

Bay Blast Furnaces May Follow Initiation of Anyox Scrap Iron Project

PROJECT ME HERE

REAL SHORTAGE IN CANADA

Science, Engineers Combat Japan's Rubber Monopoly

ES L. SHAW.
The Daily Province.

It of a small scrap anyox by Ventures rn Canadian min- il probably be a much larger sel development, s same interests, l. and from up ast.

Ottawa is being bombarded by enquiries about rubber. People are anxious to know whether the rubber situation is really as bad as it is pictured; whether there is a real shortage.

According to Vancouver's A. H. Williamson, now at Ottawa as director of supplies, the gravity of the rubber problem can not be exaggerated. "There is no chance of betterment until after the war," he says.

War has imposed many new demands for rubber, superseding civilian requirements. Rubber belting keeps many war industries rolling. Civilian goods are being restricted, over 900 articles being so far affected, ranging from tennis and golf balls and hot-water bottles to rubber footwear and automobile tires.

Canadian rubber consumption used to be 2800 tons a month. Now it is down to 700 tons. Japan today effectively controls nine-tenths of the world's natural rubber production.

Some shipments of Far Eastern rubber still are straggling into the United States. But there will be no more—until the distant day when the United Nations reconquer the Orient.

Sumatra, crumpling before the

invader, was the last real hope. Its lush plantations contributed half of the Dutch Indies' 550,000-ton annual production; roughly 20 per cent of world output. Malaya, Thailand, Sarawak, North Borneo, the other important rubber areas, already had passed into Japanese hands.

Now, new supplies of rubber for armament depend on the chemists and engineers building a synthetic industry. No one can help the average Canadian motorist. When his tires wear out, his car must be laid up.

Synthetic rubber, moreover, can not be counted on for several years. Present production is trifling in relation to the country's needs. Real volume production is not expected to be attained until the early months of 1944.

Then the military will take it all. It would be necessary to step up output considerably in order to provide for civilians. That will take additional time, if it is thought worthwhile.

HENRY FORD AND MAGNESIUM

Henry Ford is going into the magnesium business. So is Union Carbide & Carbon Corp. Both companies will use a sensational new process, which is economical and safe.

Magnesium, lightest of metals in large-scale use, is in limitless demand for the arms program. Its greatest use is in aircraft.

The Ford Motor Co. and Union Carbide (whose research men are credited with developing the new process) are expected to produce

between them in excess of 70 million pounds of magnesium a year.

It is understood that the U. S. Government is particularly delighted with the new process because it will use 30 per cent to 40 per cent less electric power than the electrolytic method. The light metal production problem—both magnesium and aluminum—is in large part a problem of supplying the huge quantities of power needed.

NIPPON'S SCRAP IRON SUPPLY

Japan entered 1942 with about three years' supply of scrap steel, most of which remains from the heavy stock-piles purchased from the United States prior to October, 1940, according to informed steel circles here.

The supply is placed at 10,000,000 tons, according to a new survey. This compares with 11,600,000 net tons of scrap steel shipped from this country to Japan in the decade preceding the outbreak of war in December.

In the ten years, 1932-41 inclusive, the Japanese steel indus-

try produced close to 56,000,000 net tons of steel ingots and castings. In the same period, it produced 30,000,000 net tons of pig iron.

On the assumption that 90 per cent of Japanese pig iron production was used in making steel (10 per cent for iron foundries), the production of approximately 56,000,000 tons of steel in the last ten years required the use of 32,000,000 tons of scrap. This estimate of scrap consumption allows for the normal 10 per cent loss of metal in the steel-making processes.

MOTORISTS' WARTIME DUTY

To Drive or Not to Drive? This Is Motor Dealer View

Reductions in Canadian motor car traffic other than those ordered by the Federal Government will impede the Dominion's war-effort by complicating transportation problems, members of the Vancouver Motor Car Dealers Association declared at a meeting Wednesday in the Hotel Vancouver.

A. W. Cruise, president of the association, presided. Following is a statement issued after the meeting:

"There has been considerable controversy during the last few weeks, about the patriotic duty of the motor car owners as to what is best to do with their cars in order to further the all-out war effort.

reasonable to suppose that with our increased industrial war-activity, this situation can not improve even if many of the private automobiles are kept in service.

"If most of the cars are laid up the situation that has to be faced will be extremely difficult if not impossible.

