

THE DAILY NEWS

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DAILY EDITION

Saturday, Feb. 21, 1914

When the Conservatives came into power at Ottawa they started a big fuss about the cost of the National Transcontinental railway. A commission was appointed to investigate the whole matter and report back to parliament. It is hardly necessary to say that the personnel of that committee was as dyed-in-the-wool as any Tory could be and that the very worst that could be said about the late government would be trumped up.

The report is now in and it is curious to notice that there is not one charge of graft. They of course say that there was in their opinion a needless expense of forty million. They tell us that the road was built too well. They say the grades are too easy and the curves too long. In other words, they would have builded a much inferior road, and of course they could have builded such cheaper.

Every knows—except a few cheap politicians in Prince Rupert—that the estimated cost of any undertaking nearly always falls far short of the actual cost. To estimate the cost of building a road through some of the rough places of Canada—and those conditions exist in the

east—can only at best be a wild guess.

The work of building this road, however, was given by tender. Why didn't those Tories who say the prices we too big put in a bid. Contracts are invariably given to the lowest bidder. If the prices paid were too much more surely that was not the government's fault. They could not furnish contractors. These are matters that are determined by conditions and over which the government has no control.

We are pleased to learn, as doubtless also was our morning contemporary, that subsequent to the advertisement of cancellation of the water reserves upon Kaien Island and the Tsimpsaan Peninsula, a notice was published in the B. C. Gazette making several specific reservations, notably McNicholl Creek and Cloyah River. This is well and it is gratifying that the matter was brought home to the attention of the government so sufficiently forceful that the reservation would now seem to be a permanent one, although no advices in the matter had been received at the city hall. This perhaps is not surprising, for even in the short life of this city matters between the government and



CREST (A) FALLEN

The Lady—I don't know what you are doing, John, but you are not helping a bit.

the city have remained for years uncompleted. Plainly some departmental reorganization is necessary.

Does not this bring home the reflection that the government which has put a reservation on McNicholl and Cloyah creeks might well have put a similar reservation upon Woodworth Lake instead of giving the lake away to a Conservative politician at an expense of \$15,000 to the city? We are distrustful of a government which would give away the city's only water supply. It is too much to hope that Woodworth Lake could quench the thirst of all these party heeled and it is well that a reservation would seem to have been placed upon other adjacent waters before they, too, are swallowed up.

PROGRESS ON \$3,000,000 IMMENSE DRYDOCK

(Continued from Page 1)

foundry building, having steel framing and wooden walls and roof with many lights. Even this building is some considerable size, being 75 x 100 feet, which is about the same area as four city lots.

The big machine shop which will be a steel frame building will stand just west of the foundry building. South of these two will be the administration building 35 x 75. This will be a more stylish building in reinforced concrete.

At the base of the big chimney the boiler house is now in course of construction. It is a solid cement building with steel frame and cement roof. The power house which adjoins it is a cement building with steel frame. The size of it is 104x150 feet. In the boiler house at the present time will be placed four 600-h. p. boilers. The power house will be equipped with two 1000-k. turbo generators, both put on heavy cement bases. These generators will furnish the power and light for the whole plant. The building is large enough to enlarge the capacity many times.

The immense ship shed is on

the waterfront at the west end of the docks. The dimensions of this building are 160x300 feet, which is almost as big as a whole city block. The ridge of the roof will be 100 feet above the docks. One the water side the roof will be cantilever style, necessitating heavy anchorage. It is in this building the new ships will be constructed. The launching ways are already in place.

Berths for Many Big Ships

On the different wings of the docks there are berths for several big ships as well as the three sections of the pontoons which will be used for the dry dock. The framing for these pontoons is now being done by a gang of skilled wood workers. They take a tremendous amount of timber. The actual construction of them will not begin for some time yet. Mr. Crowell, who is to be the permanent manager of the docks, has this work in charge.

Hays Creek Covered

The mouth of Hays creek, which runs into the centre of the big slip, has been covered over for a distance of 400 feet and the culvert is being covered with rock fill. A grading will be placed over the entrance to keep venturesome persons out of danger. In the slip several thousand yards of silt, clam shells and mud are being dredged out by a clam shell dredge. The deposit is dumped out at the end of the west wing of the dock, where there is a very deep hole. The method of unloading the scoops is hydraulic pressure.

Coal Handling Plant

One of the features of the dock will be a coal handling plant located at the extreme northwestern point of the yards. A clam shell hoist will be placed out at the west wing of the wharf to load coal boats. Coal will also be handled from cars on the railroad.

System of Railroads

The plant will have a complete system of railroads running from all the buildings to various parts of the yard and docks. This will handle all the heavy traffic about the plant.

More Contracts to Let

There is to be a system of water mains, sewers, electric conduits, steam lines and com-

pressed air lines put in. It is expected that the contract for this will be let very soon.

Mr. W. T. Donnelly, who has built some of the finest floating docks in the world, is the designing engineer of the work. Mr. J. H. Pillsbury is the engineer in charge. It is expected that the buildings will be completed and the machinery installed by November 1, but it will be a year before the whole works are finished.

The puny child of poor parents would be delicate if he were rich.

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Good Illustration But No Chance To Run It

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ILLUSTRATION FOR AN ANTONYM FOR "CORPULENT"? GEE-I WASNT TO SCHOOL THE DAY THE BOSS WAS

HUM-HERE IT IS-ANTONYM FOR "CORPULENT"-THIN-SCRAGGLY-BONY-SCRUBBY-SCRAWNY-LEAN-LANKY-SPINDLESHANKS FALL-APART-ILL-FED-ETC-

OH BOSS-DO YOU MIND IF I USE YOUR PICTURE FOR THAT STORY ILLUSTRATION-ITS JUST

Drawn for The Daily News by "Hop."