

# BRITISH COLUMBIA RECORD

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Covering British Columbia.

Vol. 14, No. 64, Wed. May 15, 1918.

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| Number | Description             | Cost   | Street Address       | Lot and Block | Subdivision | Architect | Contractor      | Address      | Owner               | Address |
|--------|-------------------------|--------|----------------------|---------------|-------------|-----------|-----------------|--------------|---------------------|---------|
| 9217   | residence               | \$1000 | 3567 Turner St.      |               |             |           |                 |              | John Greening       |         |
| 9219   | basement                | \$1000 | Smythe & Cambie Sts. |               |             | Owner     | Dom. Const. Co. | 509 Richards | Imperial Oil Co.    |         |
| 9220   | covered way & fire door | \$500  | Railway St.          |               |             |           | Dom. Const. Co. | 509 Richards | American Can Co.    |         |
| 9222   | residence               | \$3000 | \$14-15th Ave W.     | 9-447         | 526         |           | Owner           |              | George E. McConnell |         |

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### BUILDING AND INDUSTRIAL NEWS



#### BUILDING PERMITS

9215—C. V. Cummings, garage, 1531 Beach Ave., \$100.  
 9218—James Witcomb, garage, 2346 3rd Ave. W., \$200. Dom. Const. Co.  
 9221—C. Bentall, garage, 469 10th Ave. E., \$200. Dom. Const. Co.  
 9223—J. G. Lambert, add to dwell., 577 18th E., \$250.

#### TURNER STREET HOME.

John Greening is building a new residence at 3567 Turner Street at a cost of \$1000.00.

#### NEW HOME FOR FIFTEENTH AVE. WEST

George E. McConnell has begun work of excavating for a new residence to be erected at \$15-15th Ave. West. The building will be 24x30 ft. in dimensions, of frame construction two storey and basement and will have six rooms and a furnace. The building will be modern in every respect and will cost \$3,000.00.

#### NORTH VANCOUVER NOTES.

The Whytecliffe road work outlined by the municipal engineer has been submitted to the solicitors of Sir Chas. Dalton, who recently paid large taxation charges on condition that a portion of the moneys would be expended in the neighborhood of the properties in question, and has been approved.

Already twelve new bungalows have been completed by the Dollar company and six more are now under way, as it is the intention of Manager Stanley Dollar to give his employees comfortable accommodation. When the six cottages now under construction are completed another six will be started.

#### BURNABY NOTES

The home of Mr. Curtis, near Ardleigh Station was totally destroyed by fire early on Saturday morning.

#### WESTMINSTER NOTES

The Imperial Munition Board steamer War Comox, built at Poplar Island left on Sunday for Ogden Point, Vancouver Island, to have boilers and engines installed.

The road bed on the right of way for the spur for the Timberland Lumber Co.'s mill is now in process of construction; grading, ditching and other necessary work is progressing towards this end.

#### MURRAYVILLE NOTES.

Road appropriations covering a large part of the municipality were made at the council meeting on Saturday.

#### STEVESTON BURNS WITH LOSS OF NEARLY HALF MILLION

Fire which started in a Chinese mess house near the Star Cannery, at Steveston at 8:30 o'clock this morning, developed into a conflagration that had caused damage estimated at \$500,000 before it was conquered by fire-fighting forces from

Vancouver, Point Grey and Richmond. Practically the whole area from Dyke road east to No. 1 road was devastated by the flames. Included in the buildings destroyed were the Lighthouse, Star and Steveston canneries in which canned salmon and other fish valued at \$125,000 were stored. Only the cook house at the Lighthouse cannery, owned by the Chin Lawman interests remains. Other building included the London, Richmond and Star hotels, the Hepworth block owned by Dr. Hepworth, proprietor of the Steveston Drug Co., which was housed in the block, as were the postoffice, P. Burns & Co's meat market, and C. Okuyama Company's general store. A dozen smaller buildings including several Japanese and Chinese stores and residences fell prey to the flames. The protection wall, constructed by the Provincial Government in 1911, along the river bank, at a cost of \$10,000, was burned to the water edge. The B. C. E. R. pole lines along the south side of Moncton avenue and on No. 2 and No. 3 roads were also burned, causing heavy loss.

