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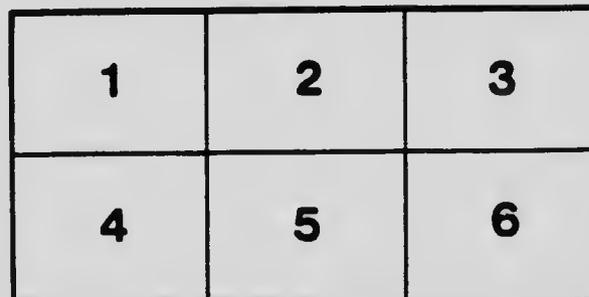
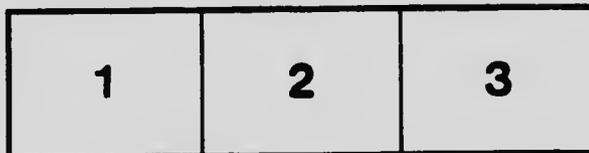
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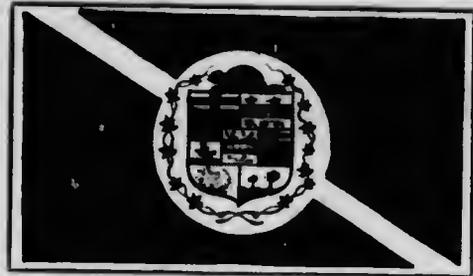
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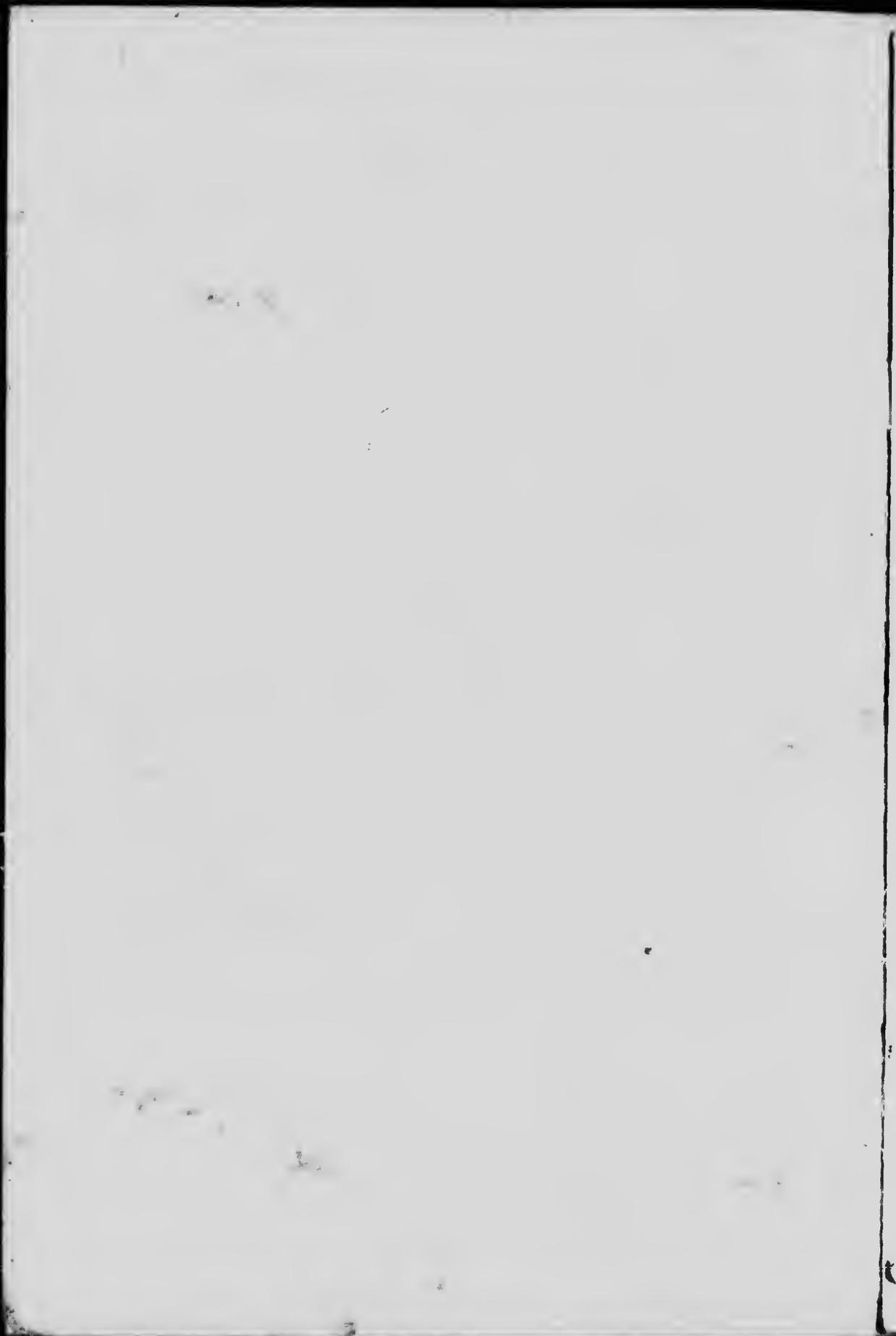
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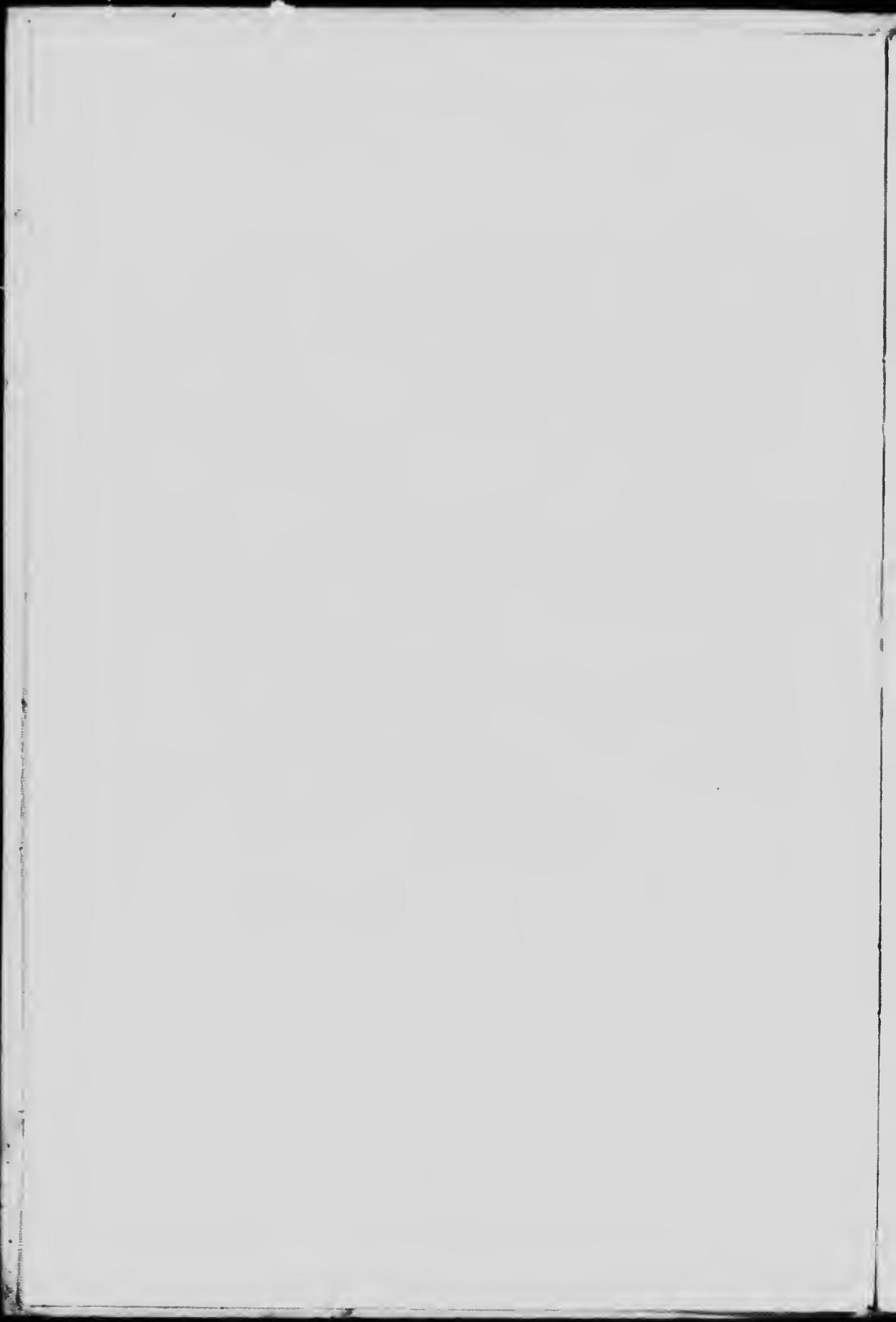
**The
Dominion Shipbuilding
Engineering and
Dry Dock Company
Limited**

**Vancouver, B. C.
::: Canada :::**



The Dominion Shipbuilding
Engineering and Dry Dock
:: :: Company Limited :: ::

Vancouver, B. C.
:: :: Canada :: ::



**The Dominion Shipbuilding
Engineering and Dry Dock
:: :: Company Limited :: ::**

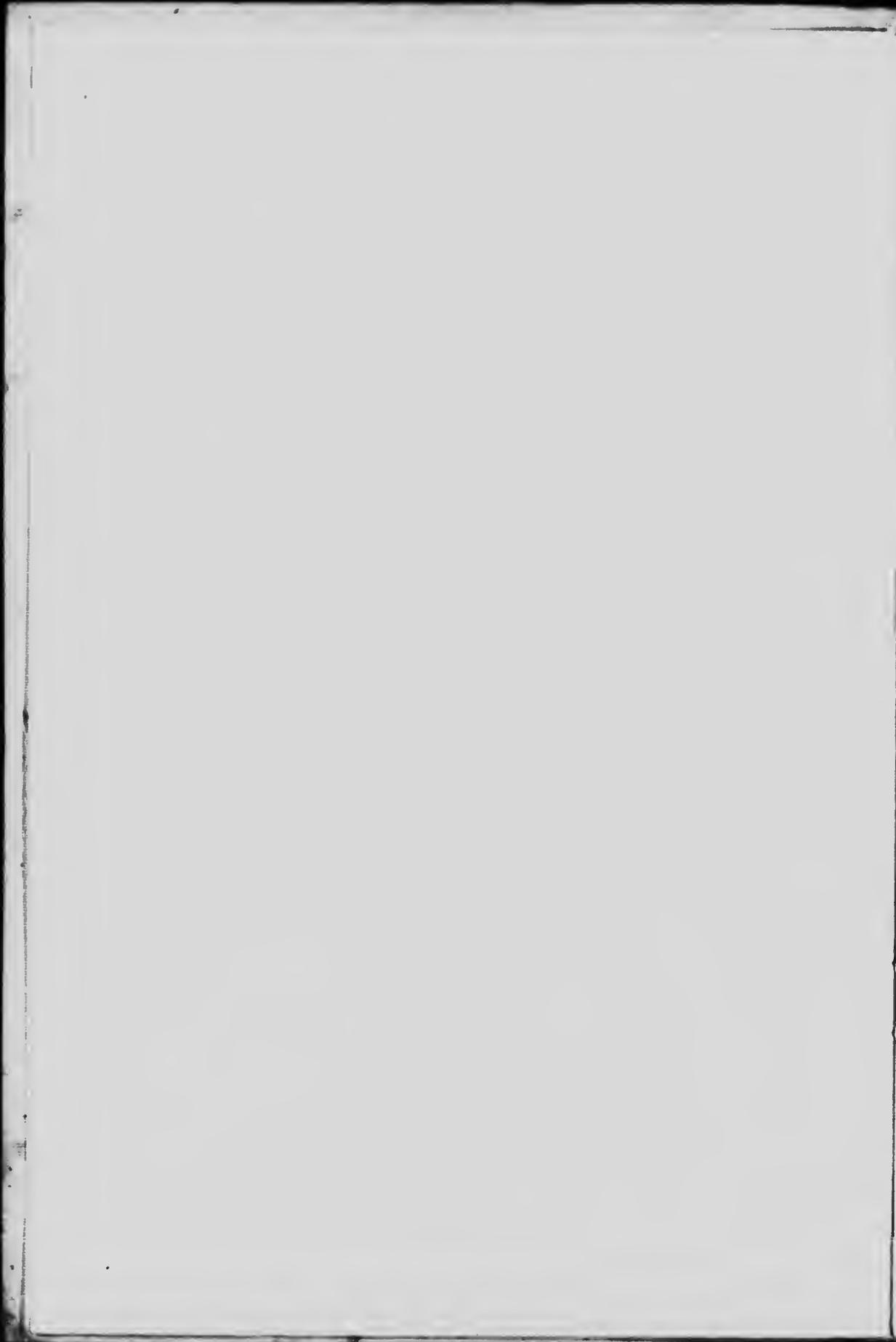
INTRODUCTION

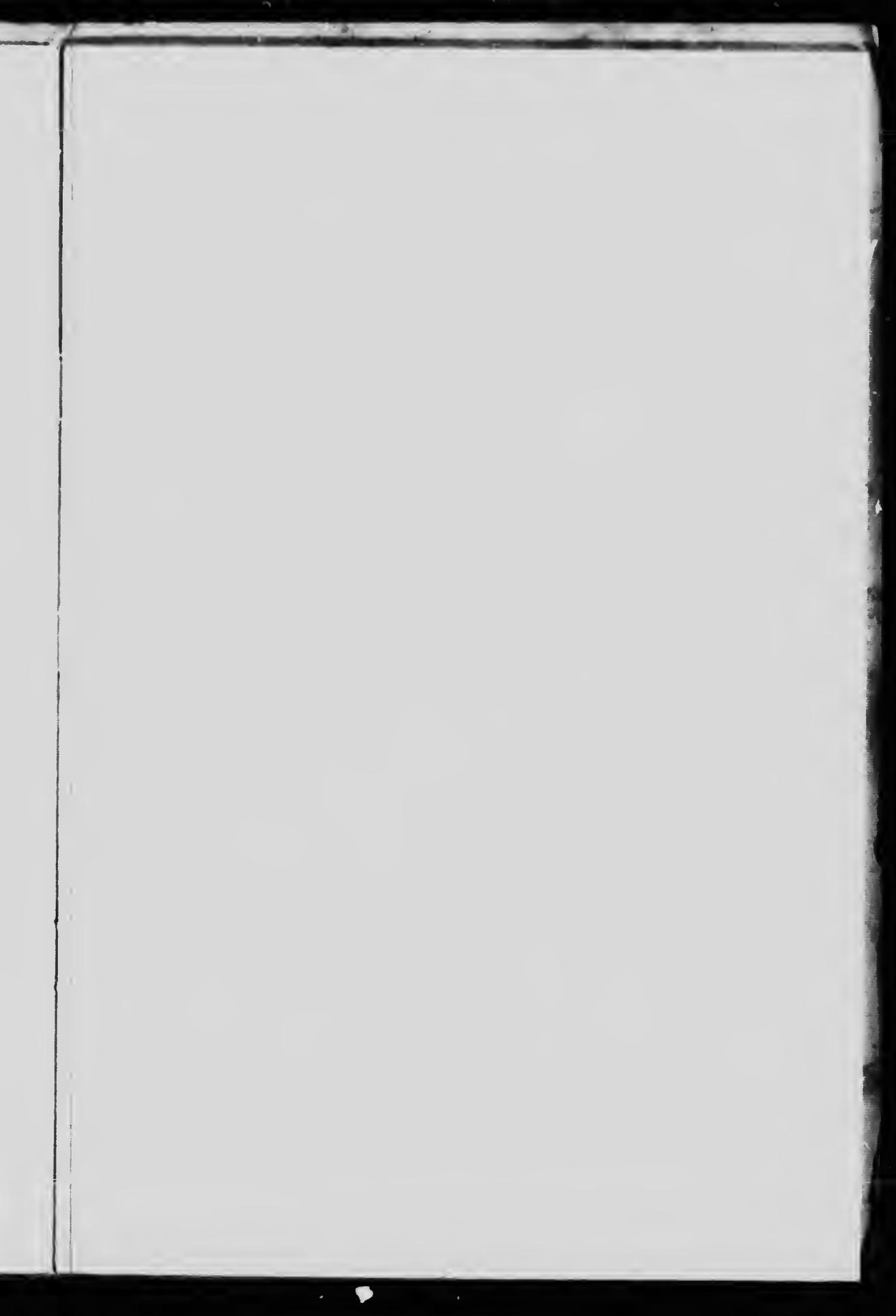
**"NECESSITY IS THE
MOTHER OF INVENTION"**

IN presenting this descriptive circular to the general public, it is our intention to deal only in facts as they exist. There is no attempt being made by us to picture The Dominion Shipbuilding, Engineering & Drydock Company Limited in any other light than its real and true condition merely for the purpose of arousing individual interest through false representations.

