

THE ONLY COMMERCIAL NEWSPAPER IN BRITISH COLUMBIA

# BRITISH COLUMBIA RECORD

A NEWSPAPER DEVOTED TO GENERAL NEWS, BUILDING, CONTRACTING, ENGINEERING, PROVINCIAL, CITY AND HARBOR IMPROVEMENTS.

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Wednesday and Friday

VANCOUVER, B. C., MONDAY, MAY 19, 1919

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### BUILDING PERMITS AMOUNTING TO \$500 OR OVER ISSUED AT THE VANCOUVER CITY HALL YESTERDAY

Number	Description	Cost	Street Address	Lot and Block	Subdivision	Architect	Contractor	Address	Owner	Address
10236	Repairs	\$500	750 Keefer St.				Owner		N. L. Webster	
10237	General Repairs	\$1000	2313 Napier St.				Owner		Jas. Litster	
10238	Dwelling	\$6,800	1775 15th W.	18-468	526		Owners		Vernon Constr. Co.	
10239	Repairs	\$750	866 Pender E.				Owners	Baynes & Horie	336 Howe St.	London B. N. A. Co.
10240	New Foundation	\$600	1043 Hamilton St.			J. H. Bowman	Owner	Baynes & Horie	336 Howe St.	Canadian Yorkshire Co.
10241	General Repairs	\$1500	Fraser and 21st Ave.				Owner	H. H. Fisher		Crown Life Ins. Co.
10231	Alterations	\$500	Abbott St.					Dixon & Murray	1065 Dunsmuir St.	Bergman's Cafe
10234	Brick Bldg.	\$7000	49 Cordova E.	19-20-21-7	196	J. M. McLuckie		J. M. McLuckie	75 6th W.	McLennan & McPeely

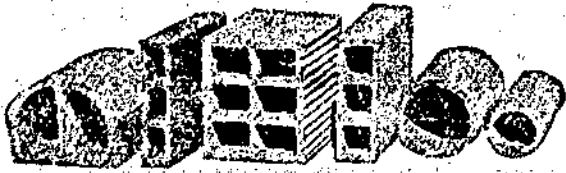
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## BUILDING AND INDUSTRIAL NEWS

### BUILDING PERMITS

10236—Thorpe & Co., garage, 795 Beatty St., \$140; Mr. Carlson, Contr.

10228—Bank of Hamilton, alterations, Hastings W., \$350; Dixon & Murray, Contrs.

10229—H. Rommets, alterations, 114 Hastings W., \$250; Dixon & Murray, Contrs.

10230—G. Bergman, garage, 2016 Grant St., \$250; Dixon & Murray, Contrs.

10232—F. Gentleman, addition, 3061 Parker St., \$200.

10233—E. F. Avery, garage, 1142 14th E., \$90; W. E. Huntley, Contr.

### DWELLING TO COST \$6,800

The Vernon Construction Co., 434 Richards street will start work immediately on the construction of a residence at 1775 15th Ave. West.

### CONTRACT AWARDED FOR PENDER ISLAND HOME

Architect A. E. Henderson, Davis Chambers building has awarded a contract to Mr. P. Sharp, for the construction of a home for Mr. L. A. Walker to be erected on Pender Island.

### ERECT TWO-STORY BRICK ADDITION TO WAREHOUSE

McLennan, McPeely & Co., Ltd. have awarded a contract to J. M. McLuckie, 447 Water street for the erection of a two-story and basement, brick addition to their warehouse at 49 Cordova street, East.

### LARGE ELECTRICAL CONTRACT AWARDED

The N. Lang Electrical Fixture Co., 657 19th Ave. East was awarded the Electrical contract, from Architects, Gardner & Mercer, in connection with the Morrison Wire & Steel Company's new plant which is being erected on Industrial Island.

### TENDERS ARE WANTED FOR HIGHWAY BRIDGE

Tenders will be received at the Department of Provincial Public Works, Victoria, B. C., up to noon of June 5th next, for the erection and completion of a highway bridge over the Isable River, near Fanny Bay Station, distant about Four Miles from Union Bay, Vancouver Island.

Drawing, specifications, forms of contract and tender may be seen in Room No. 7, East Wing, Parliament Buildings, Victoria, B. C.; in the office of the District Engineer, Court-House, Vancouver, B. C.; and in the Government Agent's Office, Cumberland and Nanaimo, B. C.