#### VICTORIA NOTES.

City Engineer C.H. Rust has submitted to the City Council a list of streets which, in his opinion, are in need of general repair and has recommended an individual expenditure for each street ranging from \$50 to \$1,960. Twenty-three streets are included in the engineer's report.

#### Leighton Road Repairs

Before passing on City Engineer Rust's recommendation for the resurfacing of Leighton Road, which has had to bear heavy traffic lately owing to Oak Bay Avenue's condition, the aldermen will make the street a point of visit in their tour of the civic highways next Wednesday. Mr. Rust says the work will cost \$1,100.

#### Would Lay Another Track.

An application from the C. N. R. for right to lay an additional track along Alpha Street at the station siding was submitted to the streets committee yesterday by Engineer Rust, with the recommendation that it be approved on condition that there be an agreement allowing the city to give thirty days' notice for the tracks removal. The matter was tabled for a week.

#### INSPECTED HIGHWAY

EDMONDS—Representatives of the Port Moody council on Friday morning met Reeve Fraser, Engineer Milne and Councillors Edgar and Ward and made an inspection trip of the Hastings-Barnet road. These gentlemen went thoroughly into the question of putting the road in better condition. Reeve Fraser stated that Burnaby would certainly meet them half way in the matter of better roads.

#### SEATTLE NOTES.

Fire today destroyed the plant of the Meadowbrook Condensed Milk Co. at Issaquah, twenty miles southeast of Seattle. The loss is estimated at \$100,000. Defective wiring caused the fire, it is believed.

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- Dalton & Eveleigh, 615 Hast. W. Sey. 662
- Gardiner, F. G. & Mercer, 718 Gran. Seymour 3672
- Gardiner, Wm. Frederick, 718 Gran. Sey. 2672
- Honeyman & Curtis, 321 Pender W. Sey. 1621
- Macey, Frank, 470 Gran. Sey. 1804
- Matheson, Robt. M., 509 Rich. Sey. 5035
- Palmer, Bernard C., 616 Credit Foncier Bldg. Sey. 3680
- Pratt & Ross, 736 Gran. Sey. 1557
- Sharpe & Thomson, 620 Pender W. Sey. 1064
- Somervell & Eitnam, 636 Pender W. Sey. 6230
- Townley, Fred L., 325 Homer. Sey. 8015
- Twissell, R. P. S., 837 Hast. W. Sey. 7925

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 Ward 2 ..... W. R. Hamilton  
 Ward 3 ..... W. C. Marshall  
 Ward 4 ..... Jos. Hoskins  
 Ward 5 ..... W. R. Owen  
 Ward 6 ..... S. C. Elliot  
 Ward 7 ..... Frank E. Woodside  
 Ward 8 ..... F. P. Rogers
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 Comptroller ..... G. F. Baldwin  
 Treasurer ..... J. J. Johnstone  
 Accountant ..... A. J. Pilkington
- Engineering Department  
 Engineer ..... F. L. Fellowes
- Building Department  
 Building Inspector ..... R. A. McKenzie  
 Water Department  
 Secretary ..... S. J. Montgomery  
 Health & Sanitation Department  
 Medical Health Officer ..... F. T. Underhill  
 Librarian ..... R. W. Douglas
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 Johnathan Rogers, Chairman  
 A. C. J. Leek ..... G. W. Hutchings  
 M. S. Logan ..... George Eldon  
 W. S. Rawlings, Superintendent
- Light Department  
 Electrician ..... C. H. Fletcher
- Street & Sewers Department  
 Superintendent ..... John Morton
- Police Department  
 Police Magistrate ..... H. C. Shaw  
 Court Clerk ..... E. Robinson  
 Solicitor ..... E. F. Jones  
 Prosecutor ..... R. L. Maitland
- Fire Department  
 Chief ..... J. H. Carlisle