"The loss of revenue to the Provincial Government from gas tax and license fees, if the private automobile is done away with, will be a serious problem.



RIPPLE ROCK JOB—B. C. Bridge & Dredging Co., headed by W. G. Mackenzie (above) of Vancouver, will soon undertake removal of Ripple Rock in Seymour Narrows, long regarded as a serious menace to shipping between the mainland and Vancouver Island coasts. Estimated cost of the work is \$375,000.

108 JAPANESE BOATS TAKEN

Arrangements for inspection of Japanese fishing vessels at New Westminster have been vastly improved recently. A. E. McMaster, head of the Japanese vessel disposal committee, said this morning, and the work will be considerably expedited in the future.

"Persons wishing to inspect particular vessels can now do so without inconvenience or discouraging delays," he said.

To date the committee has disposed of 108 vessels of all types, of which number 27 were taken by requisition by the navy or the Royal Canadian Air Force.

Included in the boats disposed of are ten large seiners, three trawlers, six packers and the balance and gillnet boats. The amount of money involved in the total disposal to the present is approximately \$100,000.

A large number of prospective buyers go every day to the mooring base to inspect vessels they are contemplating purchasing, and these numbers will increase steadily, it is believed. There still remain many hundreds of craft to dispose of.

Fire Fighting Pumps Shown on Waterfront

An impressive demonstration of fire-fighting pumps was put up at Union Pier at 11 a.m. this morning for the benefit of the special fireboat committee and interested waterfront properties by Pumps & Power Ltd.

A battery of small and compact 750-gallon-per-minute pumps put on a good show of throwing streams from the Union Steamships Ltd. M.V. Comox.

It was understood that a number of wharf owners and operators propose to instal one or more of these pumps on each of their properties to be used as auxiliaries in case fire breaks out.

"FLYING DUTCHMAN" ELUDES JAPANESE HOME-MADE CHART SAVES SKIPPER TELLS OF AMAZING VOYAGE ACROSS PA

Captain Jan Vollers, 33-year-old master of the Dutch freighter *Wilhelmina*, incidentally his first command, told in Seattle today how he and his crew had managed to navigate across the Pacific with improvised charts to escape the battle fleets of Nippon.

How Vollers brought his little vessel from within sight of Japan to safety in an Alaskan port is a story of defiance and resourcefulness.

It was Vollers' experience in Japanese waters that probably started his ship to safety even before the war began. The *Wilhelmina* was loading coal in the port of Muroran, southern Hokkaido, two days before Pearl Harbor. It had been coasting Japan for six months, under charter to the Yamashita Kisen Kaisha Company.

SUSPECTED JAPANESE.

This day into Muroran steamed two Japanese destroyers, anchoring near by. Then the Japanese shipping agent came aboard and warned Captain Vollers, with polite hissing, that mines were floating free in the *Wilhelmina's* course. Mines from Vladivostok, he said. Perhaps not good to sail.

Vollers thought over the Japan sea currents, and knew the Japanese was lying. Perhaps the Dutch master was suspicious. Anyway, the *Wilhelmina* sailed immediately.

Then came pickup of the news of the attack on Pearl Harbor, brought the captain by Nicolas Ostrooumoff, the ship's Russian radio operator.

DODGED PATROLS.

The *Wilhelmina* headed east, Captain Vollers as yet undecided whether to try for Alaska or for Petropavlovsk, near the northern tip of the Jap-held Kurile Islands.

Black out, the little Dutch freighter dodged Japanese patrols. Her white upper works

were painted over with grey. The name was painted out. From a Russian flag, the crew made a Russian emblem to fly at the stern.

"The two Japanese on board, a supercargo named Kimura and a wireless operator, Emori, were taken by the captain to stay off the bridge and out of the wireless and engine room. But they were not idle. The *Wilhelmina* had been manoeuvring cautiously inside the Japanese patrol lines for a week when the ship's apprentice, William Davies, came to the master.

"Those Japanese have offered every member of the crew (50 Chinese) 2000 yen if they will take the ship back to Japan," Davies, Chinese but a British subject, told Vollers. "They say the crew's families in Shanghai will be harmed if they refuse."

"What does the crew say to that?" Captain Vollers asked.

"They say nothing doing," the apprentice grinned back.

MAPS WERE LACKING.