There must necessarily be economical conditions which govern the location, size and value of a proposition of this kind, and it was only after a very careful and scrutinising investigation that Burrard Inlet was chosen for the location of this plant, and in the following pages we shall prove conclusively that we are absolutely justified in our selection.

Copy of this prospectus has been deposited with the Registrar of Joint Stock Companies of British Columbia, this 17th day of August, 1914.





PLAN OF SUBDIVISION
 OF PORTION OF
DISTRICT LOT 272.



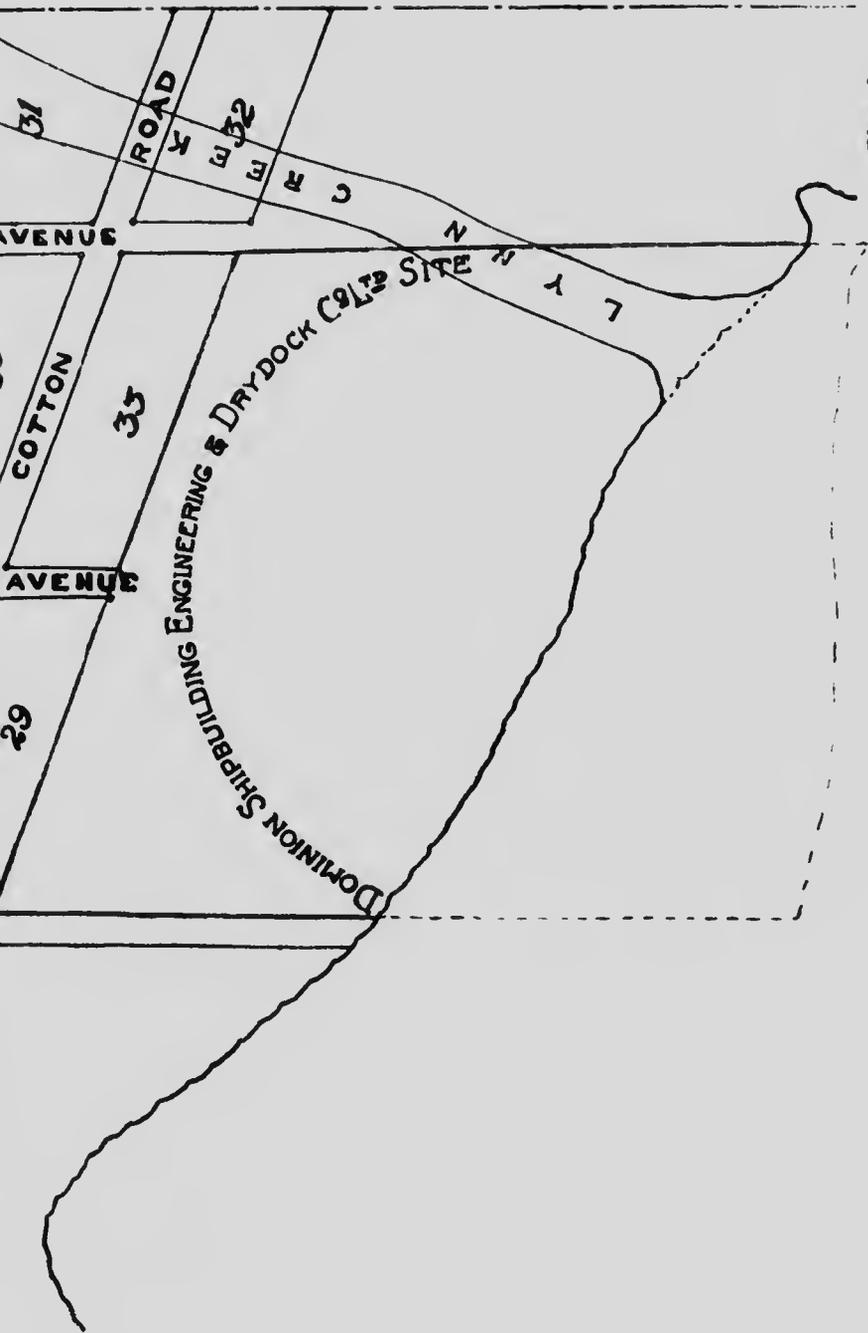


Plate I



EARLY HISTORY.

FOR the past several years many attempts have been made, with varying degrees of success to establish a shipbuilding and dry-docking plant on Burrard Inlet. Small units of many of these propositions still remain as operating concerns, each of them well supplied with business, and at certain seasons of the year taxed to their capacity, but up to the present time no attempt which was ever made to launch a large proposition of the size of The Dominion Shipbuilding, Engineering & Drydock Company Limited has been successful. Thus, the originators of this proposition, with the failures of their predecessors to guide them, after a number of years of hard and painstaking work, have been able to develop The Dominion Shipbuilding, Engineering & Drydock Company Limited to its present condition.

LOCATION.

THE first obstacle met by the originators of The Dominion Shipbuilding, Engineering & Drydock Company Limited was in locating the proper site for the plant. There were a great many particulars which necessitated a careful selection owing to the class of construction, as well as the fact that a convenient location on the Inlet was necessary. There was also the question of the purchase price of the land, but all of these difficulties, if such they were, were overcome in the selection of the present site, located on what is known as District Lot No. 272 of Group 1, District of New Westminster, British Columbia, more particularly described as follows:—

Commencing at a point where the Eastern boundary of Kennard Avenue intersects the North Shore of Burrard Inlet, as shown on the plan attached hereto, thence North along said Eastern boundary 825 feet to the point of intersection with a line drawn parallel to the Southerly boundary of Block 29, as shown on the plan, thence South along the said line 752 feet to the point of intersection with West boundary of Gladstone Avenue, thence South along said West boundary 1070 feet to the North Shore of Burrard Inlet, thence North Westerly along said Shore and following the meanders of same to point of commencement, and commencing on the point where the East boundary of said Gladstone Avenue intersects the North Shore of Burrard Inlet, thence North along the said East boundary 1070 feet to the point of intersection with the line drawn parallel to the Easterly boundary of Block 33, as shown on the plan, and along said line 752 feet to the point of intersection with the West boundary of Brooksbank Avenue, thence South along the West boundary 1050 feet to the North Shore of Burrard Inlet, thence North Westerly along said Shore and following the meanders of same to the point of commencement. All of the above mentioned shown by Plate I. with our property outlined in Red. It will be noted on the map shown herewith that Gladstone Avenue does not extend through our property as is shown in the accompanying description. It was arranged at the time of purchase that this intersection was to be eliminated and we granted the roadway on the Western boundary of the site.

WHY THIS LOCATION WAS CHOSEN.

WE show herewith a map of Burrard Inlet, Plate II., with the Cities of Vancouver, North Vancouver, and the adjacent Municipalities bounding it, and from an economical standpoint the location of the site of The Dominion Shipbuilding, Engineering & Drydock Company Limited could not have been better chosen.

This location is selected, not only because of the value of its proximity to a port such as Vancouver and the local business which will necessarily come to it because of the local shipping which this port carries, but it has another location value as well, arrived at by an examination of a few statistics relative to the condition of the shipbuilding and drydocking business on the Pacific Coast today.

For your information we append herewith a list of Drydock and Shipbuilding Concerns operating on the Pacific Coast from Salina Cruz, Mexico, to Prince Rupert, B. C., Canada. These statistics are taken from Lloyds' 1912-1913 Register, and it will be seen at a glance that there is no single Company having any individual unit as large as any of the single units comprising the plant of The Dominion Shipbuilding, Engineering & Drydock Company Limited, and, with the exception of two cities—San Francisco, California, and Seattle, Washington—there is no other city in the entire list at which a plant is located which is sufficiently equipped to favourably compete with The Dominion Shipbuilding, Engineering & Drydock Company Limited in this line of business.

MEXICO.

SALINA CRUZ, Mexico.

Drydock, 664 feet on blocks, Gates 79 ft. 4 in., Government owned, leased by Tehuanatepec N. Railway. Complete repair plant.

Government use only.

TUAZMAS, Mexico.

Marine Railway. Government owned. Can take vessel 215 feet long.

Government use only.

CALIFORNIA.

SAN DIEGO.

Marine Railway, 850 feet long. 600 tons. Owned by Marine Railway & Drydock Company.

One Unit only.

LONG BEACH.

Floating Dock, 76 feet on keel blocks, 300 feet long. Lifting power 3500 tons. Owned by Craig Shipbuilding Co.

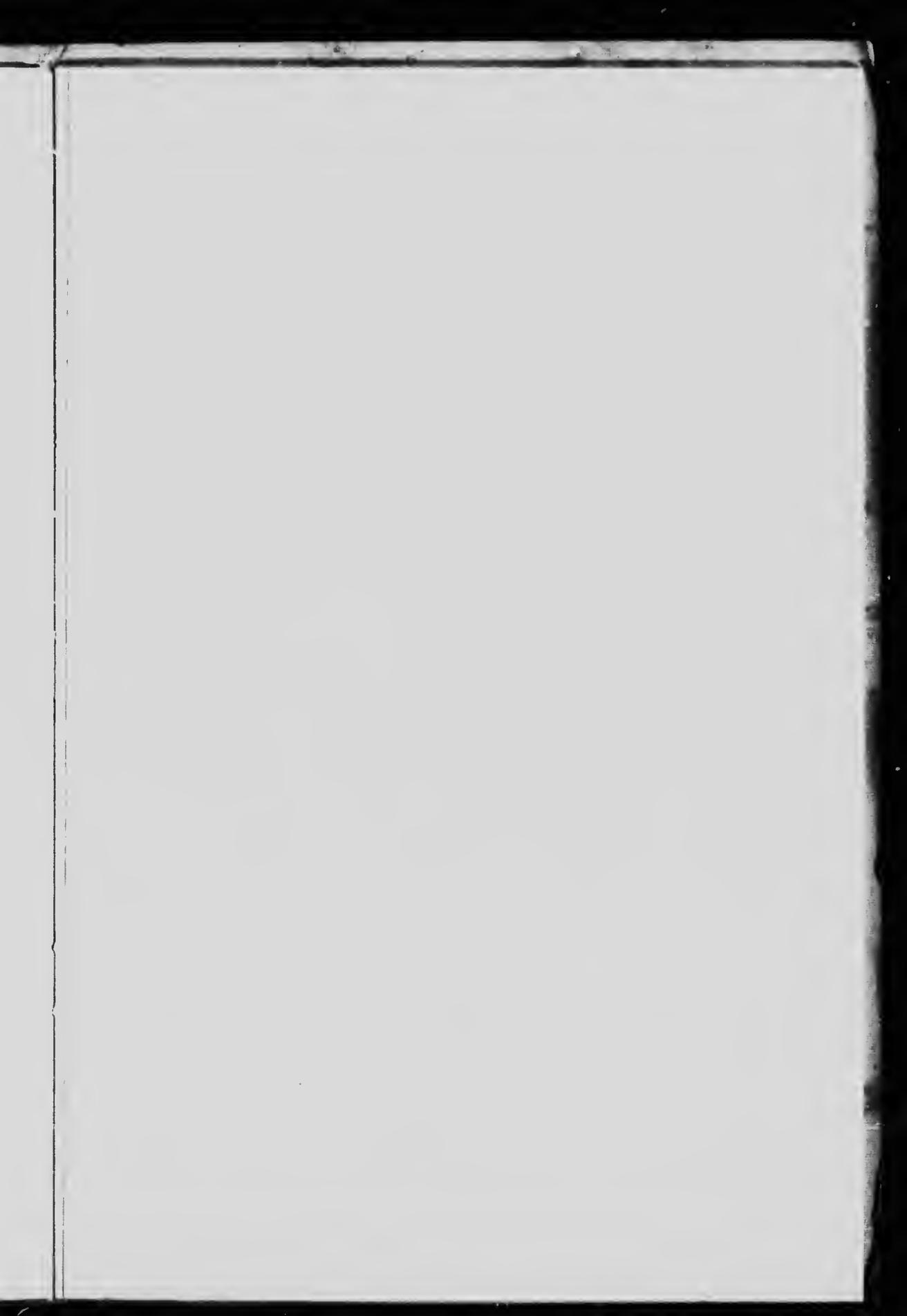
One Unit only.

