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An Immense Industry For The North Shore

ALL DETAILS ARRANGED FOR DRY DOCK AND SHIPYARDS AT ROCHE POINT — LARGE IRON AND STEEL WORKS TO BE INSTALLED — GREAT INDUSTRIAL CENTRE ASSURED

Mr. G. A. Barrett, manager of the Imperial Car Shipbuilding and Dry Dock Corporation, accorded a representative of the Express an interview a few days ago, in the course of which the manager stated in direct and businesslike terms what has at present been accomplished and what is in the course of accomplishment by his company. The plain facts without any embellishment, are all that is needed to enable every discriminating reader to clearly discern that there lies before the North Shore waterfront a future that will far outstrip anything that has thus far been attained on or adjacent to Burrard Inlet. The establishment of an industry of a magnitude such as that upon which the Imperial Car, Shipbuilding and Dry Dock Corporation is now operating, will lay the foundations of future industrial greatness for the North Shore littoral upon a scale whose development presents possibilities of the most prodigious character. When the whole plan of this distinctively western company is duly considered, it will be seen to involve the building up of a vast industrial concern which has probably no equal upon the Pacific coast. The results which have already accrued from the energetic operations of the company are an earnest of their ability to carry the whole vast scheme to successful consummation.

Beginning with the organization of the company Manager Barrett traced the progress of the company's affairs through its initial stages until the favorable vote of the ratepayers of the district of North Vancouver conferred upon the company the district guarantee on bonds to the amount of $200,000.

The Imperial Car, Shipbuilding and Dry Dock Corporation then opened negotiations with the Vancouver Dry Dock Company which resulted in the first named company purchasing outright all the assets of the latter. The Vancouver Dry Dock Company was at that time in possession of a subsidy from the Dominion government guaranteeing the interest on bonds for the construction of a dry dock of comparatively small dimensions on Burrard Inlet. This subsidy became the property of the Imperial Car, Shipbuilding and Dry Dock Corporation. The Vancouver Dry Dock Company had likewise secured a site on the south shore of the Inlet, which appeared to be the only available site, but which was totally inadequate for the purpose inasmuch as it had a waterfrontage of only 65 feet and a total area barely sufficient to accommodate the dry dock, leaving absolutely no room for shipyards and other adjuncts which are necessary to the efficient operation of a dry dock. In this respect the Imperial Car, Shipbuilding and Dry Dock Corporation came to the rescue by providing a spacious site with an ideal location for works of the largest type, together with a beautiful townsite comprised by 600 acres in all, with two miles of choice water frontage on deep water.

Under these improved conditions a new application was made to the Dominion government for the construction of a much larger dry dock for which a correspondingly increased subsidy was requested. Concurrently, the Imperial Car, Shipbuilding and Dry Dock Corporation made an agreement with Messrs. Bulluck & Co. of England, a strong financial concern, for the floating of a subsidiary company in England to provide the necessary funds for the construction of the dry dock.

The subsidy which the Dominion government had already granted to the Vancouver Dry Dock Company was in the form of interest at a certain rate per cent. upon a stated amount in bonds and inasmuch as the new application followed the same line, it was evident that the Company must actually build the dock in order to render the subsidy available. Mr. Bullock, of Bullock & Co., and Nicol Thompson, the originator of the Vancouver Dry Dock Co., spent several weeks in Ottawa carrying on negotiations with the government for this increased subsidy, with the result that they succeeded in satisfying the government of the ability of the Imperial Car, Shipbuilding and Dry Dock Corporation to fulfil all the conditions stipulated by the government and the subsidy was finally voted by the cabinet and the agreement signed between the government and the company on Tuesday, June 28th.

The agreement calls for a dry dock of the second class of sufficient width to accommodate vessels of the dreadnaught class and constructed with a view to its being lengthened at any time when required.

No time has been lost in getting the project actually under way. The contract for the construction of the steel frame for the floating dock has already been let to the prominent firm of Swan & Hunter of Newcastle, who are also large shareholders in the local concamp. This steel frame work will be built in England and brought out in sections. Work upon this part of the dock has already begun and the sum of $10,000 has been deposited by the Imperial Car, Shipbuilding and Dry Dock Corporation as a guarantee.