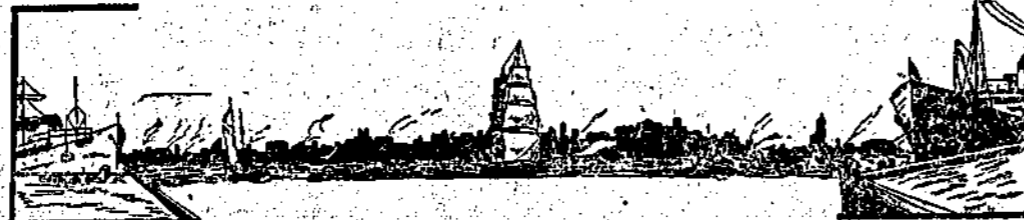
**BASE BALL**

- PACIFIC COAST INTERNATIONAL LEAGUE**  
**SCHEDULE OF PACIFIC COAST INTERNATIONAL LEAGUE FOR 1918**  
**HOME GAMES**
- Tacoma vs. Vancouver  
 May 8, 9, 10,  
 July 15, 16, 17, 18, 19.
- Seattle vs. Vancouver  
 May 20, 21, 22, 23, 24, 24,  
 July 29, 30, 31,  
 Aug. 1, 2.
- Portland vs. Vancouver  
 June 3, 4, 5,  
 Aug. 12, 13, 14, 15, 16.
- Spokane vs. Vancouver  
 June 17, 18, 19, 20, 21, 22, 22,  
 Aug. 26, 27, 28, 29, 30, 31, 31.
- Aberdeen vs. Vancouver  
 July 1, 2, 3, 3, 5, 6,  
 Sept. 9, 10, 11, 12, 13, 14.

**PANTAGES**

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**SHIPBUILDING AND MARINE NEWS**



**WILL BUILD BIG FLEET OF VESSELS**

\$20,000,000.00 in Concrete Vessels at Everett, Washington. Government Grants Authority.

WASHINGTON — Harry B. Spear, president of the West Coast shipbuilding company of Everett, has made public the fact that he has obtained, after long delay, authority from the shipping board to build in his plant at Everett, approximately \$20,000,000.00 worth of concrete ships for private order. He goes to New York to complete negotiations with the persons who are to buy these ships. He declines to make public their identity. About 15,000 tons of steel to reinforce the frames are involved in the order. The authority he has obtained here permits the steel plants to provide his plant with steel. His authority includes the construction of 10 cargo-carrying steamers of 7500 tons each, 22 1000-ton barges and 15 ocean-going tugs, each 200 feet long and each with a deadweight of from 1200 to 1500 tons. All the ships are to be of concrete.

**50 VESSELS WILL BE BUILT FOR INTERESTS**

The Shipping Board has given Pacific Coast yards authority to build 50

wooden vessels of the Ballin and Dougherty types for French interests. It is expected that the three yards of the Foundation Co., one of which is located in North Portland, will be given the contracts.

Contracts for nine wooden ships of the Ballin type to be 4500 tons each, have been awarded by the Shipping Board to the Kern & Kiernan Shipbuilding Company, of Portland, and to the Columbia Engineering Works, the larger end of the contract going to the former concern.

These are the first contracts let in some months to any yard not previously holding contracts with the Government.

**British Columbia Yards**

Following is a list of the shipbuilding companies of British Columbia now actively engaged in ship construction or recently organized:

**Steel Shipbuilding Plants.**  
 Coughlan Shipbuilding Co., Vancouver.  
 Wallace Shipyards, North Vancouver.  
**Wood Shipbuilding Plants.**  
 Cameron-Genoa Mills Shipbuilders Ltd., Victoria.  
 Foundation Company of B. C. Ltd., Victoria.  
 Lyall Shipbuilding Co., North Vancouver.  
 New Westminster Eng. & Const. Co., Poplar Island.  
 Pacific Construction Co., Ltd., Port Coquitlam.  
 Standard Shipbuilding Co., Vancouver.  
 Wallace Shipyards Ltd., Vancouver.  
 Western Canada Shipyards Ltd., Vancouver.