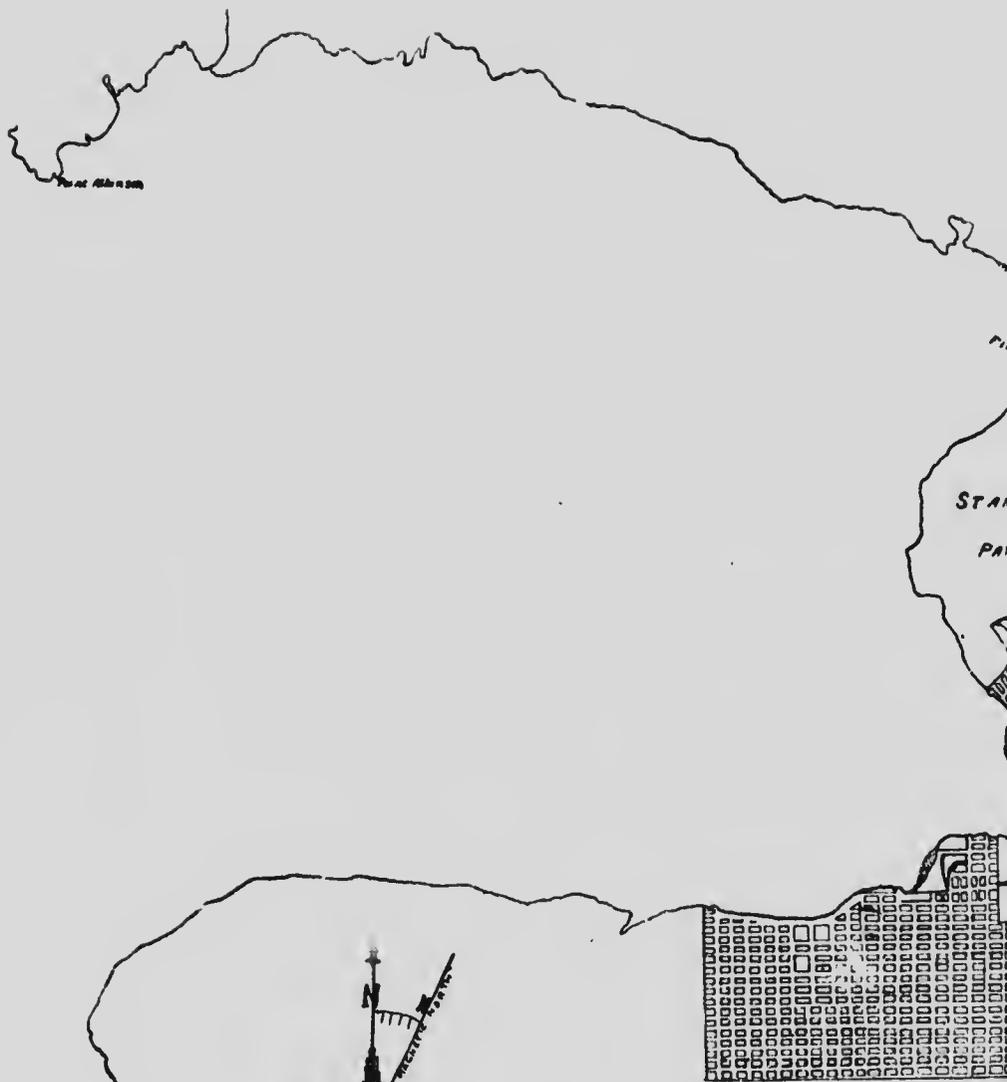
MARE ISLAND.

Stone Drydock, top length 505 feet, bottom length 418 feet, entrance 80 feet Government owned.

Concrete Drydock, top length 752 feet, bottom length 683 feet, entrance 101 feet 10 inches. Government owned.

Government use only.





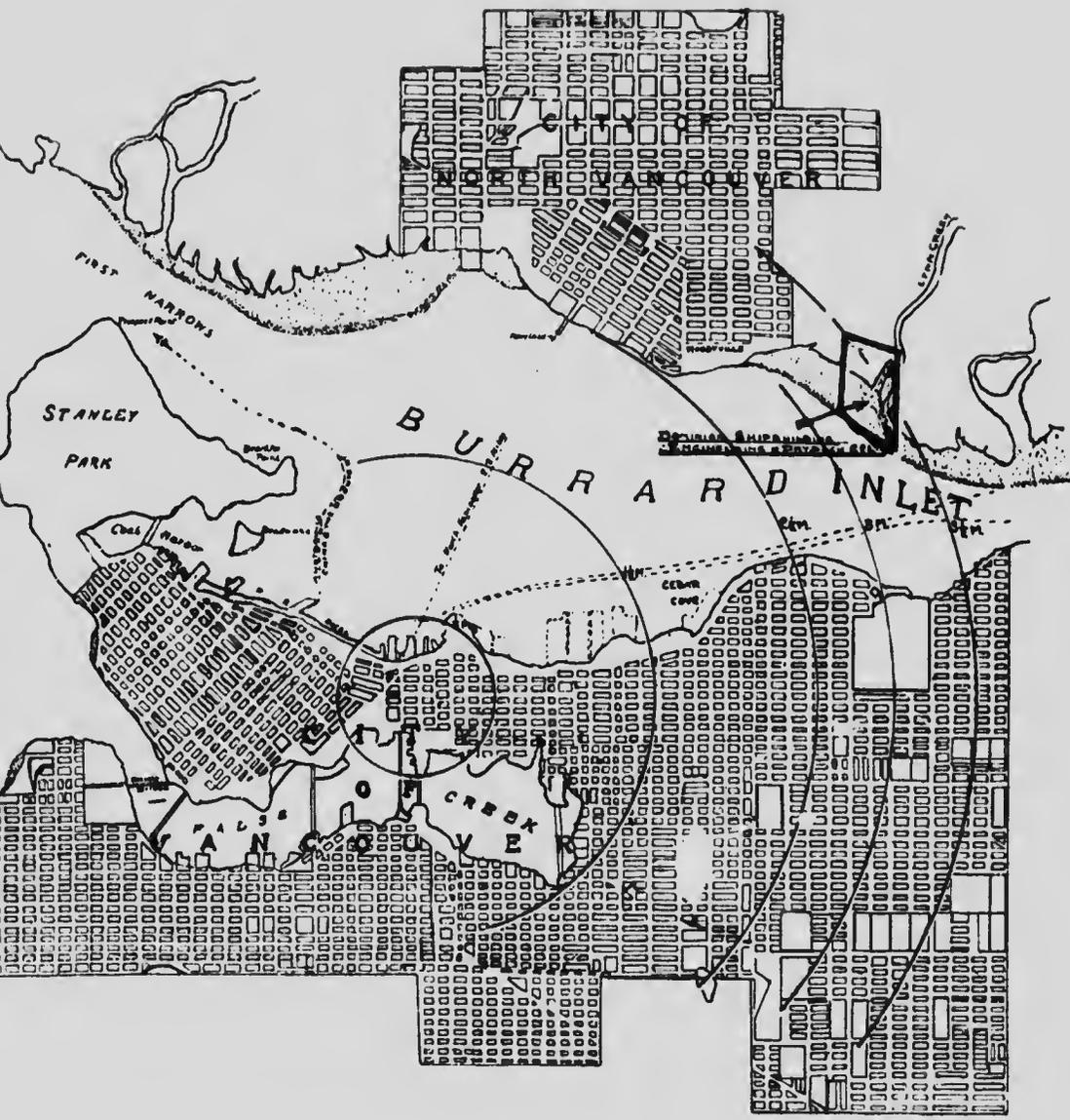
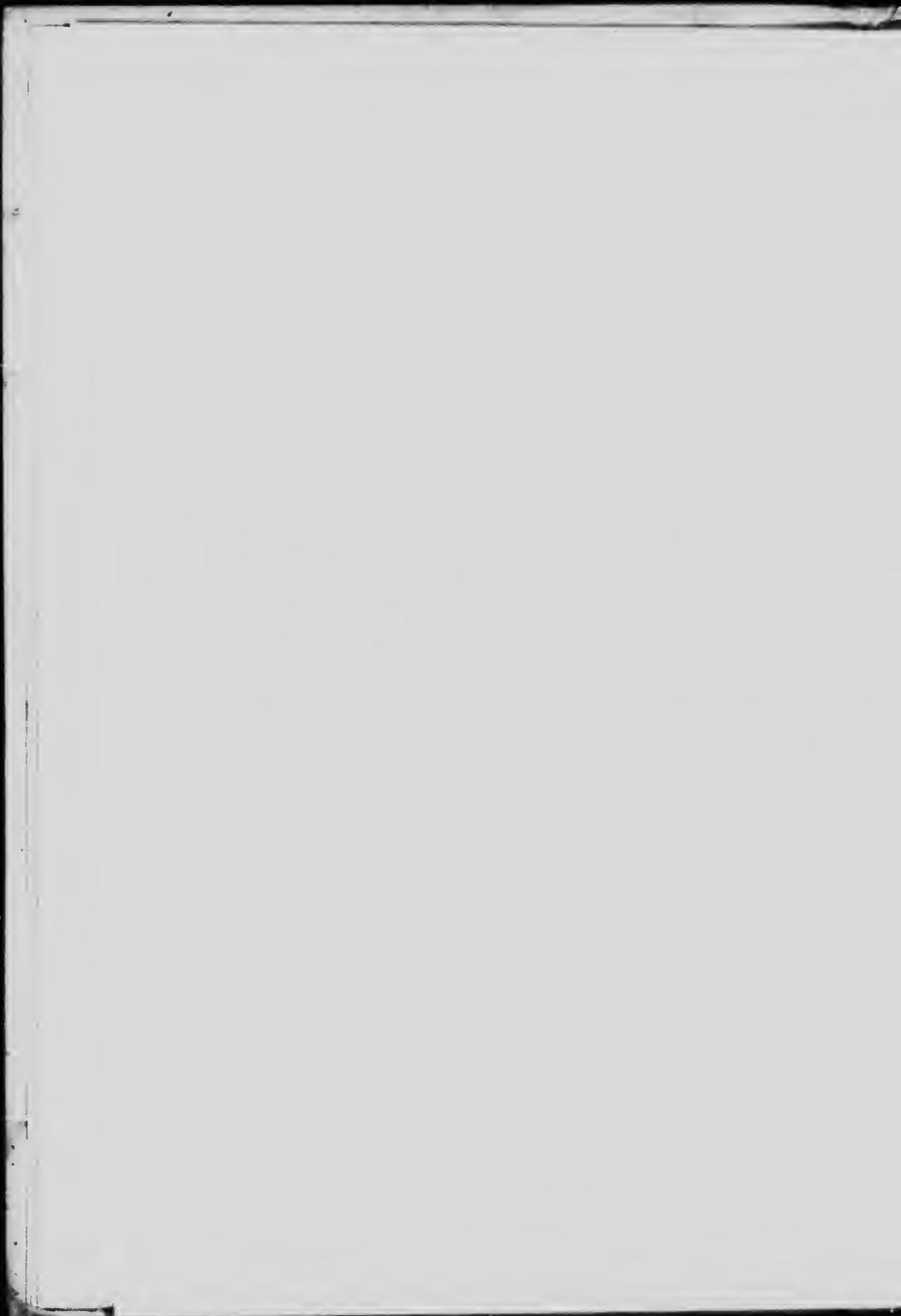


Plate II



CALIFORNIA—Continued

SAN FRANCISCO.

Drydock, Hunter's Point. Top length 482 feet, bottom length 452 feet, entrance 97 feet. Owned by Union Ironworks Co. Note: Breadth given is at gate top, breadth at sill is 58 feet.

Drydock, Hunter's Point. Top length 750 feet, bottom length 714 feet; entrance, top 103 ft. 6 in., bottom 86 feet. Owned by Union Ironworks Co.

Harbour, Floating Dock, No. 1. Top length 301 feet, bottom length 261 feet, gates 68 feet. Owned by Union Ironworks Co. Note: Can dock a vessel of 2000 to 2300 tons gross register. Width given is between walls, depth on blocks when sunk at high water equals 16 feet, built 1895.

Harbour, Floating Drydock No. 2. Top length 219 feet, bottom length 208 feet, gates 62 feet, lifting power 1000 tons. Owned by Union Ironworks Co. Note: Width given is between walls, depth on blocks when sunk at high water equals 16 feet, built 1868; not now in use.

Harbour, Floating Drydock No. 3. Top length 271 feet, bottom length 231 feet, gates 66 feet, lifting power 1800 tons. Owned by Union Ironworks Co. Note: Width given is between walls. Built 1903.

Above are Drydock Units only.

OAKLAND.

Marine Railway, extreme length 800 feet, length of cradle 320 feet, draft on keel blocks at high water, ordinary Spring tides forward 15 feet, aft 18 feet; lifting power 3500 tons. Owned by Moor & Scott Ironworks. Note: The track ends in 30 feet of water, 10 feet below the channel of the stream, incline 1 in 22.

One Unit only.

OAKLAND.

Marine Railway, extreme length 851 feet, length of cradle 416 feet, draft on keel blocks, forward 10 feet, aft 14 feet; lifting power 4000 tons. Owned by Southern Pacific Railway Company. Note: Will carry a vessel 78 feet wide, but by removing uprights a ferry steamer 116 feet wide has been taken.

One Unit only.

ALAMEDA.

Marine Railway, extreme length 800 feet, length of cradle 350 feet, draft on keel blocks forward 17 feet, aft 22 feet; lifting power 4000 tons. Owned by Union Ironworks Co. Note: Will carry vessels 72 feet wide. Depth of water at wharf 20 feet at low tide. Shears to lift 60 tons.

One Unit only.

ALAMEDA POINT.

Marine Railway, extreme length 500 feet, length of cradle 161 feet, draft on keel blocks forward 11 feet, aft 18 feet; lifting power 700 tons. Owned by Pacific Marine Railway & Ways Company.

One Unit only.

OREGON.

PORTLAND (St. John's).

Floating Sectional Wooden Drydock, extreme length 475 feet, gates 84 feet, lifting power 10,000 tons. Owners Port of Portland Commission. Note: In five sections, each 80 feet long. There is an apron 34 feet long at each end. This dock can take a vessel 500 feet long.

Floating Drydock, wood. Top length 340 feet, bottom length 285 feet, gates at top 66 feet, bottom 56 feet. Owned by Oregon Drydock Company Limited. Lifting power 4000 tons. Note: In one section. Apron at one end 25 feet long and one apron at other end 30 feet long.

Above are Drydock Units only.

WASHINGTON.

BREMERTON.

Timber Drydock with stone abutments. Extreme length top 640 feet, bottom 608 feet, gates 92 feet 6 inches. Owned by U. S. Government. Note: Dock is available for merchant vessels which are too large for other docks on Puget Sound, but only when not required by Government.

Primarily for Government use only.

Graving Dock, stone and concrete. Extreme length top 863 feet, bottom 800 feet, gates 110 feet. Owned by U. S. Government.

Primarily for Government use only.

SEATTLE.

Floating Dock, wood. Extreme length top 385 feet, bottom on blocks 325 feet, gates breadth of dock 100 feet; lifting power 6000 tons. Owners Haffernan & Co., now Seattle Drydock & Construction Company. Note: Built in 1892. Distance between side walls is 80 feet, displacement 8000 tons; vessels drawing 21 feet can safely enter dock, brought from Tacoma.

Floating Dock, extreme length 250 feet, gates 55 feet; lifting power 2500 tons. Owned by Moran & Co., now the Seattle Drydock & Construction Company. Note: Capable of taking vessels up to 230 feet in length. Vessels drawing 22 feet can safely enter dock.

Marine Railway, wood. Length of cradle 275 feet, draft on keel blocks at high water, ordinary Spring tides, forward 20 feet, aft 22 feet; lifting power 3000 tons. Owned by Haffernan & Co., now Seattle Drydock & Construction Company. Note: Brought from Ballard.

Above is a complete plant, but less than half the size of the Dominion.

WINSLOW.

Marine Railway, steel. Length of cradle 325 feet, draft on keel blocks, aft 25 feet; lifting power 3000 tons. Owned by Hall Bros. Marine Railway & Shipbuilding Company.