### EDITORIAL

#### BUILDING DEPARTMENT IS SADLY NEGLECTED

Architects, contractors, and in fact practically everyone connected with the building and allied trades, are wondering how long the present unsatisfactory condition of affairs in regard to the city's building department is to be allowed to continue. Just at this season of the year when there is every indication of a decided recrudescence in building activity, the city fathers have allowed one of the most important departments in the civic machinery to become practically demoralized through lack of a permanent head and sufficient staff to properly handle the increasing work.

When Robert A. McKenzie, the former capable city building inspector, resigned to accept a more lucrative position where his talent could be employed to better advantage, he gave the city council the customary month's notice. The aldermen had plenty of time to appoint a successor who could have had the advantage of possibly a couple of weeks' association with Mr. McKenzie in becoming familiar with the details of the department before the latter severed his connection with the city and left for the Orient. Nor was there any lack of capable and qualified applicants for the post from which to select a successor to Mr. McKenzie. There were nearly 40 applicants, comprising some of the best trained and experienced men in the country among the applicants.

Instead of dealing with these applications as any business-like body would, the aldermen, with typical rural procrastination, kept putting off considering the appointment of a city building inspector from time to time, until now, it looks as if they have probably forgotten there ever was such an official on the city staff. Probably soon, some one or two of the aldermen will suddenly remember that they have a friend who might be qualified to fill the position, and after getting their friend to apply for the post, will revive interest in the appointment and endeavor to land it for their particular friend to perhaps pay off some election-day service. Such is the way things are often done at the old, ramshackle building on Main street where the laws of the city are supposed to be made.

Meanwhile, Assistant Building Inspector W. McKenzie has been named as the acting head of the department, which with its staff cut 50 per cent, is endeavoring to cope with a sudden rush of work that really merits the

(Continued on Page 2)

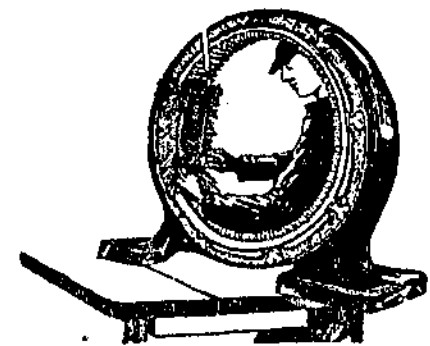
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(Continued from page 1)

addition of a couple of men more than was on when the former building inspector resigned. The result is that delays in passing plans often ensue, and it often takes a lot of valuable time simply awaiting turn to take out an ordinary permit for repairs.

Perhaps, after the summer's rush of building activity is over and the estimates are finally passed, the alder-

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men will each remember that they promised to vote for somebody or somebody or someone among the applicants for the position of building inspector. And if the appointment is finally made, will the choice be a really competent man, such as the position now demands more than at any other time in the city's history?

EDMONDS WATER TOWER TO BE DISMANTLED Tenders are invited for taking down the Edmonds Water Tower, situated at Griffiths Avenue and Kingsway. All particulars relating thereto can be obtained from the office of the Municipal Engineer.

INVITING TENDERS FOR PAVING ISLAND HIGHWAY Tenders will be received by the Hon. the Minister of Public Works up to the 5th day of June, 1919, for the grading and paving of the Island Highway from near Craigflower School to Parson's Bridge. Official notice of tender appears on page 4.

CONSTRUCTION TO START ON FIVE REVENUE CUTTERS EVERETT, WASH.—Construction of five revenue cutters will be started at once at the yards of the Norway Pacific Shipyard company it was announced by Senior Capt. J. H. Brown of the United States Coast Guard service.

War Saving Stamps are convenient to carry and they pay well.

PERCENTAGES OF COAST CITIES IN APRIL BUILDING Vancouver is well up in the list of the Far Western cities in percentage of gain in value of permits for building construction issued in April, compared with the same month of last year. Comparison of statistics from large cities in the Pacific Coast region reported by the American Contractor follows:

Table with columns: City, Apr. 1919, Apr. 1918. Rows include Los Angeles, Oakland, Salt Lake, Seattle, Spokane, San Jose, San Diego, Sacramento, Portland, Vancouver, B. C.

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TRADE OPPORTUNITIES IN POLAND

The resumption of trade with Poland offers immediate openings for the sale of agricultural machines, the annual requirements of which are approximately calculated at \$1,250,000, says the Board of Trade Journal.

In return for the above articles, it is expected that Poland will be able to supply coal, salt, zinc, oil, lead, iron, clay, and later on spirits, sugar, barley, hops, preserved vegetables, potatoes and animal fats.