**Mining News**

It is said to cost Granby under 10 cents per pound to produce copper at its Anyox plant.

Mines in the Highland Valley that were staked prior to 1912 have been granted titles.

Employees of the Princeton colliery were given a substantial raise in wages on May 1st.

Granby's coal and by-products plant on Vancouver island should be finished and in operation this coming fall.

The Black Diamond, Rambler B., Sally and Standard Fraction mines all of Beaverdell, shipped ore to Trill last month.

Joe Cunningham and Mike Kane, recently shipped a carload of copper ore from the Surprise No. 3 at Phoenix to the Granby smelter.

Two huge converters to be placed in operation this summer at Anyox are expected to increase Granby's copper production by some 20 per cent.

Revelstoke is making preparations for the International Mining convention to be held in that city some time in July, the various committees being now actively at work.

All shareholders of the Slokan Star Mines, Ltd., will be reinstated in a company to be known as the Silver-smith Mines, Ltd., situated near Sandon, probably. The mine, which was acquired recently by Roy C. Lambers, will be placed in operation by May 15th.

Two new companies are being organized to open up coal mines on the coast. One is the Vancouver Island Collieries, Limited, with a capital of \$1,500,000, and the other is the Nanose-Wellington Coal company. The former has its headquarters in Vancouver, and the latter at Seattle.

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 Vancouver and Victoria

**PROPOSED NEW WORK**

| VANCOUVER           |                |                      |               |
|---------------------|----------------|----------------------|---------------|
| Character           | Estimated Cost | Location             | Owner         |
| Armory              | \$350,000      | Grandview            | Government    |
| Harbor Works        | Not given      | Kitsilano Reserve    | Government    |
| Bank & office bldg. | Not given      | Bastings & Granville | Royal Bank    |
| Hotel, C. N. Ry.    | Not given      | False Creek Fill     | C. N. Ry. Co. |

| IMPROVEMENTS LISTED IMMEDIATELY BELOW ARE PROPOSED BUT HAVE BEEN POSTPONED: |                |                  |                |
|---|----------------|------------------|----------------|
| Character   | Estimated Cost | Location         | Owner          |
| Post Office   | \$250,000      | Gore and Keefer  | Dom. Govt.     |
| Post Office   | \$25,000       | South Vancouver  | Dom. Govt.     |
| Concrete Garage   | Not given      | Fifth & Fir Sts. | Ford Motor Co. |

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|--------------------------|------|----------|-------|
| Character                | Cost | Location | Owner |
|                          |      |          |       |
|                          |      |          |       |
|                          |      |          |       |
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|                          |      |          |       |
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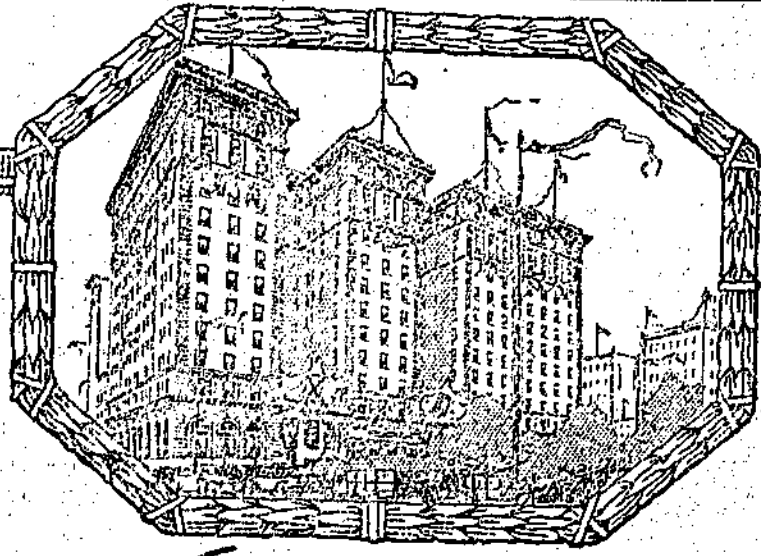
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# Along Auto Row

## PATRIOTIC EFFICIENCY AND THE MOTOR TRUCK

How the prosaic motor truck is linked up with patriotic service may not be apparent at first thought, but consideration of the facts will make the relation very evident.