To actually construct this dock and get it in place will require approximately eighteen months. Meantime there is much to be done at the site of the dock in getting ready for the installation, such as clearing, excavating, dredging, etc. This part of the work will go forward as rapidly as possible when the preliminary work is completed by the engineers. The contract with Swan & Hunter calls for the commencement of this work within ninety days after the signing of the agreement between the government and the company, but it is expected that work will commenced at an earlier date than that called for by the contract. In point of fact engineers are even now at work running lines, etc. preparatory to staking out the exact position of the dry dock. Immediately this position has been fixed plans of the excavations, wharves, etc., will be prepared, this will be followed immediately by calls for tenders and the prompt commencement of actual construction.

The company has already called for tenders for clearing 100 acres of land on the site.

Speaking with reference to the car works, Manager Barrett declared that this was a proposition of very large proportions inasmuch as the Company intended that the cars should be manufactured from raw iron, dug out of the mountains of British Columbia. This, of course, implied the erection of ore reduction works, a plant for electric smelting, furnaces, foundry and a large and up-to-date iron and steel works. Iron claims containing valuable deposits of the metal have already been secured by the company.

The principal activity of the company in this branch of their business would be the manufac

(Continued on page 3)

BIRDSEYE VIEW OF THE NORTH SHORE, FEATURING ROSSLYN AND SHOWING THE APPROXIMATE LOCATION OF THE DRYDOCK AND SHIPYARDS

Second Narrows Bridge By-Laws Election in District Set For Sat., July 23rd

MONEY AND AGREEMENT BY-LAWS PASSED THREE READINGS

A definite move has been made by the district council in regard to the construction of the Second Narrows bridge and at last evening's meeting of that council the clerk reported that a petition sufficiently signed had been presented asking the council to submit a bylaw for the purpose of borrowing $250,000 to purchase shares in the Burrard Inlet Tunnel and Bridge Company. The bylaw for this amount was submitted and passed three readings and the date of election was set for Saturday, July 23rd. The full council was present and the reeve, who is one of the promoters of the company, vacated the chair while this matter was up, and Coun. Allan was appointed chairman. The bylaw, which is to authorize the council to borrow the $250,000, also provides for the $14,140 being raised annually to meet the interest and sinking fund. Including the load hereby authorized the aggregate debt of the municipality will be $393,000. The last revised assessment roll shows the assessment to be $5,243,646.

The agreement between the council and the Company for the purchase by the former of 2,500 shares in the B. I. T. & B. Co. at $100 each was given three readings. The agreement which the reeve said had been sanctioned by the company provided for work being started on the bridge within ten months of the assent being given to the bylaw by the Lieutenant-Governor-in-Council and for the completion of 2 miles of railroad before the lapse of 3 years after such consent is received. This agreement was passed three readings and will be voted on at the same time as the money bylaw. The reeve took occasion to say when the bylaw was being introduced "that the bridge building is the key note to the whole development of the North Shore."

John G. Farmer was appointed returning officer and the polling places will be Lynn Valley institute hall, tent at the district boundary at North Lonsdale and at the approach to Hollyburn wharf. The reeve was appointed to act as a committee of one to act with Mayor May for the purpose of calling a public meeting if they thought advisable.

Angus Cameron, district engineer, I. V. Cameron and G. J. Brown, assistant engineers, handed in their resignations to take effect in one week. The resignation of the latter was accepted to take effect at once and the two former were accepted to take effect at the end of the month or before if the position could be filled before that date. The clerk was instructed to call for applications for engineer and assistant engineer to be in by July 21st, credentials and salary required to be stated.

Mr. James Murray, formerly proprietor of the Murray Tea rooms, on the Esplanade, left today for Calgary for an extended holiday.

A. Bruzzese has started the erection of a small house on 16th street between Bewick and Delbruck Avenue.

BOYS WANTED

We are in need of two boys to distribute The Express, Tuesdays and Fridays. We pay good wages and want faithful work. Apply in person.

AUCTION SALE — Saturday next at 2 p.m. at the residence of A. B. Stevenson, Upper Keith road, east of Lonsdale Avenue. Full household for sale. McCuaig, auctioneer. 18

Wm. Aron is proposing erecting a $3,000 residence on his property on 13th street between Lonsdale and Chesterfield Avenues.