PAVING-ROAD WORK

COLFAX, WASH.—Contracts to the amount of \$229,355 were let by the county commissioners as follows: Permanent Highway No. 16, between Oakdale and Rosalia, 8.4 miles, \$63,500, to C. H. Green, Spokane; Permanent Highway No. 6-W, southeast of Colfax, 9.25 miles \$70,555, to Rist- celt & Bragg, Colfax.

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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, Archt., Contr. for VANCOUVER. Includes entries for Tuberculosis Clinic, Brick Building, Powdered Fuel Plant, etc.

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Table with columns: Character, Cost, Location, Owner, Archt., Contr. for BRITISH COLUMBIA GENERAL. Includes entries for 42 Mile Extension, Government Shed, Reconstruction, etc.

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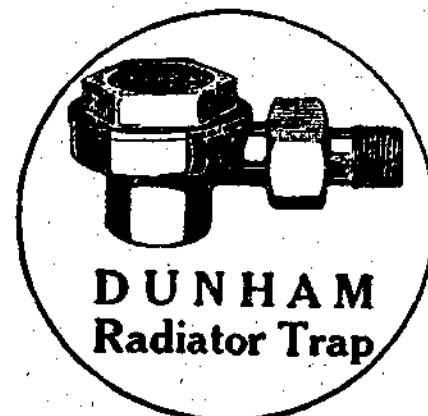
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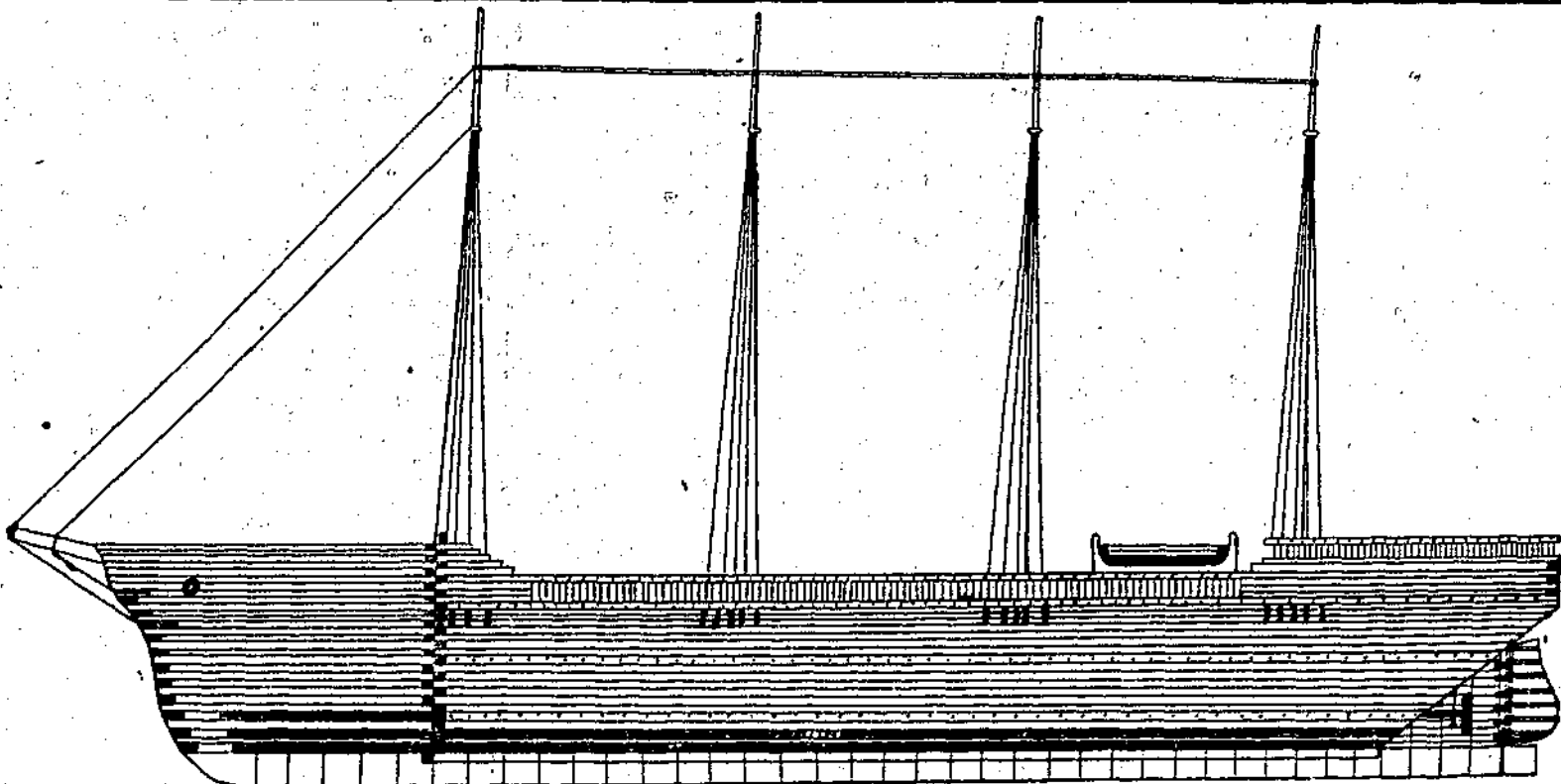
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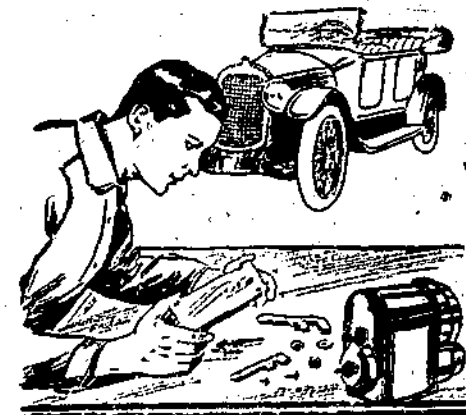
### Profile of Proposed Demountable Ship To Be Built Soon.



