 rivets during the month of February, an average of 372 rivets a gang for each working day of eight hours. This is believed to have established a new local rivet-driving record. The maximum day's work for all three gangs was 2,137 rivets and the maximum day's work for one gang was 1,237. Out of the latter number 167 rivets were ordered cut out and re-driven, leaving a net total of 1,070 for the day. There is one riveter to each gang, and the workman who made the best record for his gang for one day was a West Indian named Gerald Goodrich. The force was in charge of Superintendent Fred Hutzley.

In the United States Senate, on the 25th inst., Senator McCumber presented figures showing that riveters on the Pacific Coast are, or have been, driving only 70 and even as low as 32 rivets a day.

HAMILTON FOLEY,
Washington, Feb. 28, 1918.

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