S. McHugh has about completed the construction of a small house on 15th street between Mahon and Chesterfield Avenues.

J. Deerson has arrangements under way for the erection of a fine two storey house on his property on 8th street between St. George's and St. Andrew's Avenues.

The lawn social which was to have been held at the home of G. A. McBain at an early date has been postponed on account of the absence of Mr. McBain and family and will take place about July 20th when Mr. McBain returns.

LACROSSE MATCH POSTPONED

On account of the fact that several members of the visiting team were delayed in their arrival on Wednesday evening the lacrosse match between the North Vancouver team and the Beaver Athletic Club team was not played but was postponed for one week. The local team might have claimed the match by default, but with the spirit of true sportsmen they decided they would prefer to win it. It has been decided to abolish the entrance fee to the matches in future and to take up a collection on the grounds. It is hoped that this will result in a greatly increased attendance.

The report of the industrial parade in our last issue should have stated that A. Steacy was awarded the blue ribbon for his float on that occasion.

SCHOOL TRUSTEES

At a meeting of the Board of School Trustees held Tuesday evening, the plans and specifications for the new school building on upper Lonsdale were finally adopted and the secretary was instructed to call for tenders for the construction of the same. Mr. Sykes, janitor of the central school, applied for and was granted six months' leave of absence in order that he may visit his mother in England who is ill. The secretary was instructed to call for applications for the temporary occupancy of the position. The consideration of the various applications for position on the teaching staff was laid over until Friday in order to secure the presence of Principal Bennett. The matter of a school building to be erected on block 100, D. L. 550 which is about to be acquired will also be considered Friday evening.

COUNCIL AND COMMITTEE FAIL TO AGREE ON GRADE QUESTION—ENGINEER CAMERON'S REPORT.

The city council and representatives of the ratepayers failed to reach a settlement at their adjourned meeting held in the city hall Wednesday evening and the compromise of 3 per per cent. grade at intersections on Lonsdale Ave. was lost on a 4 to 2 vote by the council.

Mayor May was in the chair and there were present Ald. McNeish, Irwin, Fowler, McRae, Schultz and Smith, and Messrs. C. F. Jackson, Jas. Hay, A. W. Sargent, W. L. Boult, W. J. Dick and A. J. Henderson. Mr. Donald Cameron C.E. was present as also was Engineer Hanes.

In introducing the subject of the evening His Worship said that he hoped that the council would be as one in arriving at a conclusion and that it would be so decisive as to leave no shadow of doubt in the minds of the citizens that the council was trying to do their duty in that regard.

Mr. Cameron was then called on to address the meeting. His report was as follows:

His Worship the Mayor and Members of the Grades Committee, North Vancouver:

Gentlemen,—In response to your invitation conveyed in the City Clerk's letter of the 22nd ult, to confer with you in the question of street grades, I accepted it, conditionally on my being supplied with data and the documents bearing on the subject.

The city engineer on the 27th ult. supplied me with

(a) The 1907 report.

(b) The 1910 reports and copy affidavit of G. F. James, Seattle.

(c) Profile giving permanent grade of B. C. Electric Railway track dated 1908 for Lonsdale Avenue.

(d) Tracing of profile of Lonsdale Ave. with proposed bench grading, dated 1907.

As a preliminary I should like to make a few remarks on the general engineering aspect of the question.

In what has already transpired you have had before you two methods of street grading straight and bench grading. There is still another method, which, however, would have required to have been applied at an earlier stage of this city's history.

On level ground no difficulty is met with in designing streets intersecting at right angles, but on very steep ground, with one road ascending and the other at right angles skirting the slope, the difficulty can only be be overcome by bench grading. Between the level and steep extremes there is a range of declivities, where in the judgment of the engineer or impelled by other conditions either straight or bench grading may be adopted.

There are no hard and fast rules, unless enforced by a bylaw, nor need it be called good or bad engineering practice to use either system.

One of the attractive features of bench grading is that buildings on both sides of streets are brought to the same or nearly the same level. But unless this form of grading is rigorously carried out, this feature at intersections no longer counts. If the grade at the intersections is even 1 per cent. the regular appearance of bench grading is lost and if it is made 3 per cent, unless on very wide streets, the object or effect, namely that of keeping buildings on each side at the same level, is entirely missed.