Profile of the demountable Patent Demountable Lumber Ship

One of these Demountable Ships is to be built in some shipyard in the vicinity of Vancouver and another probably at Prince Rupert. They are composed of practically solid heavy timbers, securely bolted together, and with accommodations on the deck for the officers and crew. They are expected to revolutionize the lumber export business of British Columbia.

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With orders already placed in British Columbia for 20,000,000 feet of timber from this province to be delivered to the British Government in England, it is expected that contracts will be awarded shortly to two B. C. shipyards for the construction of the first demountable ships ever built. These demountable ships will be built up practically solid of timber, and equipped with schooner rig for sailing when wind is available, and also with motive power, either steam or internal combustion engines of the Diesel type. If these demountable ships prove a success—which it is confidently expected the first two ships will amply demonstrate—it will mean that by this unique means the product of the forests of British Columbia can be placed on the foreign market at about one-third of the present cost.

The advantages of shipping lumber this way would be that a vessel of a size that now carries about 1,500,000 of lumber, and most of its small sizes, would if built into a demountable ship, carry between five and six million feet. And it would not need to be in small sizes either, for large dimen-

sion timbers, as big as can be cut in any mill in British Columbia, would be all the better in the construction of a demountable ship. Another advantage which these demountable ships possess is that they can be partially built, as far as the lower hull portions are concerned, then launched. A donkey engine is then placed on the temporary "deck" or upper row of timber, and used to pull more timber aboard which in turn is bolted into place and the ship gradually built up until a freeboard of about ten feet is assured. Building the ship this way can be done just as cheaply as putting the timber aboard an ordinary lumber-carrying schooner.

The dimensions which will be called for in the contracts to be awarded soon are: length, 250 feet; beam, 60 feet; depth from keel to top of rail, 40 feet; draft, 26 to 28 feet. They will be equipped with engines placed on the upper deck and connecting with geared shafts with the propeller shaft. The engines will drive them in calm at about 7 knots an hour.

### BUILDING SITUATION

With reference to the building situation, S. W. Straus of S. W. Straus & Co., says:

"New construction work throughout the country is still below normal and housing conditions are daily becoming more acute. While doubt still is expressed with regard to the ultimate solution of price problems, belief is becoming more general in building circles that costs will remain at present levels with a tendency to go higher. This is unmistakably the situation with regard to labor which is by far the most important element.

"From the standpoint of sound business it is more prudent to build new than to await the uncertainties, probably higher costs and more restricted labor market of the future. It is, however, a matter of splendid patriotism and public service to lend all possible help in the present crisis.