The President and leaders in various industries have urged repeatedly that the great need of the hour is increased effort and efficiency in the production of foodstuffs and innumerable articles of manufacture. This pressing need comes at a time when there is a labor shortage and when a million men are being withdrawn from industrial and agricultural pursuits to form an army.

If the United States is going to perform the part in the war it has undertaken, it is absolutely essential that there shall be a big increase in agricultural products, ships, military goods, and particularly that every possible means of expediting the transportation of the unprecedented volume of shipments shall be used.

This necessary increase in activity means that more efficient methods must be adopted and that time- and labor-saving machinery must be utilized. The commercial motor vehicle is pre-eminently a machine of this kind, and it has the further great economic advantage that its widespread use will conserve human foodstuffs.

A motor truck operated normally ten hours a day performs the work of at least three horse-drawn vehicles, displacing from three to six horses. Five acres of land are required to maintain one horse for one year, while three acres will support one man. Each motor truck put into

service releases twenty acres of tillage land on a conservative estimate. This will support seven persons if devoted to the production of human foodstuffs instead of feed for horses.

Careful estimates show that there are already in use in the United States three hundred thousand commercial vehicles which release a total of six million acres of land capable of supporting two million people. This is a mere drop in the bucket compared with what might be done. The Department of Agriculture estimated that on January 1, 1915, there were 24,377,789 horses in this country. These required for their support 120,000,000 acres of land capable of supporting forty million persons. If the work horses in the country were displaced by tractors and motor trucks, the wheat or corn crop of the country could be doubled.

During the unprecedented congestion that has existed for the past two years and now threatens to increase, motor trucks have rendered a very useful service in moving freight for distances of one hundred miles and more. Such service, however, can be greatly increased. A motor truck will save the owner many annoyances and delays in moving his freight and will expedite his business generally.

The motor vehicle lends itself admirably to every need of haulage by road, and possesses the further advantage that the motor can be used for operating a hoisting winch, and for varied other purposes. Development of dump bodies, removable bodies, and trailers has greatly enhanced the utility of the motor truck, per-

(Continued on Page 4.)