From the point of view of an engineer whose only object is to obtain a general method of

(Continued on page 10)

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DISTINGUISHED VISITOR

R. Covill of Australia, champion swimmer of the world and his trainer were spectators at the aquatic sports on July 1st in North Vancouver.

Mr. Covill, who has held the world's championship for every distance from 100 yards to a mile for a number of years was desirous of giving an exhibition of his power in North Vancouver last Saturday, but it was found impossible to offer the necessary inducements to the champion.

BUSH FIRE

The brigade had a hurry call to a bush fire on 22nd street between Jones and Mahon Avenues on Monday of this week. The fire originated through some land clearing operations and on account of the extreme dryness of the brush soon made rapid headway after spreading beyond the confines of the clearing area. The boys were helpless for some time to get the reel to that out of the way spot till an express rig was brought into commission to aid in carrying the hose and reel. There were no houses in the vicinity of the fire and after considerable difficulty they succeeded in getting control of the flames and further spreading stopped.

QUESTION OF LOYALTY

The "Express" is in receipt of a communication from a subscriber who signed himself as "Patriot" noting the fact that the government patrol boat "Kestrel" did not display any decorations on Dominion Day. The writer commented on the fact that everybody was endeavoring to show their patriotism and enthusiasm for our national holiday but that the Dominion cruiser Kestrel lying at the Wallace Shipyards North Vancouver, did not show any colors except the blue ensign which is flown every day, although nearly all the merchant ships in the harbor were in full dress for the occasion. The writer further comments that perhaps it was due to the fact that the crew considered that they were already overworked and could not find time to celebrate in common with other citizens or perhaps they did not consider North Vancouver of sufficient importance for a government ship to show her colors in assisting to celebrate the day in all honor.

B. C. GAZETTE

The current issue of the British Columbia Gazette contains the following appointments:

Alexander McLean, of the City of Vancouver, to be Fourth Assistant at the provincial industrial school.

Alexander McCuish of Hosmer to be a provincial constable.

Chas. E. F. Heneage of the City of Victoria to be a clerk in the treasury department.

Ronald Hewat, of Princeton, to be mining recorder for the Osoyoos mining division and deputy assessor and collector of revenue tax for the Kettle River Assessment district in the place of James R. Brown of Fairview.

Richard Polly of the city of Vancouver to be a fishery overseer for the Fraser River district.

To be Notaries Public—Edward Alexander Lucas of the city of Vancouver, barrister-at-law, and Thos. McNeish of Slocan.

Notices redefining the Herriot Bay, Okanagan Landing and Valdez school districts are given. Valdez school district has been reduced from a regularly organized school district to that of an assisted school.

The Adolph Lumber Co. are making application for a water record on Adolph Creek.

Notice is given of the assignment of Hugh McDonald, tobacco and confectionery merchant of Kaslo, B. C.

Certificates of incorporation have been issued to the following companies: British Canadian Trust and Savings Co., British Columbia Casket Co., B. C. Farm Lands Co., B. C. Log Brokerage Co., British Land Co., Canadian Door Hanger Manufacturing Co., Canadian Lang Stove Co., Coulds Ltd., Cranbrook Sash and Door Co., Dominion Motor Company, Great West Light Co., Investors Guarantee Corp., Kaien Island Club, Keystone Mining Co., King Edward Mines, Kraus Reynolds Co., Moose Jaw Electric Railway Co., New Port Timber Co., Nicola Valley Investment and Land Company, Portland Canal Lumber Co., Prince Rupert Mining Association, Prince Rupert Wholesale Liquor and Supply Company, Pyramid Asphalt and Oil Company of B. C., Quain Electric Supply Co., Royal Financial Corporation, Sheep Creek Summit Gold Mines, Silver Bow Mines, Stewart Trust Co. Tulameen Power Co., Vancouver Coaling Oil Syn., Vancouver Midway Oil Co., and Western Construction Co.

The Vancouver Power Co. are making applications in connection with hydraulic undertakings in the railway belt of B. C. at Jones and Chilliwack lakes. Notice is given that Harold Kenworthy, J. A. Tupper and M. F. Shook have been appointed to act as dyking commissioners for the Dewdney Dyking District and Wm. McBride of Elgin, B. C., B. B. Smith and S. H. Shannon of Cloverdale, B. C., have been appointed dyking commissioners for the Bicomekl Drainage and Dyking district.