One Unit only.

CANADA.

VICTORIA, B. C.

ESQUIMALT.

Graving Dock, extreme length top 450 feet, bottom 450 feet, gates 65 feet. Owned by Canadian Government. Note: Dock can be made 31 feet longer if required. Available for merchant vessels unless required for H.M.S. vessels.

Marine Railway, extreme length 1000 feet, length of cradle 330 feet, draft on keel blocks forward 14 feet, aft 18 feet; lifting power 2400 tons. Owned by B. C. Marine Railway Company. Note: Situated in Esquimalt Harbour. One shear legs 100 feet high to lift 75 tons.

Marine Railway, star ways. Extreme length 450 feet, length of cradle 165 feet, draft on keel blocks forward 11 feet, aft 15 feet; lifting power 800 tons. Owned by B. C. Marine Railway Co. Note: Situated in Victoria Harbour.

Bow & Stern Dock, B. C. Marine Railway Company Limited. Note: for enabling repairs to be made to vessels while afloat.

Turpels Marine Railway, extreme length 450 feet, length of cradle 170 feet, draft on keel blocks forward 10 feet, aft 16 feet; lifting power 500 tons. Owned by E. Turpel. Note: Situate in Victoria Harbour. (In Mr. Turpel's yard there are in addition greaseways worked by hand capstan.)

Marine Railway, extreme length 600 feet, length of cradle 290 feet, draft on keel blocks forward 15 feet, aft 20 feet; lifting power 3000 tons. Owned by Victoria Machinery Company Limited. Note: Situated in Victoria Harbour. One shear legs 80 feet high to lift 50 tons.

Above is fairly good plant, but inefficient to handle business of large size.

VANCOUVER, B. C.

Marine Railway, extreme length 635 feet, length of cradle 250 feet, draft on keel blocks forward 14 feet, aft 18 feet; lifting power 1500 tons. Owned by B. C. Marine Railway Company Limited.

Marine Railway, extreme length 620 feet, length of cradle 240 feet, draft on keel blocks forward 12 feet, aft 18 feet; lifting power 1500 tons. Situate North Vancouver. Owned by Wallace Shipyards Limited.

PRINCE RUPERT, B. C.

Plant just completed by Grand Trunk Pacific. Privately owned and operated.

Floating Drydock, 20,000 tons lifting capacity, 650 feet long, 80 feet wide.

Even at the present time the plants on the Pacific Coast are extremely inadequate to handle this business, and due to the fact that the Canadian Pacific Coast ports are open the year round as well as the fact

that the business which must necessarily be created from the foregoing will give the Pacific Coast almost as much shipping as our Atlantic Coast ports, the need of an institution of this size is obvious.

THE MAINLAND IRONWORKS LIMITED.

(T)HE most important features in connection with the development of The Dominion Shipbuilding, Engineering & Drydock Company Limited is the annexation to its plant of the Mainland Ironworks, of Vancouver, B. C., one of the largest industries of its kind in Vancouver, and on the North Pacific Coast. Its plant consists of Machine Shop, Blacksmith Shop, Boiler Shop, Pattern Shop, Iron Foundry and Brass Foundry, and numbered among its customers are practically all of the shipping concerns entering the port of Vancouver.

This Company was started by the Fowler Brothers, of Vancouver, in 1907. Their plant at that time was capitalised at \$300, and the extent to which this business has grown and developed is good evidence of what can be accomplished in this line of business today. The inventory value of the Mainland Ironworks at the present time is \$207,000.00, and their Patents, Private Processes and workmanship can be found, not only in many of the largest local institutions where materials manufactured by them are used, but also on practically every boat sailing out of this port.

The Mainland Ironworks, with all its equipment, Machinery, Stock, Business and good-will, together with its management and expert mechanics, whose names are bywords in the shipping industry has been turned over to The Dominion Shipbuilding, Engineering & Drydock Company Limited, for \$200,000.00, and The Dominion Shipbuilding, Engineering & Drydock Company Limited, through this transfer obtains a nucleus for the immediate commencement of its machine operations, thus permitting it to at once start business and create an earning unit for the plant.

SOME FACTS CONCERNING THE SITE AND ITS ENVIRONMENTS.

(T)HAT Plate II. is shown a reprint of Burrard Inlet with the cities and municipalities bordering it and the general outline of the harbour. It will be noted what the relation of this site is to these cities and to the relative industries adjoining it

Vancouver Harbour is a land-locked harbour open the year round and with an average depth of 25 fathoms, and an average tide of 10 feet 6 inches, thus making it one of the best harbours on the Pacific Coast, and capable of serving the largest draft vessels afloat.

On the Eastern extremity of the site will be noted Lynn Creek, the mouth of which is on our property and by virtue of this permitting the utilization of this fresh water stream to very good advantage. It is the intention of the Company a little later to dredge Lynn Creek the full length of our property and build a retaining wall on either side. The depth will permit of vessels of all sizes entering it for the purpose of a Fitting Out Basin and a Fresh Water Harbour, which is absolutely

necessary for the proper cleansing of hulls. This canal will also be used for the purpose of berthing boats for which service the rents charged will be sufficiently reasonable to get this business, with the result that the Company will enjoy any of the repairing work which these boats may need owing to the ease with which the work desired may be cared for.

The topography of our land is perfectly adapted to the plant, which will be built upon it, as the underlying stratas just below the surface are sufficiently firm to permit of foundations being erected from a depth of not to exceed 6 feet, and yet, for the deep excavation which is necessary for the construction of our graving dock, hard pan is not found until at a depth of 26 feet, thus giving us a very low cost of underground construction.

LOCAL SHIPPING FROM WHICH WE MAY EXPECT TO GET BUSINESS.

AS mentioned before, the patrons of the Mainland Ironworks comprise practically every steamship line calling at this port, but we have very carefully canvassed this proposition and have received promises or guaranteed contracts from the following list of companies, and it is upon this list that we are enabled to base estimates as to the extent of our local repair work:—

Blue Funnel Line.....	Vancouver	Union S.S. Company of New Zealand
Harrison Direct Line.....	Vancouver	Union S.S. Company of British
Pacific Coast S.S. Co.....	Vancouver	Columbia.....
Northern S.S. Company.....	Vancouver	Coast Service
New England Fish Co.....	Vancouver	B. C. Packers, Ltd.....
All Red Line.....	Vancouver	Alfred Holt Line.....
Dodwell & Company.....	Vancouver	Royal Mail S.S. Co.....
Hastings Mill Fleet.....	Vancouver	Coast S.S. Company.....
Progressive S.S. Co.....	Vancouver	Terminal S.S. Company.....
Champion & White Fleet.....	Vancouver	Northern Fishing Co.....
Burquist Tug Boat Co.....	Vancouver	Andrew Weir & Co.....
Vancouver Timber & Trading		Kirkham Navigation Co.....
Company.....	Vancouver	Canadian Western Lbr. Co.....
Canadian Fishing Co.....	Vancouver	Evans, Coleman & Evans.....
Standard C.P. Co.....	Vancouver	Grear & Coil.....
Pacific Dredging Co.....	Vancouver	Union Oil Company.....
Vancouver Dredging & Salvage		New Westminster Towing and
Company.....	Vancouver	Fishing Company.....
Coast Quarries Fleet.....	Vancouver	McDonald, Marpole Co.....
Hinds Brothers.....	Vancouver	McKeen & Wilson.....
Hamburg Amerika Line.....	Vancouver	Randalls.....
Frank Waterhouse Co.....	Vancouver	Granite Quarries Fleet.....
Canadian Pacific Railway Com-		F. W. Pyke.....
pany.....	Coast Service	Finken S.S. Co.....
Canadian Pacific Railway Com-		Standard Fisheries.....
pany.....	Trans-Pacific Service	Wallace Fisheries.....

All these statistics are interesting from the fact that they permit one to appreciate the competitive opportunities for a plant such as The Dominion Shipbuilding, Engineering & Drydock Company Limited, entering into competition for shipbuilding and repairing of all lines of vessels plying the Pacific waters, as well as the opportunity which will be afforded to an institution of this character in going out into open

competition with any Company in the world for the building and construction of any type or class of merchant, marine or naval vessel.

It will be interesting to note the rapid progress which is being made in the shipping business in the Orient. This same development taking place in the Orient will be fostered on the Pacific Coast, just as many ships will be built here as there. The crying demand of our Oriental neighbours for manufactured articles and for the produce of the Central and Western parts of the American Continent is bound to produce this economical condition, and it will be but a short time when the Pacific Coast will be as great a factor in the shipping business in satisfying this demand to the Orient, as the Atlantic Coast is in satisfying the demands of Europe.

On the other hand, the Pacific Coast of the American Continent, owing to the opening of the Panama Canal, will be brought into such close touch with Europe that freight shipments, which have hitherto been exported across the Continent by rail, will be brought around through the Canal in boats, all of which will tend to highly develop the shipping, thereby creating a nucleus for a tremendous shipbuilding and repairing business, and our location as a terminal is ideal in competing for this business.

PLANT.

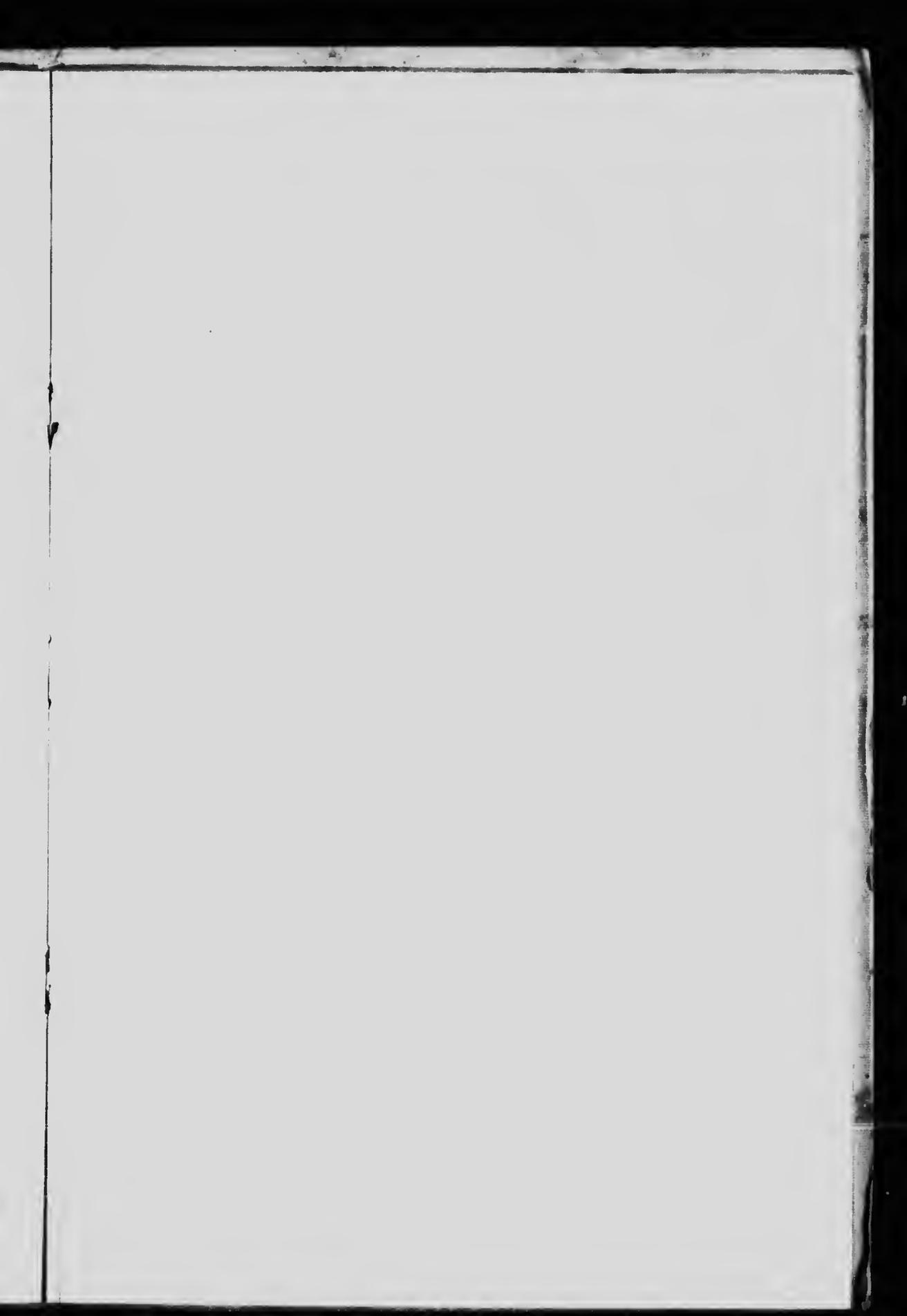
ON the following page is shown Plate III., the artist's drawing of the completed plant, and Plate IV. shows a mechanical working sketch of same, having an explanatory key at the bottom, and we shall proceed with the general survey of the shipyards and their surroundings.

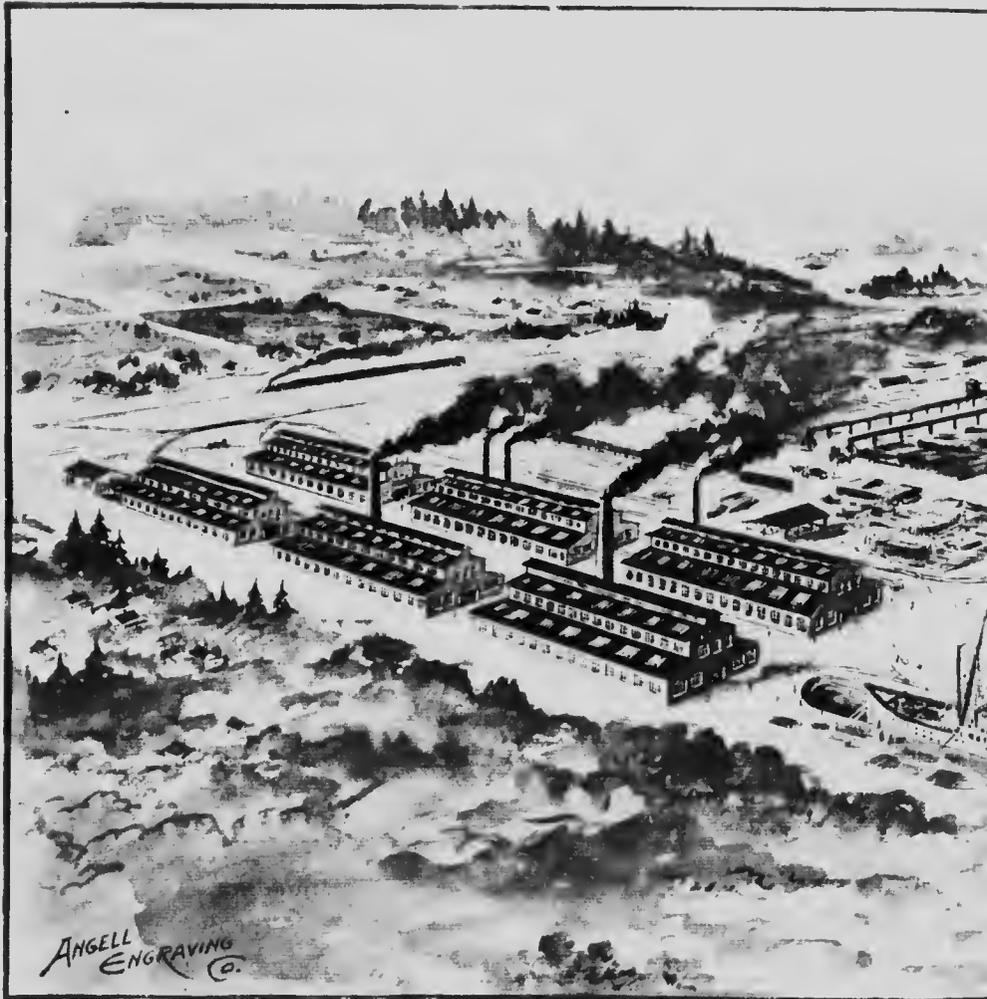
THE BUILDING YARD.