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- Gastner, F. G., & Mercer, 118 Granville Sey. 587
- Henderson, A. E., 615 Hastings W. Sey. 154
- Honeyman, & Curtis, 350 Hastings W. Sey. 1021
- Krazer, James W., 2879 2nd Ave. W. Sey. 1928
- Matheson, Robert M., 509 Richards Sey. 5928
- Palmer, Bernard C., 350 Hastings W. Sey. 6486
- Parr & MacKenzie, 738 Granville Sey. 7811
- Sharp & Thompson, 620 Pender W. Sey. 1604
- Townier, Fred L., 835 Homer St. Sey. 8013
- Twibell, B. P. S., 637 Hastings Sey. 1925

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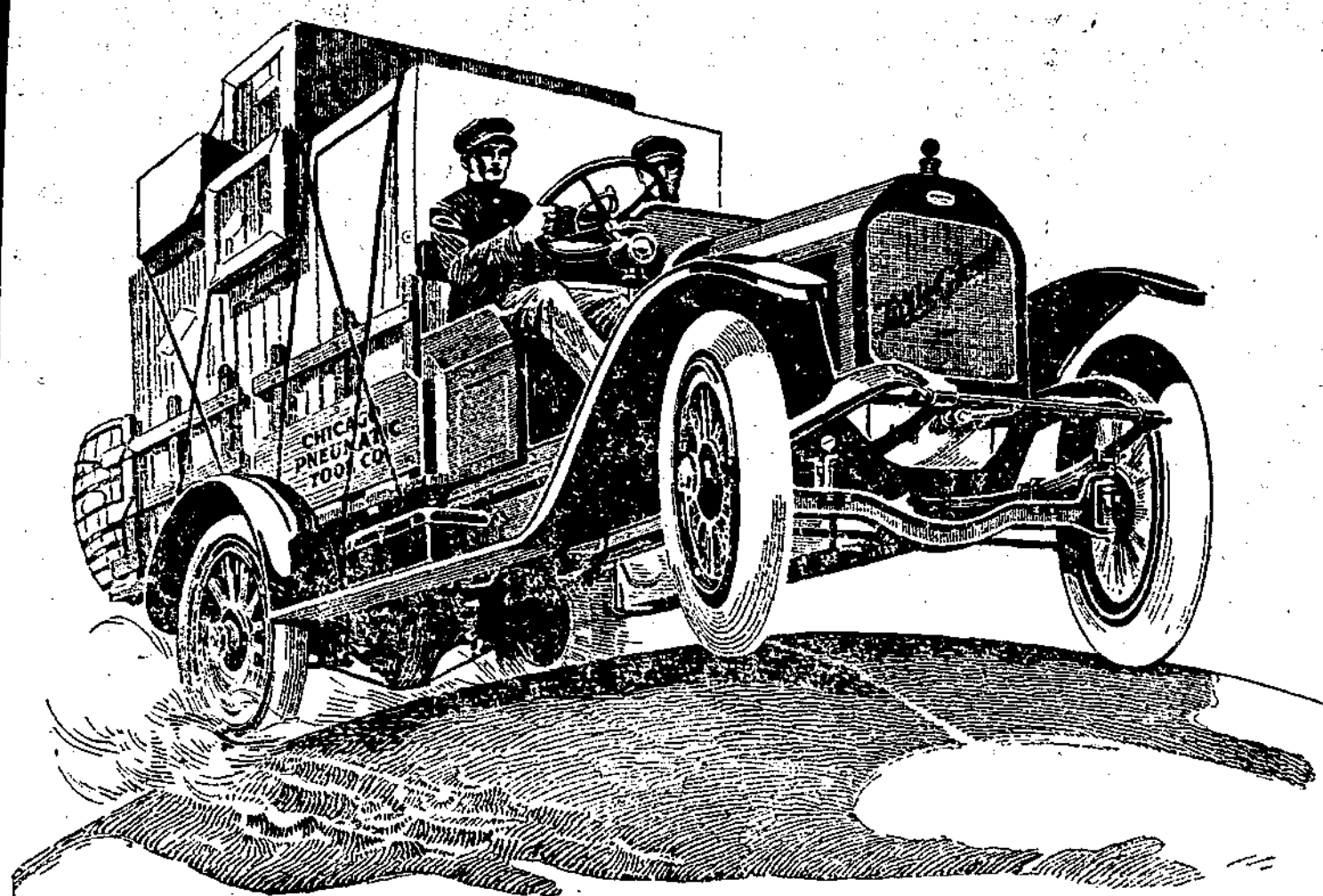
## FEDERAL

### Fact Worth Considering

Firms who demand the most in motor truck value are operating **FEDERAL TRUCKS** in Vancouver. Such firms as the Hudson's Bay Co., Johnston Storage Co., Ltd., Mainland Transfer Co., Ltd., Turner's Dairy Co., and many others use **FEDERALS**.

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