Notice is given that a meeting of the members of the Vancouver Group Mining Co. will be held in Nelson, B. C. on August 6th for the purpose of hearing a report of the winding up proceedings of the company.

Messrs. Taylor and Harvey of Vancouver are making application to construct lines of railway from Nanaimo to Wellington and Ladysmith.

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Board of Trade

North Vancouver Board of Trade meets the third Tuesday of each month, at 8 o'clock p. m., in the board room, City Hall. Executive meets the first Tuesday of each month. W. J. Irwin, president; J. G. Farmer, secretary.

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COUNCIL AND COMMITTEE FAIL TO AGREE ON GRADE SETTLEMENT.

(Continued from page 1)

roadmaking easy of application to all cases, bench grading has every attraction, requiring as it does, no particular skill in its application; but once adopted as the roadmaking policy departure from it appears to be impossible, whatever protests are subsequently raised, or whatever the cost may be.

On the other hand, straight or modified straight grading greatly increases the engineer's work and requires skill to properly develop or warp the intersecting road surfaces, every case requiring separate treatment according to its particular conditions.

From the aesthetic view point, when the work is properly done, there seems nothing to choose, except that straight grading is free from the series of abrupt bumps of the benches.

Not only the conformation given to a roadway, but the paving material employed and the manner in which it is laid have a great effect, not altogether on its appearance, but on its usefulness and safety and in this connection in the several reports submitted to you the reporters are agreed that the grading problem only becomes pressing when the streets intersecting come to be paved. With roads giving the foothold of a macadam road surface, no difficulty arises. This argument would presuppose the selection of a paving material which is or is likely to become slippery. Such a pavement would, from its very nature be unsuitable for the general run of a north and south street, would be equally suitable for the intersections.

In more particularly dealing with the subject, I propose to take Lonsdale Avenue as being a typical north and south street and the one which has practically raised the whole question.

At present Lonsdale has three gradients between the wharf and the south side of Victoria Park.

From end of car line to south side of Esplanade 6.5 per cent.

From that point to the north side of First street 7.5 per cent.

And from there to Victoria Park 8.68 per cent.

These are the grades of the car line:

At First street the grade on the crossing car line is 5.21 per cent.

Forming this length of the avenue by straight grading would not much alter these gradients, except at intersections, where car lines may be expected to cross Lonsdale and where, for the width of the car tracks it would be slightly flattened or benched.

Should the east and west traffic come to a car centre on Lonsdale, as at present, even this benching would not be required.

The scheme for forming the Avenue shown on the 1907 profile, provides for a grade of 7.93 per cent. from wharf to south side of Esplanade, of 3.3 per cent. at intersection, of 8.65 per cent. to south side of First street, of 5.21 per cent. across First street, and from that point to the south side of Victoria Park 2.94 per cent, at intersections, and 10.22 per cent. between benches.

The bench grading shown on the 1907 profile, would make Lonsdale steeper than it is at present by 15 per cent. at the lower end and 17.7 per cent. in the upper parts.

The proposal of the 1910 report, with which the city engineer agrees, if for a 1 per cent. grade on principal intersections and 2 per cent. in secondary.

Making, therefore, the Esplanade crossing and that of 1st, 2nd and 3rd streets 1 per cent. and the rest 2 per cent, we have from the wharf to Esplanade 8.6 per cent.

Esplanade to 1st street, 9.8 per cent.

First street to Second street 11.3 per cent.

Second street to Third street, 11.14 per cent.

Third street to Fourth street, 10.95 per cent.

Fourth street to Fifth street 10.3 per cent.

Fifth street to Sixth street, 10.47 per cent.

The greatest increase in grade is between First and Second street where the increased steepness would be 30 per cent. greater than it is at present.

The decrease that would have to be made in a load in passing from an 8.7 per cent. to a 10.5 per cent. grade would be at the rate of 10.7 per cent, and to a grade of 11.3 per cent. nearly 17 per cent.

Taking the tractive force required to keep a load of 2,000 pounds moving on a good level road as 67 pounds.

On a grade of 8.5 per cent. this would become 236 lbs., on a 10½ per cent. 275 pounds, and on an 11½ per cent. grade 295 pounds, and so on till the load would become stronger than the spurt of a team.

