

BRITISH COLUMBIA RECORD

RECORD PUBLISHING CO., Vancouver, Publishers.

Covering British Columbia.

Vol. 15, No. 62, Wed., Nov. 13, 1918

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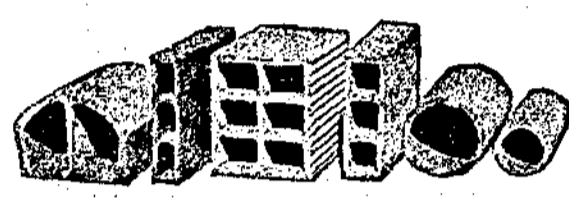
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BUILDING AND INDUSTRIAL NEWS

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CALL FOR TENDERS SOON FOR WHARF AT CLAYQUOT
Extensive additions and improvements are now being carried out at Clayquot to the wharf, saltery, and curing plants of the Clayquot Cold Storage and Canning Company, which was recently acquired by the Defiance Packing Co., A. H. Sherman, manager of the Defiance Packing Co., announced to the Record yesterday that his firm proposed to spend a total of \$150,000,000 in the extensions to the wharf and additions to plant. The principal item in the way of improvements was a new wharf, 250 feet long by 40 feet wide and of extra solid construction. It was intended to call for tenders for the construction of this wharf in a short time now. Meanwhile the other improvements are being or will be, carried out by day labor.
Chief among the other improvements to the Clayquot plant is a new saltery and curing factory which will cost about \$50,000. The capacity of the existing cold storage plant there will also be doubled at a cost of about \$25,000. Several smaller buildings for additional members of the staff and employees will also be erected.
NEW DOCKS TO BE PACIFIC TERMINALS OF NATIONAL LINE
VICTORIA—Victoria is on the eve of extensive port developments. The future disposition of the Outer Harbor Docks, it is said, is now being determined by the Dominion Government, the prediction being that the new harbor scheme sheltered by the breakwater at Odeon Point is to be the Pacific Ocean terminals of the Canadian National Railway System.
The pending developments are taken to be the outcome of the recent investigations of Dominion Cabinet Ministers while on the Coast. The scheme of government operated docks has become more definite since the Canadian Northern Railway system came under the control of the Dominion Government.
AWAITS FILLING IN TO START PLANT AT MARKET
There are other people besides the city council and the residents in the vicinity of what was formerly the group of basins of False Creek who are being decidedly impatient at the tardiness of the federal government in completing the filling in operations at the head of False Creek, now that

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British Columbia Record
(Established 1911)
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583 Homer-Richards Lane, VANCOUVER
REAR OF 431 DUNSMUIR STREET
PHONE SEYMOUR 7808
Subscription Rates
One month \$1.00
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NOW RESPECT "SCRAP OF PAPER"
The war is over—and WON. There is not the remotest chance for disorganized and beaten Germany—once possessor of the greatest war machine in history—ever even attempting to resume hostilities after the signing of the armistice at midnight last Sunday night. The mandatory, crushing terms of that same armistice so completely preclude any possibility of Germany attempting to continue the war that even if the official peace negotiations are not yet even commenced, it is safe to say that peace has once more come to this war-torn sphere after over four years of strife such as this earth had never known. And if any further assurance were needed that real peace is here at last—except for such action as is necessary to restore order in revolution-torn Germany, that may be safely left to Marshall Foch, the world's master strategist and victor in the most titanic contest that mankind has ever waged.

(Continued on Page 4.)

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Mining News

There has been no official announcement from the Consolidated as yet, although general credence is given the report. With two big companies operating on Copper Mountain with one and probably two concentrators, and with the present development of the district in coal mining, gold and platinum and mixed farming, the Princeton area seems destined to a very bright future.

Big things have been expected as a result of the Copper Mountain development of the Canada Copper Corporation, but with two companies working near Princeton, it is reasonable to suppose that the future of the town will assume considerably greater importance than had been supposed. The Consolidated company has not been doing much in copper mining in the past, and apparently the Voigt purchase marks its first extensive step in this direction. In view of the fact that the K.V.R. spur to Copper Mountain is to run through the Voigt property, it can be seen that this expensive branch line will serve a double purpose of affording transportation facilities for both properties.

SHIPBUILDING AND MARINE NEWS



YEARLY REPORTS.

Todd Shipyards Corporation has issued its report for the year ended March 31, 1918, which shows surplus after war taxes, interest charges, depreciation and sinking fund reserves, of \$3,943,237, equal to \$44 a share on 89,470 shares of capital stock.

The consolidated balance sheet showed total assets of \$32,425,149, of which \$1,404,150 was cash on hand. The company also has \$1,617,565 invested in Liberty Bonds and \$57,494 in marketable securities. Consolidated income statement follows:
Net earnings for operation...\$11,998,550
Dividends on capital stock 626,290
Interest charges...\$481,491
Depreciation reserve 722,553
War tax reserve...5,865,461

Sinking fund reserve 985,809 8,055,313

Surplus \$3,943,237

Balance \$3,316,947

PORTLAND TO BUILD A LARGE DRY DOCK

PORTLAND—The charter amendment that will allow Portland to bond itself in the sum of \$5,000,000 with which to improve the harbor, was passed by an overwhelming majority. Among the improvements contemplated is the building of a 12,000-ton dry dock, the enlarging of some of the piers already built, and the erection of coal docks. Only such portions of the bonds will be sold as are needed from time to time.