THIS is a somewhat elastic term and may mean, on the one hand a gigantic establishment, or on the other hand a miniature works for yacht building. It may have several graving docks on the premises, or perhaps none at all, as in our case the canal side, or some neighbouring water space might have been considered quite sufficient for this purpose. In this case, however, each unit of the building yard is complete in itself, composed of a graving dock, 1000 feet long and 100 feet wide in the gates, and located so that if it becomes necessary its length could be extended 300 feet. At the present time this unit is sufficiently large to accommodate a boat larger than the largest afloat today. It will be constructed of reinforced concrete with all the latest improvements and up-to-date in every particular.

SHIPBUILDING BERTHS.

ADJACENT to the Graving Dock are two marine railways and alongside of each wharves will be constructed to serve the traffic of the plant. One of the marine railways will handle vessels up to 1000 tons, and the other from 1000 to 4000 tons, and adjacent to these and facing the water's edge will be seven shipbuilding berths ranged in order next to the marine railways, at which vessels of the largest size can be built, and here the natural advantages of the ground for such work have left but little to be done in the way of preparation.





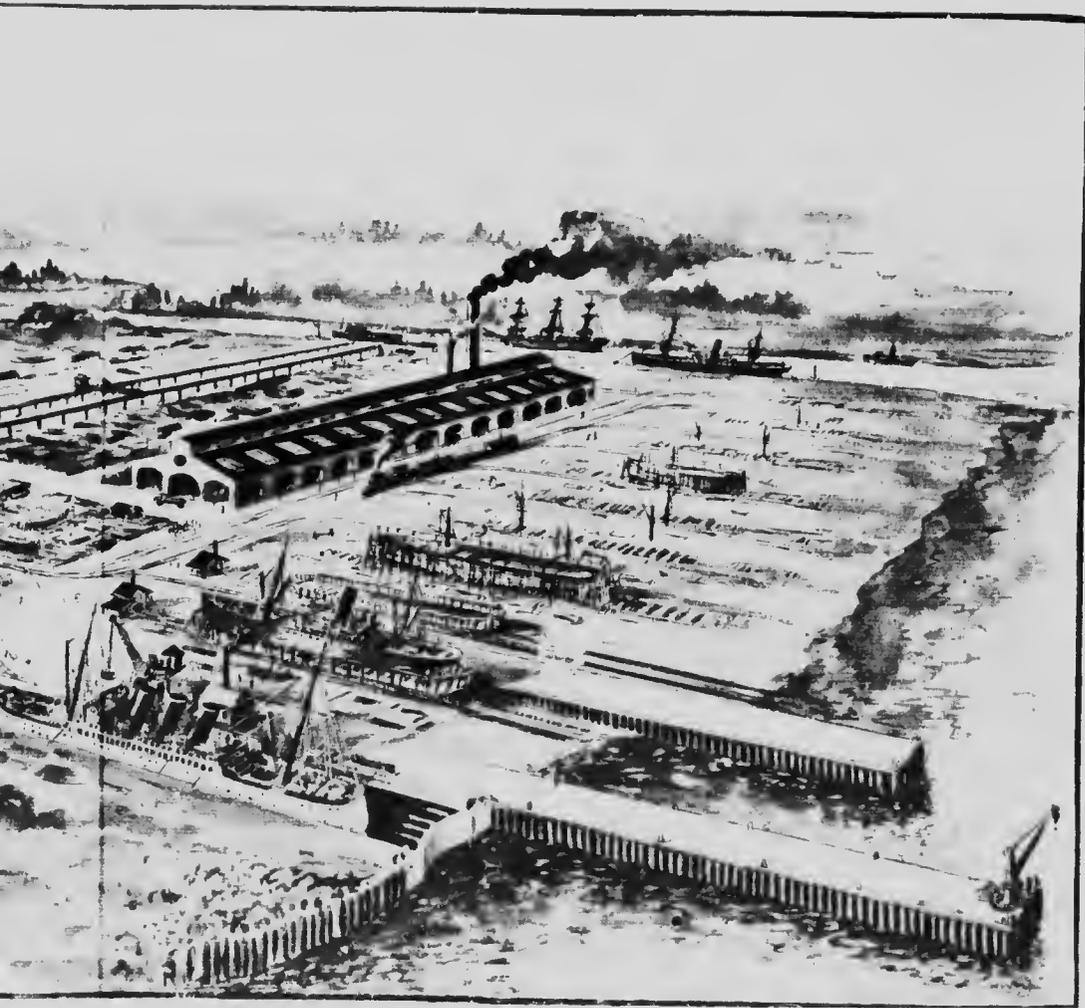


Plate III

FRESH WATER AND FITTING OUT BASIN.

ON the extreme Eastern edge of the site is Lynn Creek, a fresh water stream with its source in the mountains at the rear of the plant, and from which stream the City of North Vancouver gets its water supply, analysis of which prove it to be the very purest of waters. This creek will be dredged to the width of 200 feet, and retaining walls will be built on either side. The Canal will be one of the most valuable adjuncts to the plant, serving, not only as a cleansing basin for the hulls of vessels, but also as a fitting out basin, where boats may be fitted out after construction, or for the purpose of refitting old boats. Lynn Creek will also make a third wharf for the plant and will become a source of profit from docking rentals which will be charged. The rear end of the creek will create a high value for our land fronting on it, as it will give a direct outlet to the open harbour for the shipping of any subsidiary plants that may be established on that particular portion of our site which will not be needed for this plant.

BUILDINGS FOR FABRICATION AND GENERAL CONSTRUCTION.

DIRECTLY in the rear of the shipbuilding yards are located the different buildings which will be filled with the best machinery and appliances for facilitating operations in construction and general work in the fabrication of steel, and in the preparations of the extremely diversified castings, forgings and woodworkings, entering into the building and repairing of vessels, and where there will be large contracts in hand involving the construction of a number of ships of various sizes, including those from the smallest craft to the naval Iron-clads, with all their massive complications, thus creating the great strain which is thrown upon an establishment of this kind, every care and attention has been given in the location and arrangement of these buildings with the end in view, not only to facilitate manufacture and production, but also to develop an economical movement of the heavy gear from one department to another.

The raw material will enter the premises at one end and progressively pass onward until it is delivered in a finished condition at the other end, where it will pass to the heavy cranes and be lifted to its position on the vessel of which it is to become a part.

Every attention was given in the selection of the site so that future extensions made necessary from the growth of the business could be provided for.

The works themselves comprise Machine Shop, capable of turning out all the machinery necessary for the full capacity of the plant; Boiler Shop, for equipping boats with any size boiler; Patter Shop, Blacksmith and General Forging Shops, Timber Stores and Racks, Works Stockshed, Building Material Yard, Small Boat and Scow Building Yard, Angle and Plate Fitting Shed; Angle Iron and Plate Ovens, for heating, bending and setting frames and plates; Steel Storage Yard, Pipe Bending Shop, Woodworking Shop, including sawing and planing mills; Pumping Plant,

Travelling Crane System, including also a Heavy Hammerhead Wharf Crane of 100 tons capacity, and a number of smaller fixed cranes; Steel Foundry, Copper Shop, and Brass Foundry.

POWER.

THE transmission of power for driving machinery, in common with its generation and application, has received our utmost attention, so that every item of economy in coal consumption, cost of maintenance and effectiveness could be employed. We intend to use the Unified Electrical System. In this system only that power is necessary to operate the particular machine or machines employed is used so that when the machine is not in use there is no power being expended. Steam will only be used in the manipulation of the Steam Hammers and the heating plant.

TRANSPORTATION FACILITIES.

THERE is, perhaps, no more important factor which tends to make the location of this plant valuable and ideal than its proximity to transportation facilities. We have deeded a tract of land from the West to the East boundaries of our site, 100 feet wide, to the Canadian Pacific Railway Company, which is now contemplating building a line East and West along the North Shore, thus giving us direct railway service and simplifying the handling of our stock.

Another interesting transportation feature is the proposed Second Narrows Bridge, contract for the building of which has just been let. The North Shore terminus of this bridge is but a short distance from our site.

PURPOSES OF THE COMPANY.

THE following is a copy of our Memorandum of Association.

1. The name of the Company is "Dominion Shipbuilding, Engineering & Drydock Company, Limited."
2. The registered office of the Company will be situate at Canada Life Building, in the City of Vancouver, in the Province of British Columbia..
3. The objects for which the Company is incorporated are:
 - (a) To carry on in the City of Vancouver, or at any other place or places in the Province of British Columbia, or in any other part of the world the business of shipbuilding and general engineering in all its branches.
 - (b) To build, construct, purchase, charter, or otherwise acquire vessels, steamboats, tugs, tenders, scows, barges, crafts, salvage dredges and boats of every description, or any interest therein, and to operate, let out, lease, hire, charter or otherwise dispose of the same or any interest therein.
 - (c) To carry on the business of wharfingers and warehousemen; to act as carriers by land or water, to purchase, lease, construct or otherwise acquire such quays, docks, wharves, canals, flumes, breakwaters, buildings, factories, plant and machinery as may be found necessary or desirable for carrying on or furthering the business of the Company; and to sell and lease the same or any part thereof.
 - (d) To carry on the business of general, commercial, mercantile, shipping or forwarding agents, or agents for any railway, steamship, tramway, or other company, and of commission agents, factors and brokers.

- (e) To carry on the business of cold storage and of ice manufacturers and dealers in the same by wholesale or retail; and to buy, contract for, lease or otherwise acquire and to relet or otherwise deal in cold storage or other importing or exporting facilities, on or in any steamship, sailing vessel, railway or other transportation system.
- (f) To carry on the business of civil, marine and general engineering in all its branches.
- (g) To lay out, construct and to superintend the construction of all classes of vessels, sailing craft, docks, quays, locomotives, buildings, roads, bridges and all other classes of work either on land or water.
- (h) To carry on the business of dredging and dockage in all its branches; to construct, operate and maintain electric works, power houses, generating plants and such other appliances and conveniences as are necessary and proper for the generating of electricity or electric power or any other form of developed power, and to transmit the same to be used by the Company therefor as a motive power for the operation of motors, machinery or electric lighting or other works, or as motive power for propelling tranways, or for driving, hauling, lifting, pumping, crushing, melting, drilling and milling, or for any other operations to which it may be adapted or to be used or applied, or in connection with any other purpose for which electricity or electric power may be applied.
- (i) To place, sink, lay, fit, maintain and repair electric wires, swatches, connections, branches, electric and water motors, dynamos, engines, waterwheels, turbines, machines or other apparatus and works, and to erect and place any electric lines, electric wires or other apparatus above or below ground, and either on public or private property, or partly on public and partly on private property.
- (j) To acquire under the Water Act of the Province of British Columbia, water power by records or licenses of unrecorded water, or by the purchase of water records or licenses or water privileges, and to utilize the same for the generating of power or electricity for the purpose of supplying heat, light and power, or for any other purpose to which electricity may be applied.
- (k) To acquire, operate, and carry on the business of a power company, and to construct and operate works and supply and utilize water under the Water Act, 1914, or any amendments thereof, or any other act passed in substitution therefore or as an extension thereof.
- (l) To exercise all or any of the rights, powers, privileges and priorities in and by the Water Act, 1914, or any amendment thereof created, granted, or conferred upon companies incorporated for power purposes, or for the construction or operation of waterworks or the supply and utilization of water.
- (m) To sink wells and shafts, and to make, build, construct, lay down, and maintain reservoirs, pump houses, and pumping works, cisterns, culverts, filter beds, mains and other pipes and appliances and to execute and do all other works and things necessary or convenient for obtaining, storing, selling, delivering, measuring and distributing water or otherwise for the purposes of the company.
- (n) To carry on the business of an electric light company in all its branches, and in particular to construct, lay down, establish, fix and carry out all necessary cables, wires, lines, accumulators, lamps and works, and to generate, accumulate, distribute and supply electricity, and to light buildings, streets, docks and other places, both public and private.
- (o) To contract, operate and maintain electrical work, power houses, generating plants, and such other appliances and conveniences as are necessary and proper for generating electricity or any other form of developed power, and for transmitting the same to be used by the Company, or for any persons or corporations contracting with the Company therefor, as a motive power or for all or any of the purposes to which electricity or electric power derived from water may be applied, used or acquired.

- (p) To carry on the business of general contractors, to build, acquire, possess and operate factories, iron works, steel works, rolling mills, boiler manufactories, drop and cast forgings, machine shops, blacksmith shops and machinery of all kinds and classes; and to sell and dispose of the same.
- (q) To carry on the business of metalliferous and mining in all its branches; to purchase, lease or otherwise acquire metalliferous mines, mining claims, coal mines, coal lands and properties, and to develop, mine, and operate such mines and properties; to buy and sell coal, manufacture and sell coke and other by-products, and to deal generally in minerals and mineral products.
- (r) To crush, win, get, quarry, smelt, calcine, refine, dress, amalgamate, manipulate and prepare for market, ores, metals and mineral substance of all kinds, to own and operate smelters, reducing works and refineries; and to carry on any other metallurgical operations which may seem conducive to any of the Company's objects.
- (s) To acquire by purchase or otherwise, and to sell or lease, oil and gas properties; to construct and maintain pipe lines, and to drill oil and gas wells, and to develop, operate, lease or sell same; to furnish, and sell supply, both natural and artificial gas; to sell oil and to engage in the business of refining same, and, generally, to furnish, sell, supply and dispose of the product of said wells and properties.
- (t) To recover chemicals, oils or other by-products from wood or other materials, and to render the same commercially valuable by a process of distillation or otherwise.
- (u) To carry on the business of loggers, lumbermen, sawmillmen and timber manufacturers in all its branches, to manufacture, vend and deal in logs, lumber, shingles, railroad ties, shingle bolts, piling, cordwood and all other articles made from timber or in which timber forms a component part, and generally to deal in timber and timber products.
- (v) To carry on the business of general merchants; to own and operate stores, both wholesale and retail and to buy, sell and deal in general merchandise, drygoods, clothing, boots and shoes, groceries, hardware, miner's supplies, stoves, furnaces, fruits, hay, grain, flour and bread-stuffs.
- (w) To do all kinds of mining, manufacturing and trading business, transporting goods and merchandise by land or water in any manner, to acquire, use, sell and grant licenses under patent rights; and generally to carry on any other business which may seem to this Company capable of being conveniently carried on in connection with any of the above, or calculated, directly or indirectly, to enhance the value of this Company's property or rights for the time being.
- (x) To purchase, take or lease, or in exchange, or otherwise acquire any real or personal property, including stock in any other company or companies, or any rights or privileges which the Company may think necessary or convenient for the purposes of its business.
- (y) To allot the shares of this Company credited as fully or partly paid up as the whole or part of the purchase price for any property, goods or chattels purchased by the Company, or for any other valuable consideration as from time to time may be determined.
- (z) To sell or dispose of the undertaking, lands property, estate, chattels and effects of this Company or any part thereof, for such consideration as this Company may think fit either for cash or for shares, debentures, or securities of any other Company operating wholly or partly in the Province of British Columbia, and whether the objects of such Company are altogether or in part similar to those of this Company.
- (aa) To amalgamate with any other Company now or hereafter incorporated operating or to operate wholly or partly in the province of British Columbia which this Company may deem useful to or calculated to increase its business, and to subscribe for, and accept and hold shares in a such Company.