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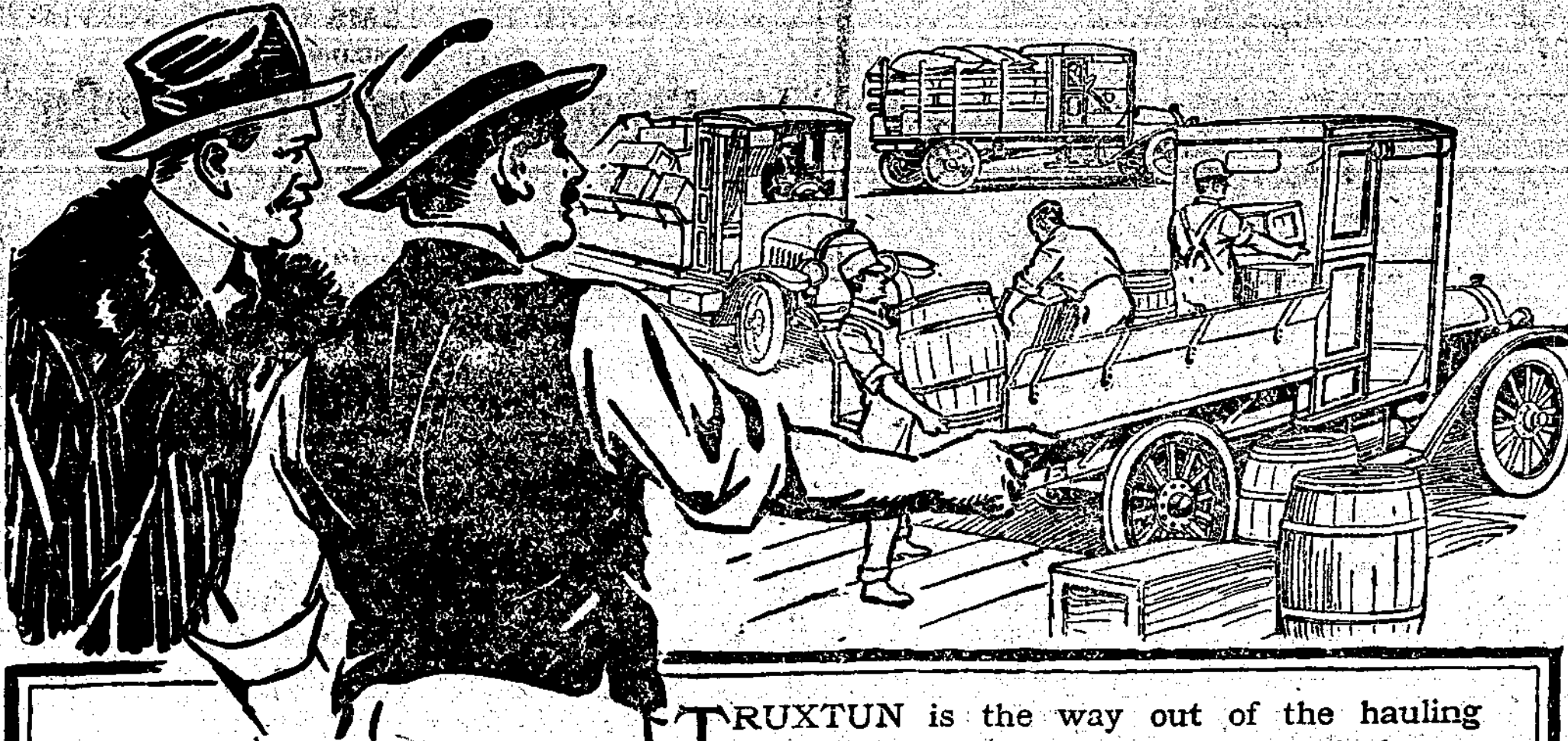
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Distributors for British Columbia

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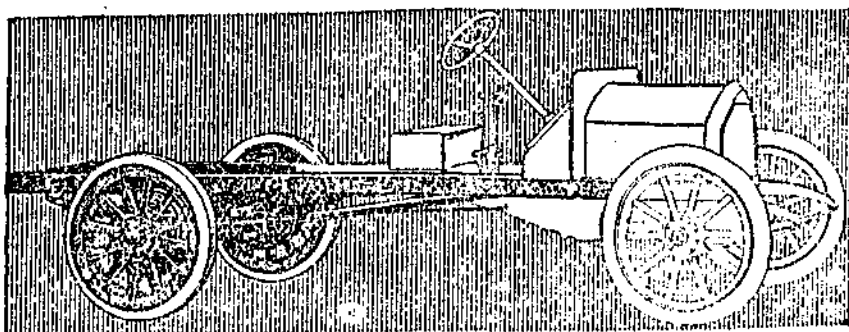
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NOT a Chain Drive



|                                |                       |       |
|--------------------------------|-----------------------|-------|
| For Ford Cars—Model A, 1½-ton  | 112-inch wheelbase    | \$410 |
|                                | 124-inch wheelbase    | 425   |
|                                | 136-inch wheelbase    | 440   |
| For Ford Cars—Model B, 2-ton   | 126-inch wheelbase    | \$525 |
|                                | 138-inch wheelbase    | 540   |
| For Other Cars—Model C, 1½-ton | 122-inch frame length | \$425 |
|                                | 180-inch frame length | 450   |
| For Other Cars—Model D, 2-ton  | 162-inch frame length | \$540 |
|                                | 180-inch frame length | 560   |