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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.

VANCOUVER			
Character	Cost	Location	Owner
Hydro Therapeutic Residence	\$7,500	Military Annex, Gen'l Hosp.	Mil. Hosp. Com.
Road No. 3	8,000	Shaughnessy Heights	F. A. Dietrick
Tuberculosis Clinic	47,150	Lulu Island	Richmond Municipality
Grain Elevator	70,000	Pender Street	Rotary Club
Church	35,000	Beach Ave.	Chas. P. Coles Co.
Commercial Bldg.	25,000	1160 Georgia St.	First Church of Christ
Foundry & Machine Shop	15,000	Fairview and Point Grey	University of B. C.
Residence	8,500	Dufferin Street	Columbia Block & Tool Co.
Government Shed	129,000	1305-12th Ave. W.	Wesley Rowson
Residence	9,000	Government Wharf	Government
Residence	10,000	Shaughnessy Heights	S. J. Crocker
Residence	4,000	Angus Ave.	G. W. Tomrross
Remodeling Offices	5,000	436 Smithe	Vanc. Milling & Grain Co.
Brick Building	6,000	Seymour St.	B. C. Tel. Co.
Hungalows	6,000	Hastings & Carrall	Allan & Richards
Refreshment Stand	7,000	2875 Alder Street	A. R. McFarland
Residence	7,000	236 Smythe	Van. Milling & Grain Co.
Mill Warehouse	55,000	1908 Trafalgar	W. A. Cantelon
Residence	7,500	1436 15th Ave. W.	H. D. Christie
Hungalows	75,950	Cor. Davie and Granville Sts.	Geo. E. Forey
Modeling Building	16,000	S.E. Cor. Maple & Magee Rd.	C. H. McFarlane
Residence	55,000	Powell St.	B. C. Sugar Refinery
Powdered Fuel Plant	\$39,000		

BRITISH COLUMBIA GENERAL.			
Character	Cost	Location	Owner
Fruit Storage Warehouse	45,000	Vernon	Vernon Fruit Union
Brick School Add.	20,400	Trail	School Board
12-Mile Extension	300,000	Clinton	P.G.E. Railway
Hastings-Harriet Road		Twigg to Lulu Island	P.G.E. Railway
Government Shed		Victoria	Government
Bridge (2 span)	250,000	Princeton	Kettle Valley Railway
Lining Tunnel	30,000	Princeton Pass	C. P. Railway
Bridge	30,000	North Vancouver	P.G.E. Railway
Reconstruction	160,000	North Vancouver	Wallace Shipyards
Frame Bldg.	5,000	Arday	Western Canada Power Co.
Residence	6,900	Victoria	W. S. Salsbury
Nitrogen Plant	55,000	Lake Buntzen	Amer. Nitrogen Products Co.
Concentrator, etc.	1,000,000	Copper Mountain	B. C. Copper Co.
Railroad	50,000	Chu Chua	Queen Bess Mining Co.
Infirmary and Service Bldg.	1,000,000	Princeton to Copper Mt.	B. C. Copper Co.
Bridge	\$151,236	Tranquille	B. C. Tuberculosis Society
Bank Building	12,000	Oyster River	Comox Dist. Prov. Govt.
Bridge		Nanaimo	Royal Bank
		Englishman's River	Alberni Dist. Prov. Govt.

Arch.	Contr.
Fred L. Townley	Davies Construction Co.
H. H. Gillingham	S. J. Newitt
J. A. Benzie	Harrison & Lamond
Matheson & DeGuerre	Owners
Sharp & Thompson	S. N. McLeod
T. H. Bamforth	Dom. Const. Co.
L. H. & W. C. Vernon	Vernon Bros.
Fred L. Townley	Hodgson & King
Jas. A. Benzie	S. J. Newitt
A. E. Henderson	D. & W. Gray
Owners	Adkison & Dill
Fred L. Townley	G. M. Champion
Owners	Owners
Fred L. Townley	John B. Sterling
A. E. Henderson	D. & W. Gray
Fred L. Townley	Day Labor
H. D. Christie	W. J. Read
Gardiner & Mercer	Harrison & Lamond
Fred L. Townley	G. M. Champion
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The British Columbia Record is the only building and construction newspaper in British Columbia consulted every other day by Contractors, Engineers, Architects, Building Material Dealers, Shipbuilders, Lumber Mills, and Mining Companies.



REVAMPING OF OLD CARS

WILL PROVE PROFITABLE

There is certain to be much work for automobile distributors and dealers with complete service stations during the coming winter—work that will have to do with the overhauling of old cars to make them do for another year. It would be useless to hazard a prediction on what will be next year's motor production—it would be only a guess.