The *Wilhelmina*, being a Japanese coaster, had no maps of the Central North Pacific, so Captain Vollers and his officers set about making some. When Vollers came to the end of his charts he patted on scrap paper and continued plotting his course.

But Alaskan waters are dangerous, and some sort of map was needed desperately. Vollers found an old map of Newfoundland, the same latitude as the map they had to make. They used the Newfoundland map as

a base. On it Third Officer Tsung-Siang, a 27-year-old Chinese, drew by hand a Western Alaska. His original map was a very small map in a book of old charts.

With this chart the *Wilhelmina's* officers brought safety.

Butterick Sp... Advisor Con



Butterick sends their fashion consultant, Doris Duxbury, to you with your dressing problems. She will Spencer's Pattern Department on

Friday, February 27
Saturday, February 28
and
Monday, March 1
Patterns—Spencer's
Second Floor
DAVID SPENCER LIMITED

THE WEATHER

FEBRUARY 26, 1942.

Vancouver and vicinity—Warmer.

Victoria and vicinity—Warmer.

Okanagan and Kootenay—Warmer.

B. C.	High	Low
Vancouver	43	33
Victoria	44	33
Nanaimo	44	32
New Westminster	41	29
Kamloops	34	12
Grand Forks	35	16
Prince George	28	11
Kelowna	38	21
Pentlton	34	24
Nelson	35	13
Kaslo	35	14
The Prairies—		
Calgary	10	12B
Edmonton	10	12B
Regina	11	9B
Winnipeg	15	4
Prince Albert	15	9B
The North—		
Dawson	9	4
Eastern Canada—		
Toronto	26	19
Ottawa	21	15
Montreal	28	21

Harbor—Friday's Tides.

High	4:33 a.m.	11.9
High	10:00 a.m.	8.5
High	2:43 p.m.	10.8
Low	9:58 p.m.	2.5

First Narrows—

Slack	High	4:45 a.m.
Low	10:25 a.m.	
High	2:56 p.m.	
Low	10:21 p.m.	

English Bay—

High	4:15 a.m.	12.0
High	9:45 a.m.	8.8
High	2:16 p.m.	10.9
Low	9:25 p.m.	12.9

Second Narrows slack and 15 minutes to high or low water slack in harbor.

Friday's Sun. Sets 5:51

Rises 7:00

Moons—4:50 a.m. (All times Pacific standard).

Coastwise Shipping

FRIDAY.

DEPARTURES: Canadian Pacific: 10:30 a.m.—For Victoria; Seattle, 11:00 a.m., 6:35 p.m.—For Nanaimo, Midland—For Victoria.

SPENCER'S QUAL

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LENTEEN FOODS

- KIPPERED SNACKS—Per tin..... 61¢
- FILCHARDS—Tail tin..... 9¢
- MACARONI—Ready-cut. Per lb. 51¢
- SPAGHETTI WITH CHEESE—Tail tin..... 9¢
- FORK AND BEANS—Spencer's. 15-oz. can 9¢
- ROCKEY SALMON—Gold Seal. Halves 19¢
- HERRING—In tomato sauce. Tin 12¢

- TOMATOES—B.C. pack. Size 2 1/2 can..... 11¢
- CLEANSER—Britie-White. Sifter tin..... 41¢
- SUNLIGHT SOAP—Per bar..... 51¢
- BRITIE-WHITE SUDS—Large pkt..... 17¢
- CORN—Golden Bantam. 16-oz. tin..... 12¢
- COFFEE—British Frize. Per lb..... 39¢
- PEACHES—In syrup. Royal City. 15-oz. tin..... 13¢
- FLOUR—Spencer's. 49-lb. sack \$1.49
- JELLY POWDERS—Spencer's. Per pkt..... 41¢
- PEARL BARLEY—Lb..... 81¢

English Lic... Allsorts

23¢ lb.

Fresh and moist, in perfect condition and popular assortment

QUALI VEAL

Serve More Meat—It's QUALI

BREADED AND SHALLOT—For stewing. Lb.....

LAMB LEGS—Fresh killed, h or whole. Lb..... 30

BEEF BOUND BONE POT ROAST—Grade B Lb. 17

PORK BUTTS—Alberta grain-fed. Lb..... 26

SMOKE

TENDERIZED SMOKED PORK SHOULDERS—Lb..... 23¢