- (bb) To borrow or raise or secure the payment of money in such manner and form as this Company may think fit, and in particular by the issue of bonds, debentures, or debenture stock charged upon all or any of the Company's property present or future, or both, including uncalled capital.
- (cc) To draw, make, accept, endorse, discount, execute and issue promissory notes, bills of exchange, bills of lading, warrants, debentures, and other negotiable or transferable instruments.
- (dd) To sell, improve, manage, develop, exchange, lease, mortgage, dispose of, turn to account or otherwise deal with all or any part of the property and rights of this Company.
- (ee) To distribute any of the property of this Company among the members in specie.
- (ff) To secure this Company to be registered, licensed or recognized in any province or territory in the Dominion of Canada or in any province, country or place.
- (gg) To do all such other acts as are incidental or conducive to the attainment of the above objects or any of them, and to exercise generally all such powers as may from time to time be conferred on this Company by Act of Parliament, Charter, License, or other Executive or Legislative authority.

4. The liability of the members is limited.

5. The share capital of the Company is Five Million Dollars (\$5,000,000.00) divided into fifty thousand (50,000) shares of the par value of One Hundred (\$100.00) dollars each, with power to divide the shares in the capital for the time being into several classes, and to attach thereto respectively any preferential, deferred, qualified or special rights, privileges or conditions.

SIGNATORIES OF MEMORANDUM OF ASSOCIATION.

CAPTAIN HARRY MOWATT, Gentleman, Vancouver, B. C.....	1 share.
A. E. SALSBURY, Broker, Vancouver, B. C.....	1 share.
THEO. A. FREY, Financial Agent, Vancouver, B. C.....	1 share.
ROBERT FOWLER, Manager, Vancouver, B. C.....	1 share.
DAVID B. BOYD, Broker, Vancouver, B. C.....	1 share.

The foregoing sets out the many lines of business which we are permitted to do under our Charter, but the principal business of the Company will be the operation of the different units entering into the building and repairing of all classes and sizes of ships, together with the subsidiary enterprises contingent thereto.

METHOD OF OBTAINING BUSINESS.

IN the preceding pages of this circular we have given statistics relative to the present conditions existing in this line of business on the Pacific Coast, and we have attempted to show conclusively what the economical development and growth will be owing to the opening of the Panama Canal, the progress in shipping in the Orient, and the enormous development in the growth of the Pacific Coast cities. Therefore, we may conservatively estimate that our local business, and when we say local we mean Pacific Coast, will in itself almost tax the capacity of the plant. We show here a few figures in support of our claim that we can easily compete on a profitable basis for our share of the building and construction of Pacific Coast-wise shipping, with the shipbuilding plants of Europe.

Figuring on the basis of the construction cost of a first class marine vessel (Lloyd's), and this a typical example taken from the construction figures of one of the "Princess" boats built for the Canadian Pacific Railway Company in Europe. On a boat costing \$105,600.00 it will be found from the following figures that the cost to the European builder for laying this vessel down at Vancouver was an additional \$18,750.00. This represented an extra cost to the purchaser of over 15 per cent. :-

Actual cost of the vessel.....	\$105,600.00
Cost of laying the vessel in Vancouver:—	
Wages of crew.....	\$1,730.00
Coal.....	4,940.00
Food for crew.....	485.00
Water for crew and engines for voyage.....	300.00
Engine room stores.....	180.00
Deck Stores.....	150.00
Port of call charges.....	400.00
Pilotages.....	200.00
Insurance.....	8,536.30
	<hr/> \$16,915.00
Returning crew, 15 days wages.....	\$ 432.50
Food.....	127.90
Transportation.....	1,275.00
	<hr/> \$ 1,835.40

TOTAL COST of laying vessel down in Vancouver..... \$18,750.00

Thus it will be seen at a glance from these figures that we have an allowance of more than 15 per cent. against the European bids for this work, and it will be our intention to maintain a staff of men for the express purpose of soliciting this business.

We intend also to enter the foreign market for the construction of either merchant, marine or naval vessels, and with the excellent facilities at our command, which this plant and its location gives us, together with a management which has been in close touch, as well as at the head of, the largest institutions of this kind, both on the American continent and abroad, and with an equal opportunity for the securing of expert workmen it becomes only a matter of legitimate competition.

As we have before mentioned, through the absorption of the Mainland Ironworks of Vancouver, and by taking over the immense business of this concern with all its valuable connections and contracts, we are placed in a position to begin active operations the moment each unit of our plant is completed.

The following are the names and descriptions and addresses of the Directors:
CAPTAIN HARRY MOWATT, Vancouver, B. C., late Marine Superintendent Canadian Pacific Railway Company, Liverpool, England.

THOMAS ROBERTSON, Managing Director, Messrs. Higginson & Company, Foundries and Engineers, Liverpool, England.

ROBERT FOWLER, formerly President and General Manager, Mainland Ironworks, Limited, Vancouver, B. C.

HARRY GRAYSON, Liverpool, England, Chairman and Managing Director of H. & C. Grayson, Limited, Garston Graving Dock Company, Claver, Clayton & Co., Wallace Pool Slipway.

F. F. BUSTEAD, Divisional Engineer, Canadian Pacific Railway Company, Kamloc, B. C.

EXECUTIVE

PRESIDENT AND CANADIAN-AMERICAN MANAGING DIRECTOR

CAPTAIN HARRY MOWATT, Vancouver, British Columbia

(Formerly Marine Superintendent to The Canadian Pacific Railway Company's Steamship Service, Liverpool, England.)

VICE-PRESIDENT AND ASSISTANT GENERAL MANAGER

MR. ROBERT FOWLER, Vancouver, British Columbia

(Formerly President and General Manager of the Mainland Ironworks, Limited, Vancouver, British Columbia.)

CHAIRMAN OF THE EUROPEAN BOARD

MR. HARRY GRAYSON, Liverpool, England

(Managing Director, Messrs. H. & C. Grayson, Limited, Shipbuilders, Liverpool, England.)

FINANCIAL AGENTS, TRANSFER AGENTS AND REGISTRARS

FREY & COMPANY, LIMITED,

Vancouver, British Columbia; New York, N.Y., U.S.A.;
London, England

BANKERS

BANK OF MONTREAL, Vancouver, British Columbia

ATTORNEYS

TAYLOR, HARVEY, GRANT, STOCKTON & SMITH, Vancouver,
British Columbia

MANAGEMENT.

THE Executive Body of the Dominion Shipbuilding, Engineering & Drydock Company, Limited, is composed of two Boards.

The Executive Board, of which there will be fifteen members, ten of them selected from the American Continent, and governed by the Managing Director, and five selected from Europe, one of this number acting as Chairman of the European Board.

The Associate Board will also be composed of fifteen members, and is created for advisory purposes, its members being selected from those interests which will be directly beneficial to the management and operation of the business.

Europe has been the centre of the shipbuilding business since time immemorial and the shipping business, although not coming out of Europe entirely, has been supplied with the vessels for this purpose principally from there.

Up to the present time statistics will show that almost 85% of ship-owners are listed under "Lloyds'" at European ports, but during recent years this condition has been gradually undergoing a change, due to the tremendous progress being made on the American Continent in manufacturing, farming, development of natural resources, and the growth in population.

These conditions are having a tendency to foster the building and construction of ships on this Continent, and a glance at the preceding figures showing the increased cost which the European shipbuilder must add to the cost of building a vessel for Pacific Coast delivery proves that it is only a question of economics that large shipbuilding plants should be established on the American coasts for the purpose of bringing out the American merchant and naval marine vessels rather than depend upon European builders for construction.

We have shown in the preceding pages the vast difference existing to-day between the size and quantity of the plants on this side of the Atlantic and Pacific oceans compared with those on the other side, and the European builders realize that the foregoing conditions are bound to create large shipbuilding plants on this side, thus presenting a strong element of competition, not only for new business, but old business as well, and it was because of this recognition of conditions that our European support was established, and composed of the heads of some of the largest shipbuilding plants in Europe.

It is, therefore, obvious what a tremendous working unit The Dominion Shipbuilding, Engineering & Drydock Company, Limited, will be when you consider its own strength combined with its European amalgamation and what this will mean to it in going out into open competition for business.

The following particulars are given in compliance with the Companies' Act:

1. There are no Founders, or Management or Deferred Shares.
2. The minimum subscription on which the Directors may proceed to allotment is five shares.
3. The preliminary expenses of the Company are estimated at \$5,000.00.
4. The Articles of Association provide that the qualification of a Director is to be the holder of not less than one share in the Company. No provision is made for the remuneration of directors except as is shown in the articles.
5. The following shares have been issued as fully paid, viz:—
 - 3,750 shares to Ernest H. Beazley, Vancouver, B. C., Manager, Union S. S. Company, in full of his interest in part of District Lot No. 272, North Vancouver, B. C., purchased by the Company.
 - 750 shares issued to Frey & Company, Limited, Vancouver B. C., as commission on purchase of the above property from E. H. Beazley.
6. The Company has also agreed to issue to the Mainland Ironworks, Limited, of Vancouver, B. C., 1,000 shares as part payment for the plant of the Mainland Ironworks, Limited, purchased by the Company.
7. From the proceeds of this issue \$280,000.00 is to be paid to James Pemberton Fell, of Vancouver, B. C., and Henry Heywood Heywood Lonsdale, of Market Drayton, Salop, England, for the Lonsdale Estate in full of their interest in part of District Lot 272, North Vancouver, B. C., purchased by the Company.
The other vendor of this property, Ernest H. Beazley, received 3750 shares of the Company in full of his interest.
There is also to be paid to the Mainland Ironworks, Ltd., of Vancouver, B. C., from the proceeds of this issue \$100,000.00, balance of purchase price for their plant purchased by the Company.
Nothing is to be paid for goodwill in either purchase.
8. The Financial Agents of the Company offer to obtain for the Company the par value for shares sold.
9. Nothing has been or is payable to promoters.
10. The following material contracts have been executed by the Company, and can be seen on any business day during business hours at the Offices of the Company, 14 Canada Life Building, Vancouver, B. C.
 - (a) Contract from Ernest H. Beazley, dated July 11th, 1914.
 - (b) Contract with Theo. A. Frey, dated June 15th, 1914.
 - (c) Contracts with Mainland Ironworks Ltd., dated July 11th, 1914.
all of Vancouver, B. C.
 - (d) Contract with James Pemberton Fell of Vancouver, B. C., and Henry Heywood Heywood Lonsdale, of Market Drayton, Salop, England, for Lonsdale Estate, dated July 31st, 1914.
11. The following is the original Board of Directors:—

Harry Mowatt, Gentleman	Vancouver, B. C.
A. E. Salisbury, Broker	Vancouver, B. C.
Theo. A. Frey, Financial Agent.....	Vancouver, B. C.
Robert Fowler, Manager.....	Vancouver, B. C.
David B. Boyd, Broker	Vancouver B. C.

CAPITAL AND DISTRIBUTION.

The Capital of the Company, Five Million Dollars, will be distributed as follows:

ONE GRAVING DOCK, with its Pumping Plant	\$1,500,000.00
TWO 12x12 AIR COMPRESSORS, motor driven	1,360.00
ONE MARINE RAILWAY, 1,000 tons capacity, and power plant	15,000.00
ONE MARINE RAILWAY, 4,000 tons capacity, and power plant	130,000.00
ONE WHARF, 900 feet long	12,000.00
ONE WHARF, 1,200 feet long	22,000.00
SEVEN SHIPBUILDING BERTHS:	
One Air Compressor, motor driven.....	\$1,750.00
Two Drift Bolt Riveters	252.00
Six No. C. W. D. Boring Machines.....	450.00
Six No. 20 W. Boring Machines.....	529.00
Two No. 30 T. Drills.....	189.00
Two No. 40 T. Drills.....	200.00
Four No. 50 T. Drills.....	604.00
—————	\$ 3,974.00

Twenty-one

LYNN CREEK, to be dredged to a depth of 25 feet, length 1,800 feet, and width 200 feet, with retaining walls on either side, the meandering of same to be straightened out into a straight canal by diverting its channel along the eastern boundary of our site, and wharves to be built on the top of the western retaining wall 225,500.00

ONE BUILDING FOR MACHINE SHOP, dimensions 250x68 feet 6 inches, steel frame, corrugated iron cover, concrete floor with asphaltum top 30,000.00
and with the following machinery installed:

One 25 ton three motor electric crane, 45 foot span, auxiliary hoist	\$ 7,000.00	
One Large Pit Lathe, swing 20 feet, with tail stock and turning posts	12,000.00	
One Large Pit Lathe, swing 100 inches over shears, 46 feet between centres.....	11,750.00	
One Milwaukee No. 3B, Full Universal Milling Machine with rotary table.....	4,485.00	
One S. & S. Gear Cutter, No. 4, to cut from 4 to 6 inch diameter gears, worms, spirals or spars.....	4,485.00	
One 72-inch Open Side Planer, 22-foot bed.....	15,600.00	
One Radial Drill, 7-ft. arm, full universal.....	3,840.00	
One Plain Radial Drill, 4-ft. arm.....	3,200.00	
One 3 1-2 Baker Keyseater, Circular Table, for cutting K. S. 4 inches wide 30 inches long.....	2,472.00	
One 250-ton Hydraulic Wheel Press.....	3,960.00	
One 20-inches Kennedy Lathe, heavy duty, 18-foot bed, turret head on shears.....	2,540.00	
One Mitts & Merrill No. 2 Keyseater.....	1,095.00	
One 7-ft. Arm, Full Universal Radial Motor Driven Drill	3,840.00	
One 24x30 inches Shaper.....	924.00	
One 32 Triple Gear New Haven Lathe, motor driven	3,480.00	
One Plain Radial Drill, 4-ft. arm.....	1,260.00	
One 72-inch Bullard Boring Mill, with screw cutting attachment, two heads on rail and one on side head	8,300.00	
One Power Hack Saw for cutting steel shafting from 1 inch to 8 inches	217.00	
One 9x10 Compressor, motor driven.....	1,400.00	
Two sets Nicholson Arbors, 3 15-16ths in.		
One set Nicholson Arbors, 7 inches. 14 Arbors.....	210.00	
		94,593.00