Prices F.O.B. Factory



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New Work -- Contracts Let

THE FOLLOWING TABLE SHOWS BUILDINGS COSTING \$5,000 OR OVER, ON WHICH CONSTRUCTION IS UNDER WAY, OR ON WHICH CONTRACTS HAVE BEEN LET BUT CONSTRUCTION NOT YET STARTED.

Table with columns: Character, Cost, Location, Owner, Architect, Contractor. Lists various construction projects like depots, bridges, schools, and industrial buildings.

(Continued from page 3) mitted its more economical use in short haul work, and cut down the expense of haulage by enabling the truck to keep moving practically all day.

There is not a retailer whose business is large enough to require the constant service of one or more wagons who could not use a motor truck to advantage. The same thing applies to larger companies.

Besides reducing hauling and delivery costs, the use of motor vehicles enables the owner to reach out into new territory and to make quicker deliveries, thereby materially increasing the radius of the territory from which trade can be drawn. There is a very definite limitation of the distance at which delivery can be made by horse vehicles, whereas it is not at all uncommon for daily deliveries to be made by motor truck at distances of thirty to fifty miles.

A fact that is often lost sight of in considering the question of substituting motor delivery for horses is the risk of loss of horse life that every owner assumes. In 1915 there were 113,900 horses in New York City out of this total 12744 died in the same year, representing a loss of about one in eight. Motor wagons do not die and are seldom if ever total losses. It is further to be considered in regard to motor trucks, that they require very much less stable space than horses, that each one displaces two or more drivers and several helpers or stablemen. Rents and taxes are high, as well as labor, and the economies that can be effected in these respects are well worth consideration.—Literary Digest.

DEPARTMENT OF WORKS.



NOTICE TO CONTRACTORS.

SOUTH WELLINGTON SCHOOL. Sealed tenders, superscribed, "Tender for South Wellington School," will be received by the Honorable the Minister of Public Works up to 12 o'clock noon of Monday, the 27th day of May, 1918, for the erection and completion of a four-room schoolhouse at South Wellington, in the Newcastle Electoral District.

Plans, specifications, contract, and forms of tender may be seen on and after the 27th day of April, 1918, at the office of J. Mahoney, Government Agent, Court House, Vancouver; S. McB. Smith, Government Agent, Court House, Nanaimo; J. E. Parrott, Secretary of School Trustees, South Wellington; and the Department of Public Works.

By application to the undersigned, contractors may obtain a copy of the plans and specifications for the sum of ten dollars (\$10), which will be refunded on their return in good order.

Each proposal must be accompanied by an accepted blank cheque on a chartered bank of Canada, made payable to the Honorable the Minister of Public Works, for a sum equal to 20 per cent. of tender, which shall be forfeited if the party tendering declines to enter into contract when called upon to do so, or if he fails to complete the work contracted for. The cheques of unsuccessful tenderers

will be returned to them upon the execution of the contract.

Tenders will not be considered unless made out on the forms supplied, signed with the actual signature of the tenderer.

The lowest or any tender not necessarily accepted. A. E. FOREMAN, Public Works Engineer, Public Works Department, Victoria, B. C., April 20, 1918.

PROPOSALS WANTED

Sealed tenders addressed to the undersigned and marked on the face of the envelope, "Tender for Sliammon Timber," will be received until noon of Wednesday, June 19 next, for the merchantable timber on approximately 1,100 acres of the Sliammon Reserve situated on the northern shore of Malaspina Strait, in the New Westminster district of the Province of British Columbia.

Tenderers should state the amount of cash bonus they are prepared to pay over and above dues, at the rate of \$1.00 per M feet B. M.