Motor car makers volunteered to cut 50 per cent, but the war industries couldn't accept this figure. Probably the government will name a maximum of 25 per cent of the 1917 figure. This is an assumption only, however. It isn't unlikely that when the whole thing is threshed out Uncle Sam may permit 32 per cent.

As a sample, it is said Ford officials state that the output is still 700 cars daily, this being about 25 per cent of normal production.

Car Shortage Sure.
It may be put down in black and white that there will not be enough cars to go around, and it may be certain prices are to mount as metal prices increase and production decrease. So people are forced to con-

Soon the purchase of new cars by those who already have good ones will not be likely for many reasons, main among which is the fact that new cars cannot be obtained in many parts of the country and shortly will be unobtainable to any marked degree, and particularly so should the war industries board shut down on automobile manufacture except on a limited basis.

Unfortunately the high grade steel—alloys, chrome-nickel and others—most used by motor car makers are those most desired by the government. Of these high grade steels the automobile industry uses a large portion, and it is these materials the war industries board does not feel it can spare for the manufacture of motor cars.

Of other steels the motor car makers use less than 5 per cent, and it has been pointed out that the steel makers are reported to have reached only 95 per cent of their capacity. The question has been asked regarding that other 5 per cent and its application to the motor car manufacturing trade, but that is not the steel that is real short today.

Must Use Old Cars.
However, the situation will require continued use of old cars until they

are totally unfit for use, and cars will last longer when regularly overhauled. The service stations of the large distributors and working facilities of many dealers must be utilized for the making over of these cars at a profit. Used cars taken in purchase or trade will provide profitable work for the people who will take up this work and they will be doing their bit by undertaking the work, and in that way aiding the people to continue their motoring.

CARBURATOR TROUBLES

When the engine runs jerkily the obvious cause is carburetor trouble. To locate the trouble prime the carburetor and watch for dripping. If there is no dripping the trouble lies between the tank and the float valve. If there is free dripping, the trouble may be looked for between the float valve and the engine cylinder.

ONE ON HUBBY



"What is meant by a 'melting pot,' ma?"
"A jackpot, my son, in which men burn their money."

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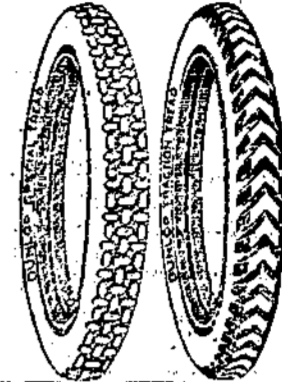
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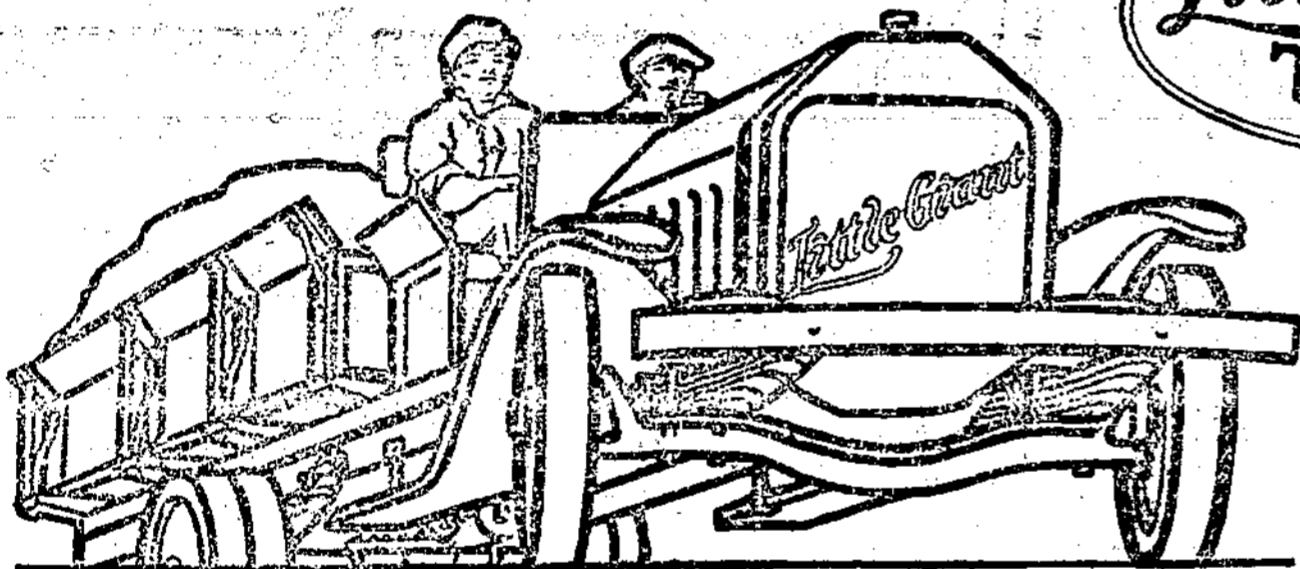
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More miles
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