ONE BUILDING PATTERN SHOP AND PATTERN STORES, 225 feet x 137 feet, steel frame, corrugated iron cover, concrete floor with asphaltum top..... 30,000.00

With the following machinery installed:—

One 60-inch Wood Turning Lathe, iron frame.....	500.00	
One Sandpapering Machine.....	400.00	
One Pattern Gear Cutter	1,200.00	
One 30-inch Wood Boring Machine.....	250.00	
		2,350.00

ONE BUILDING FOR BOILER SHOP, 250 feet x 68 ft. 6 inches, steel frame, corrugated iron cover, concrete floor with asphaltum top..... 20,000.00

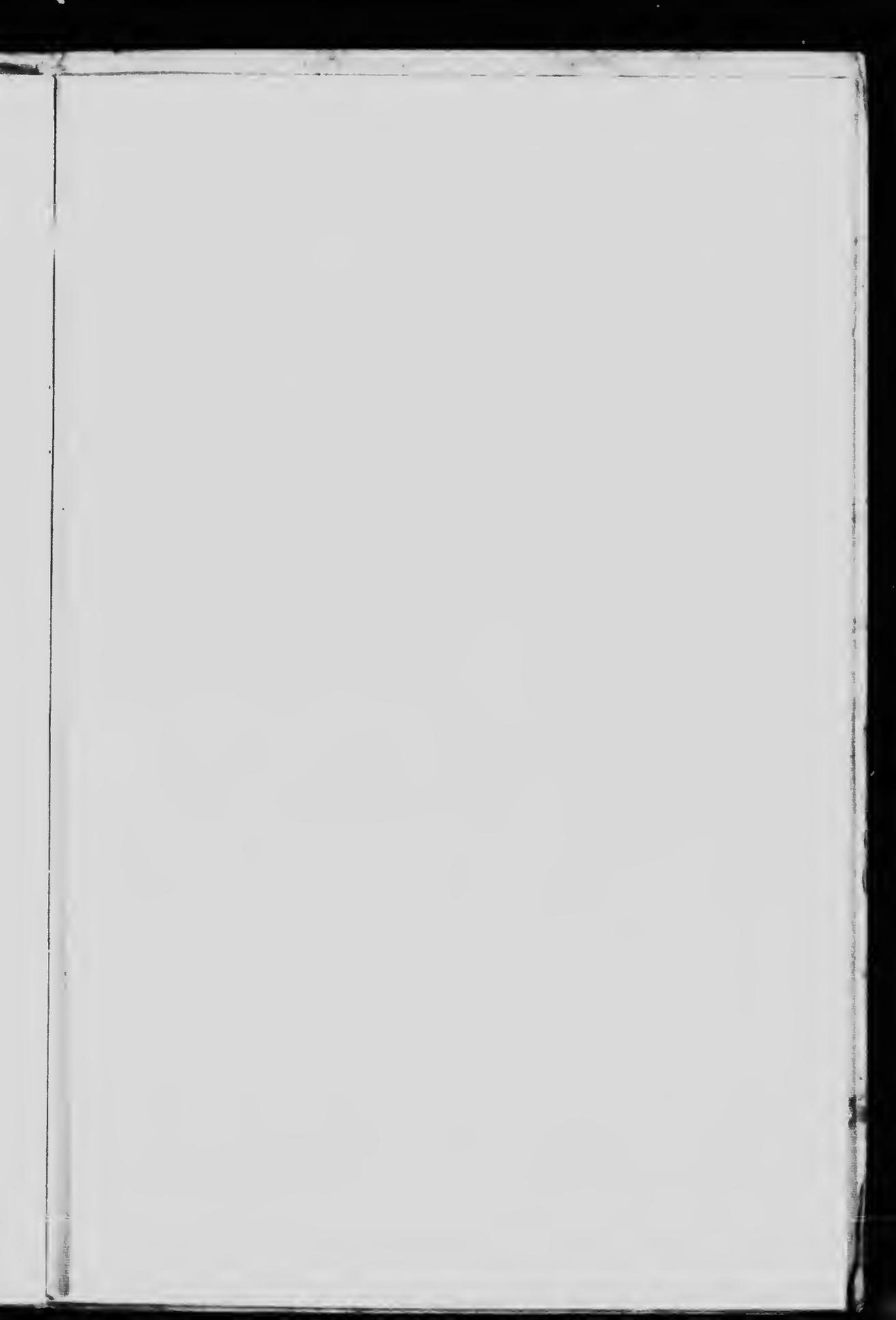
With the following machinery installed:—

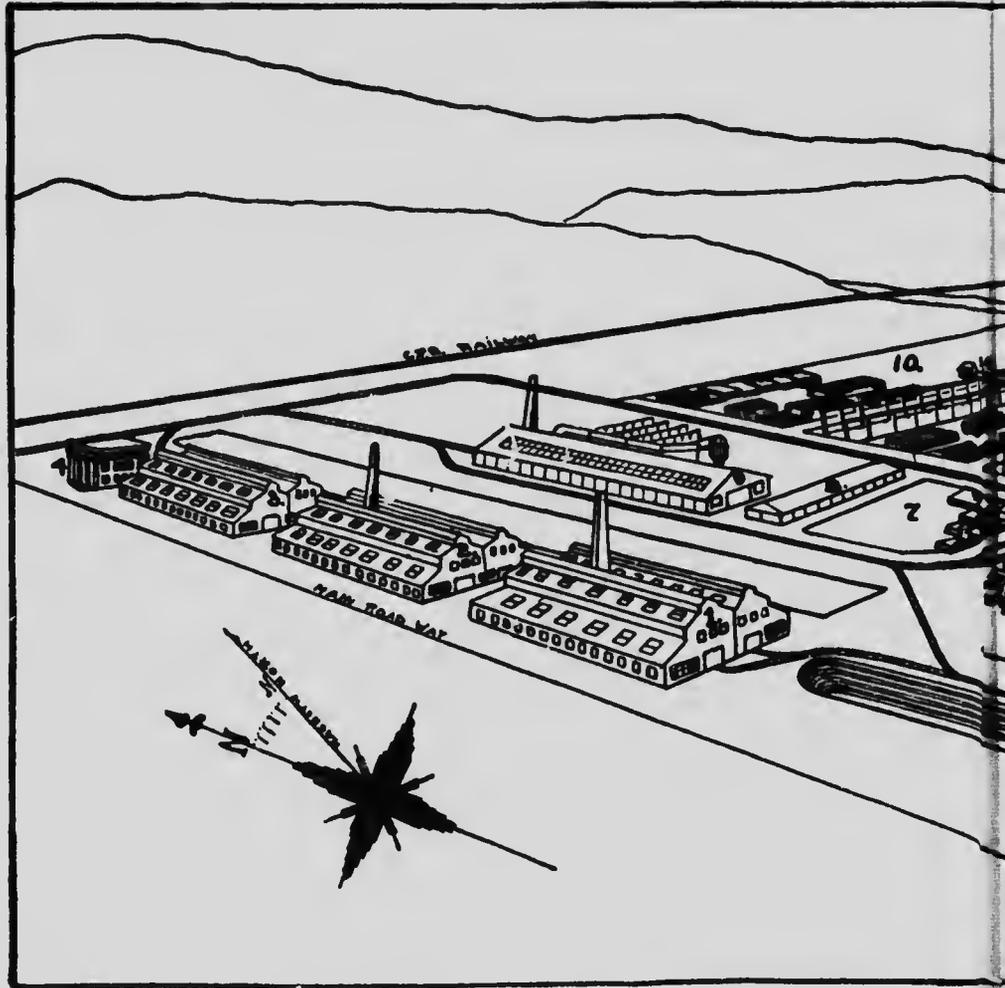
Two 12-12 Air Compressors, motor driven.....	3,500.00
Twelve No. 4 Rivetters, inside hatch.....	189.00
Twelve No. 6 Rivetters.....	378.00
Twelve No. 7 Rivetters.....	378.00
Eight No. 8A Rivetters.....	252.00
Eight No. 1X Chippers.....	200.00

Twelve No. 3X Chippers.....	300.00	
Four No. 7X Chippers.....	100.00	
Eight No. 3 Chippers.....	200.00	
Three No. 3 Hold Ons.....	95.00	
Two No. 4 Hold Ons.....	74.00	
One 5-inch Hold On.....	44.00	
Three No. C.D. Breast Drills.....	225.00	
Two No. 1 Breast Drills.....	150.00	
One Portable Hydraulic Rivetter, 36 inches.....	900.00	
One Stationary Hydraulic Rivetter, 14 feet gap with accumulator.....	18,750.00	
One 8-ft. Hydraulic Rivetting Press.....	6,310.00	
One set Vertical Rolls for 1 1-4 inch plate, 10 feet long.....	18,960.00	
One pair Flanging Clamps, 14 ft. long with hydraulic lift.....	1,265.00	
One Plate Planer, 25 feet long.....	4,560.00	
One Combined Punch and Splitting Shears to punch and shear 1 1-4 inch plate.....	14,000.00	
One Hydraulic Flanger, for flanging boiler heads, 1 1-4 inch plate.....	11,270.00	
One Stake Punch and Rivetter, 5-ft. horn.....	1,822.00	
One Plain Radial Drill, 7-ft. arm.....	3,120.00	
One 50-ton Electric Crane, 3 motor, 45-ft. span.....	18,050.00	
One 36-inch Friction Saw, to cut I beams and angle irons.....	4,800.00	
One Drilling Machine, 3 headed, for drilling boilers 3 inch to 18 inch diameter.....	8,700.00	
One Large Oil Furnace, for heating boiler plates, 12 feet wide, 20 feet long, complete with oil burners.....	5,400.00	
Six Portable Oil Forges, for heating rivets.....	300.00	
		124,296.00

ONE BUILDING FOR BLACKSMITH AND GENERAL FORGING SHOP—Steel frame, corrugated iron cover, concrete floor, with asphaltum top, 250 feet x 68 feet 6 inches.....		30,000.00
With the following machinery installed:—		
One Landis Bolt Machine, double head.....	1,725.00	
One Bolt-making Machine for bolts and rivets from 1-2 inch to 2 inches.....		
One Bolt-making and Upsetting Machine, for 2 inch to 3 inches.....	19,200.00	
One Landis Bolt-making Machine, for threading bolts and stay bolts 1-2 inch to 2 inches.....	1,725.00	
One Landis Bolt-making Machine, for threading bolts and stay bolts 2 inch to 4 inch.....	1,825.00	
Two Rod Heating Furnaces for bolt heading and rivet making machines.....	2,400.00	
Three Oil Tanks, 10 feet diameter, 18 feet long, 3-8th inch plate.....	3,600.00	
Installation of Oil System, complete with piping, valves, fitting, etc.....	8,300.00	
One Large Arch Hammer, 100 tons, to forge bloom steel up to 24 inch square.....	9,000.00	
One Small Forging Service, Oil, for heating forgings up to 5 inches square.....	1,400.00	
One Medium Oil Service for forgings up to 16 inches square.....	2,600.00	
One Large Double Oil Service, for forgings up to 20 inches square.....	4,600.00	
One Heavy Jib Crane, to lift 15 tons.....	2,400.00	
Two Light Jib Cranes, to lift 1400 lbs.....	700.00	
		59,475.00

ONE BUILDING FOR ANGLE AND PLATE SHED— 600x100 feet, steel frame, corrugated iron cover, open sides, concrete floor with asphaltum top.....		60,000.00
With the following machinery installed:—		
One set Ship Plate Rolls for 5-8 inch plate, 25 feet long	15,000.00	
One set Light Punch and Shears, automatic space....	4,500.00	
One 60-inch High Speed Cold Saw, cutting 20 inch round and 20 inch square shafting.....	5,400.00	
One Machine for setting angles from 1 to 3 inch.....	4,600.00	
One Oil Furnace for Angle Irons 22 feet long.....	2,900.00	
		32,400.00
ONE BUILDING FOR WOODWORKING SHOP, 100x200 feet, steel frame, corrugated iron cover, concrete floor with asphaltum top.....		35,000.00
With the following machinery installed:—		
One 16x30 Timber Sizer, with heavy countershaft....	3,010.00	
One 36-inch Band Saw, heavy pattern, 3 inch saw, tilting head	580.00	
One Heavy Vertical Wood Boring Machine.....	520.00	
One Pony Planer to plane 2x12 ft. lumber.....	550.00	
One 30-inch Swing Saw with iron frame.....	210.00	
One 14-inch Swing Saw.....	135.00	
One Inside Moulding Machine.....	1,500.00	
		6,505.00
ONE BUILDING FOR COPPER SHOP, BRASS FOUN- DRY AND PIPE SHOP—75x125 feet, steel frame, corrugated iron cover, concrete floor with asphaltum top		20,000.00
With the following machinery installed:—		
One Bignell and Keiler Pipe Machine, to cut from 1 1-2 inch to 6 inch pipe.....		1,610.00
ONE BUILDING FOR IRON AND STEEL FOUNDRY, 250 feet x 68 feet 6 inches, steel frame, corrugated iron cover, open floor.....		45,000.00
With the following machinery installed:—		
One 9x10 Compound Compressor, motor driven.....	1,400.00	
One 25-ton, 3 motor, Electric Crane, Auxiliary hoist	8,000.00	
One Electric Cupola for melting steel.....	18,000.00	
One 4-ton Geared Ladle.....	400.00	
One 3-ton Geared Ladle.....	265.00	
Iron Flasks and Boxes, Large and Small Wooden Boxes	3,000.00	
Two Core Ovens	1,200.00	
Silica Sand, Facings, etc.....	3,000.00	
Small Ladles and Tools.....	800.00	
One 42x72 Rattler	400.00	
One 28x72 Rattler	300.00	
Twelve No. 4 Floor Hammers.....	900.00	
Six No. 1 H. Bench Hammers.....	378.00	
One 25-ton 3-motor Electric Crane, Auxiliary hoist....	7,000.00	
One 16x25 feet Core Oven, x 12 ft. high.....	800.00	
One 4x6 feet Core Oven, x 7 ft. high.....	150.00	
Two Core Cars, 6x22 feet.....	1,200.00	
Four Benches	100.00	
One Wire Straightener to straighten rods from 1-4 inch to 3-4 inch.....	600.00	
One 10-H.P. Motor	200.00	
One Rod Cutter	150.00	
Ten Air Riddles	850.00	
Three 5-ton Electric Cranes.....	15,000.00	
Six Jib Cranes	1,800.00	





- Fig. 1. { Machine Shop.
Boiler Shop.
- Fig. 2. { Blacksmith Shop.
Iron, Steel and Brass Foundry.
- Fig. 3. { Pattern Shop.
General Stores.
- Fig. 4. Administration Building.
- Fig. 5. Plate and Frame Setting Sheds.
- Fig. 6. Plate and Angle Yard.
- Fig. 7. Small Craft and Scow Building Yard.
- Fig. 8. Small Craft and Scow Building Shops.