An annual license will be granted to the successful tenderer and five years will be allowed for the removal of the timber under the Regulations of the Department.

The license fee is \$50.00 and ground rent of five cents per acre is payable annually together with a renewal fee of \$2.00.

A plan of the Reserve showing the portion to be placed under license, and any further information may be obtained from the undersigned or from Mr. Peter Byrnes, Indian Agent, New Westminster.

DUNCAN C. SCOTT, Deputy Superintendent General of Indian Affairs, Ottawa, April 24, 1918.

TIMBER SALE X727

Sealed tenders will be received by the Minister of Lands not later than noon on the 15th day of July, 1918, for the purchase of License X727, to cut 7,048,000 feet of Fir, Cedar, Hemlock (3 years) will be allowed for removal of timber.

Further particulars of the Chief Forester, Victoria, B. C., or District Forester, Vancouver, B. C. Lock and Pine on an area situated on Main Lake, Quadra Island, Sayward District.

PROPOSALS WANTED

MISCELLANEOUS PROPOSALS. Architects Gardiner & Mercer, 827 Birks Building, are calling for tenders for the alteration and addition to a residence in New Westminster for the Sun Life Co. of Canada.

MAY 8, 1918. Perry, Chas. F., Contractor, 648 Howe St. Sey. 4621

MAY 9, 1918. Laborers Intelligence Club, 509 Carrall St. Sey. 4025

MAY 10, 1918. Alto, E., Pool Room, 150 Main St. Sey. 3971

MAY 11, 1918. Mills Auto Transfer, Auto Trnfr, from 319 Cordova to 365 Cordova. Sey. 8455

MAY 12, 1918. Vancouver Motor Co., Motor Repairs, from 325 Pender W. to 833 Pender West. Sey. 680

MAY 13, 1918. Latta, R. F. & Co., Printing Specialists, from 337 Gore to 500 Beatty. Sey. 1039

SYNOPSIS OF COAL MINING REGULATIONS.

Coal mining rights of the Dominion in Manitoba, Saskatchewan and Alberta, the Yukon Territory, the Northwest Territories and a portion of the Province of British Columbia, may be leased for a term of twenty-one years at an annual rental of \$1 per acre. No more than 2,560 acres will be leased to one applicant.

Applications for a lease must be made by the applicant in person to the Agent or Sub-Agent of the district in which the rights applied for are situated. In surveyed territory the land must be described by sections, or legal subdivisions of sections, and in unsurveyed territory the tract applied for shall be staked out by the applicant himself.

Each application must be accompanied by a fee of \$5 which will be refunded if the rights applied for are not available, but not otherwise. A royalty shall be paid on the merchantable output of the mine at the rate of five cents per ton.

The person operating the mine shall be permitted to purchase whatever available surface rights may be considered necessary for the working of the mine furnish the Agent with sworn returns accounting for the full quantity of merchantable coal mined, and pay the royalty thereon. If the coal mining rights are not being operated, such returns should be furnished at least once a year.

The lease will include the coal mining rights only, but the lessee may be at the rate of \$10 per acre.

For full information application should be made to the Secretary of the Department of the Interior, Ottawa, or to any Agent or Sub-Agent of Dominion Lands.

W. W. CORY, Deputy Minister of the Interior.

NORTH SHORE CIVIC OFFICIALS.

DISTRICT OF NORTH VANCOUVER. Chairman of Committees: Board of Works, Councillor R. P. Purdie

CITY OF NORTH VANCOUVER Mayor, Geo. W. Vancé, Esq.

DISTRICT WEST VANCOUVER

Chairmen of Committees: Waterworks, Bruce Watson

IRON AND STEEL—STRUCTURAL

IRON AND STEEL—ORNAMENTAL

LATH—METAL

TELEPHONE DATA

NEW INSTALLATIONS

Table listing telephone numbers for various businesses and services, including contractors, printers, and utility companies.

Business Directory and Buyers' Guide

When Buying Building Material and Supplies Patronize Record Advertisers

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