- Fig. 9. Sawmill at V
- Fig. 10. Stockyard.
- Fig. 11. Drydock.
- Fig. 12. No. 1 Wharf
- Fig. 13. No. 2 Wharf
- Fig. 14. No. 1 Slipway.
- Fig. 15. No. 2 Slipway.
- Fig. 16. No. 1. Shipyard
- Fig. 17. No. 2. Shipyard
- Fig. 18. No. 3. Shipyard

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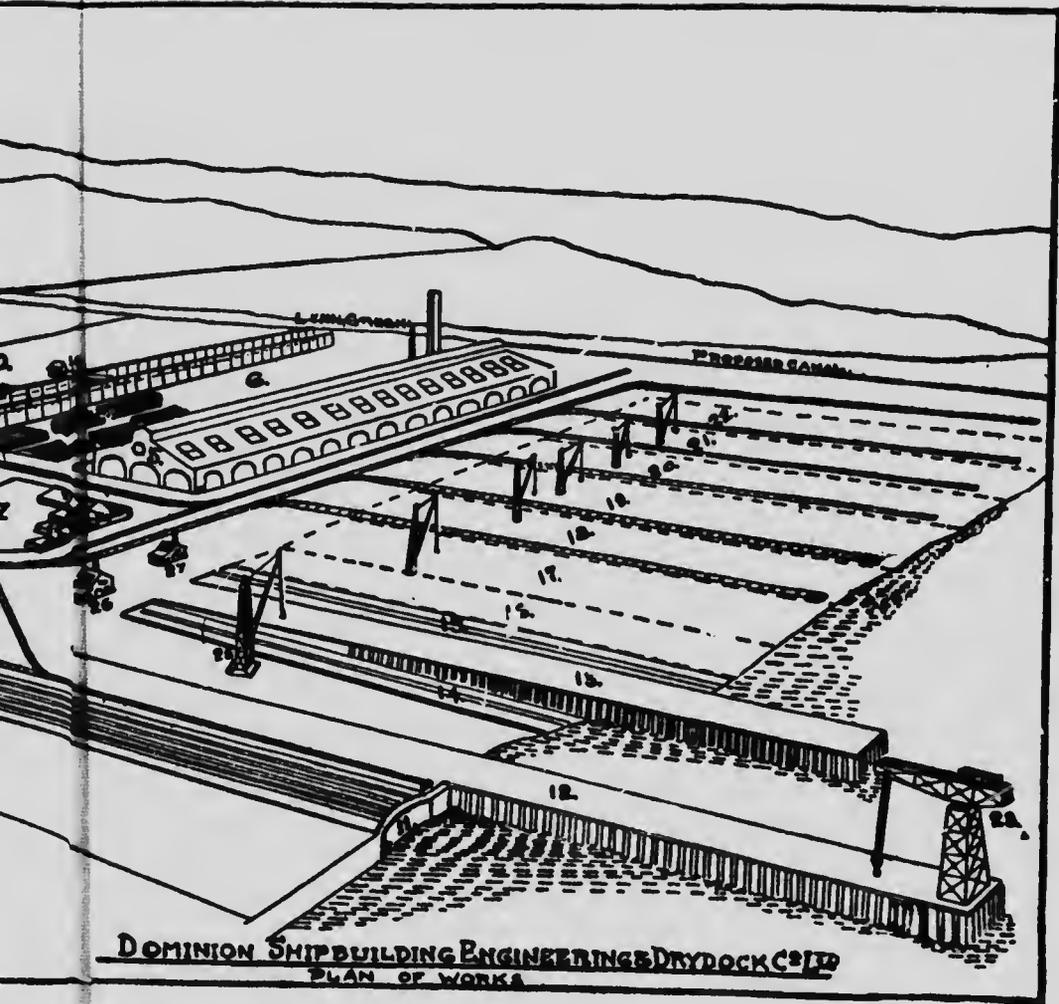


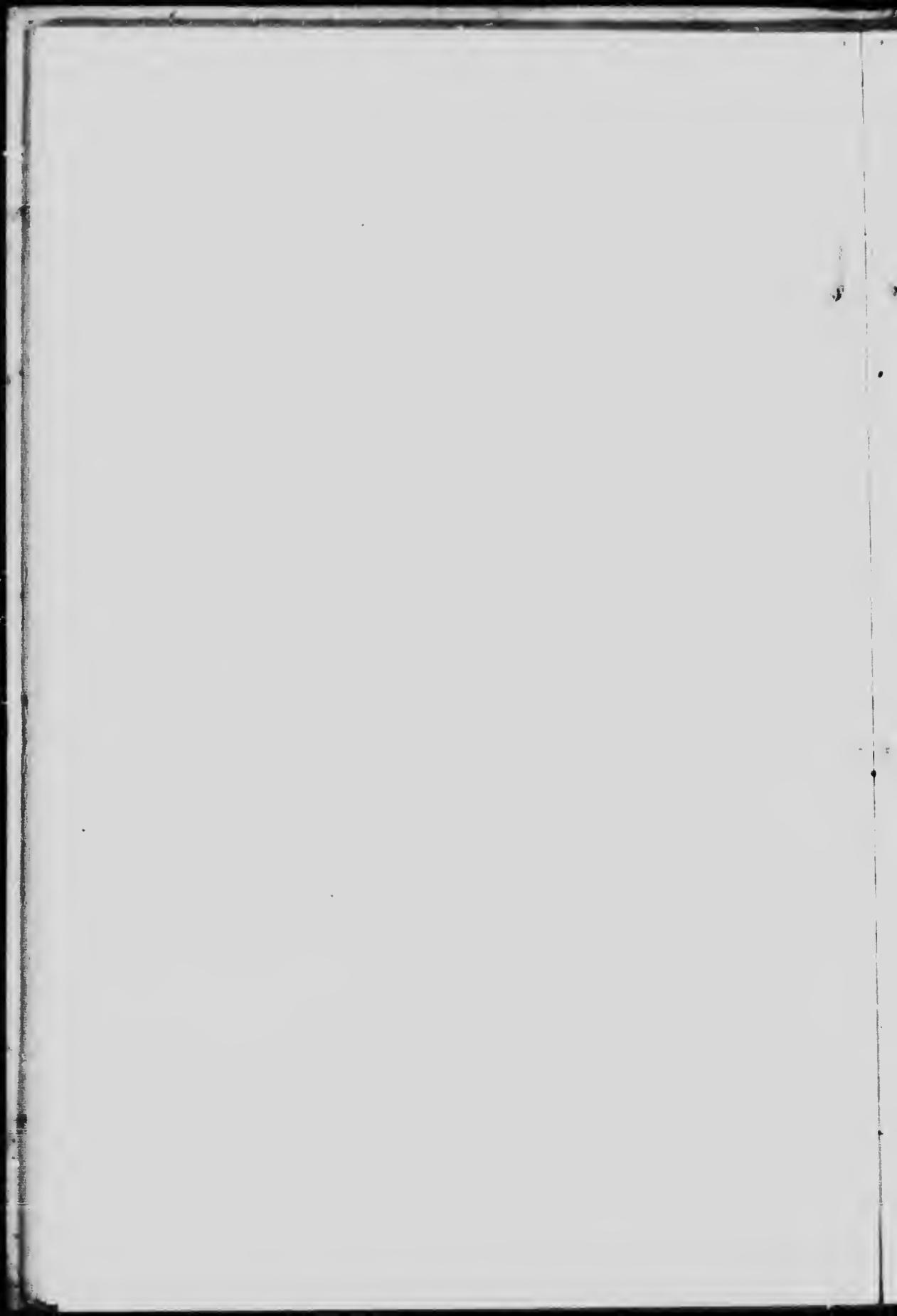
Plate IV

mill at Wood Working Plant.
 yard.
 dock.

- 1 Wharf
- 2 Wharf
- 1 Slipway
- 2 Slipway
- 1 Shipbuilding Berth.
- 2 Shipbuilding Berth.
- 3 Shipbuilding Berth.

- Fig. 19. No. 4 Shipbuilding Berth.
- Fig. 20. No. 5 Shipbuilding Berth.
- Fig. 21. No. 6 Shipbuilding Berth.
- Fig. 22. No. 7 Shipbuilding Berth.
- Fig. 23. 100-ton Hammer Headed Crane.
- Fig. 24. Electric Conveyor.
- Fig. 25. Shipyard Cranes.
- Fig. 26. Slipway Hauling Engine.
- Fig. 27. Slipway Hauling Engine.

Railway connecting all units of plant with C.P.R. main line.



One set Pulley Moulding Machines, to mould from 4 inch to 48 inch pulleys, 4 in all.....	15,000.00
One 20x20x5 feet Pit	
One 10x10x10 feet Pit, concrete.....	1,200.00
Track System for handling coke and iron, with hoist and ore cars	3,000.00
Twelve Coke and Iron Cars.....	1,350.00
One Cupola, 60 inches inside diameter, to melt 10 tons per hour, lined, etc., complete.....	2,400.00
One New Stack for 30-inch Cupola, and relining cupola	310.00
Belting for Fans	100.00
One 30-H.P. Motor and Blower for 60-inch Cupola....	1,100.00
One 15-H.P. for 30-inch Cupola.....	480.00
One 12-ton Geared Ladle	
One 6-ton Geared Ladle	
One 2-ton Geared Ladle.....	1,860.00
One Sand Mill, motor driven.....	650.00
One 42x72 Rattler	400.00
One 28x72 Rattler	300.00
One Heavy Emery Grinder	175.00
One Flex Grinder	225.00
Two Carborundum Emery Wheels, 2x18 inches.....	52.00
One 30-H.P. Motors for Rattlers, etc.....	590.00
Two Tons Chilled Steel Stars for cleaning castings....	300.00
Shafting, Pulleys, Belting, etc.....	300.00
	<hr/>
	95,685.00

ONE BUILDING FOR GENERAL STORES—Steel frame, corrugated iron cover, concrete floor, 75x100 feet, interior arranged for storing stock.....	20,000.00
ONE BUILDING FOR GENERAL OFFICES—60x90 feet, of brick and wood, to be used as general office of the Company at the plant, equipment comprising general office equipment, draughting rooms and administration offices	10,000.00
ONE SMALL CRAFT AND SCOW BUILDING YARD....	5,000.00
ONE LUMBER SHED AND DRY KILN.....	16,000.00
ONE HEAVY WHARF HAMMERHEAD CRANE, erected on the end of the 1200-foot wharf, of 100 tons capacity; including installation	100,000.00
STEAM PLANT FOR MANIPULATION OF STEAM HAMMERS, AND HEATING	25,000.00
PLUMBING AND SEWAGE SYSTEM	5,000.00
FIRE SYSTEM	12,000.00

TOTAL, MACHINERY, BUILDINGS AND CONSTRUCTION.....	\$2,789,748.00
PURCHASE PRICE OF LAND AND OPTION.....	730,000.00
PURCHASE PRICE OF MAINLAND IRONWORKS.....	200,000.00
OPENING STOCK OF MATERIALS.....	200,000.00
PRELIMINARY EXPENSES	10,000.00
WORKING CAPITAL	1,070,252.00

\$5,000,000.00

Twent., -five

ESTIMATION AND RECAPITULATION.

In our desire to maintain a conservative policy throughout in our presentation of this proposition, it is impractical to set forth and lay down any particular set of figures supposed to represent estimated earnings of our plant. If for no other reason, such a thing would be impossible because of the complicated mass of manufacturing, construction and development taking place throughout the entire plant. We desire, however, to call your strict attention to the figures and data shown under the heading of Capital and Distribution. It would seem obvious therefrom that the plant itself will be one of the most complete and one of the largest in the world, and we now offer for comparative purposes a few statistics.

We find in eight districts in the United Kingdom over 372 ship-building plants, many of them composed of all the units found in our plant, although on a smaller scale. Some of them composed of all the units of our plant on a larger scale, and others composed of more units in themselves larger than our entire plant. These plants distributed as follows:

Cardiff, Wales.....	14 plants
Along the Clyde, Scotland	122 plants
On the Humber, England	22 plants
Leith and District, Scotland	15 plants
Liverpool and District, England.....	28 plants
Plymouth and District, England.....	16 plants
Along the Thames, England.....	21 plants
Along the Tyne, England.....	34 plants

Comparing these with the number of plants operating on the Atlantic and Pacific Coasts of the United States and Canada, we find a vast difference, as here we find but 73 plants, of which there are 69 along the Atlantic coast and 4 on the Pacific coast.

It might be interesting to note the business of one shipbuilding company in the United Kingdom for last year.

Gross business for 1913 was £4,000,000.00, or \$19,200,000.00, and their average profit was about 12%, giving them a net earning of £480,000, or \$2,304,000.00, and the plant referred to is by no means the largest, but only compares favourably with other plants in the United Kingdom from the standpoint of size.

We ask that you draw your own conclusions from an examination of these facts as to whether there is a need for a proposition of this kind here, and be your own judge as to its value as an investment.

In conclusion we are able to state the Company has already been offered an amount equal to the purchase price of the whole site for a piece of land 100 feet by 100 feet with waterfrontage.

OFFER.

The Capital Stock of the Dominion Shipbuilding Engineering & Drydock Company, Limited, is Five Million Dollars, divided into 50,000 shares of \$100 each. The balance of the unsubscribed portion of which will be sold at \$120 per share. There is being no cost of any kind deducted from the par value of the shares, and the Company will, therefore, be given Five Million Dollars net as its Capital to carry out its present plans of development and to begin operations. All preliminary costs and expenses of every nature will be paid from the premium which is being charged in advance of par and the Company reserves the right at its discretion, to withdraw its present issue of Stock from the market and on and after that date to close its books to the public and offer no further shares of stock for sale.

The Company also reserves the right to return any monies which may have been received from persons desirous of purchasing Stock, after formal notice has been given regarding the closing of the books.

Messrs. Frey & Company, Limited, of Suite 10 to 15, Canada Life Building, Vancouver, B. C., Registered and Authorized Fiscal Agents, Transfer Agents and Registrars of the Dominion Shipbuilding Engineering & Drydock Company, Limited, herewith tender and offer and will accept offers for the purchase of the present issue of Ordinary Stock of the Dominion Shipbuilding Engineering & Drydock Company, Limited, at its selling price of \$120 per share.

We enclose herewith our regular form of Subscription and Allotment Plan. Please fill in same for the number of shares for which you desire to subscribe, signing your name to same in full and remitting by draft, post office money order, or certified cheque to Frey & Company, Limited, at the above address.

Not less than 10 shares will be allotted to any purchaser and these may be purchased on the following terms:

All cash, \$120 per share, without discount, or

25% cash (\$30 per share) with application, and the balance in one, two and three months, with interest at the rate of 7% per annum.

For further particulars or information covering any point, call at our address, write us, or wire at our expense.

FREY & COMPANY, LIMITED,

Suite 10 to 15, Canada Life Building,

Vancouver, British Columbia, Canada.

Telephone, Seymour 1249, Vancouver, B. C.

Cable and Telegraphic Address:

"Freyco, Vancouver, B. C."

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