From these figures you may form an idea of the greater tractive power required to overcome the effect of an increase from grade to grade. On the proposed steepest part it is an increase of one quarter or 25 per cent. on the present steepest gradient. They will also give you an idea of the greater braking power required by the increase of grade in descending.

For teams to be able at all to ascend on an 11.3 per cent. grade, with anything of a load, would require a special paving and a tramway.

In all this I am considering Lonsdale Ave. as it is at present the most important thoroughfare in the city, and as traversing the north and south directions of the city will probably always be so, Any change therefore, that will affect transportation on it requires most careful consideration. We have instances how cities develop or tend to do so, in particular directions, mostly influenced by atmospheric conditions. Should the east and west lower parts of North Vancouver become the commercial parts, this will drive the residential part to the north. As freight and passenger traffic are now more than hitherto kept separate, the requirements of the passenger service will probably be as great to the north as to the east and west.

It is expressed throughout the reports on this question that the east and west streets should not be sacrificed to those going north and south. I am quite unable to find any valid reason for sacrificing either or why the one should have the preference, and it may be taken as an axiom that whatever is done that may harm one part of the city will surely harmfully reach on the other parts.

The first street car line crosses Lonsdale Avenue now on a 5.2 per cent. grade and there is no reason why on Third street or on Fourth street or on Sixth street similar or better conditions could not be given.

Should, however, Lonsdale continue to be the tramway centre of the city such a provision for a direct east and west

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MID-SUMMER CLEARING SPECIALS

All through this month we will clear out odd lines of summer goods at greatly reduced prices.

Only a few ladies' wash suits left, to clear 25 per cent. off.

25c Cotton Hose, tan or black, 3 pairs for - - 50c.

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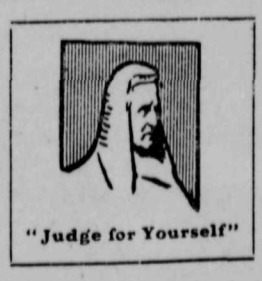

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CONTRACT ADVERTISEMENTS—Rates arranged according to space taken.

All changes in contract advertisements must be in the hands of the printer by Wednesday evening to ensure publication in the next issue.

NORTH VANCOUVER, JULY 8, 1910

THE CITY AND THE BRIDGE

There is every reason to anticipate that the action of the city council in deciding to submit a bylaw to the ratepayers to subscribe for one hundred thousand dollars in shares for the construction of Second Narrows bridge, will meet with hearty approval from our citizens. On every hand there is a sense of relief and of gratification because of the fact that the long drawn out preliminaries of one sort and another with which the Second Narrows bridge project has been beset are now drawing to a close and that the time has at last arrived when definite action is to be taken in raising money for actual construction operations.

Now that this most important juncture in bridge matters has been reached there is a general consensus of opinion that anything in the form of half way measures would be most unfortunate and such is certainly not characteristic of the proposal of the district to contribute two hundred and fifty thousand dollars, or of the city to contribute one hundred thousand dollars. This project means everything to both city and district and it is in harmony with the disposition of mind prevailing among the property owners that the matter be taken hold of in its present stages in a manner that will convince the public at large that the sister municipalities on the North Shore are deeply in earnest concerning this matter, that they will brook no denial and no further vexatious delays, and further that they are prepared to assume any reasonable financial obligations upon a liberal basis in order that their long deferred hopes with reference to the construction of Second Narrows bridge may be crystallized into the concrete abutments and the steel frame work of the structure itself.

The determination of those interested in the development of the North Shore is in no sense diminished, neither is their ardor in any sense dampened, from the fact that the project is a large one. It is fully realized that not only must the bridge be built at an approximate cost of one and one-quarter million dollars, but that a good many miles of connecting railway must likewise be constructed on both sides of the Inlet. The whole proposition constitutes a large order, but the progress of the city and the district of North Vancouver has been of so satisfactory a character during the past few years, the building of the bridge is so absolutely essential to further progress and the benefits to accrue from bridge construction are so tremendous, that the magnitude of this order—large though it be—which falls to the lot of the North Shore is well within the capabilities of the local municipalities and it is worthy their present importance and the enterprise of their citizens.

Considered on its merits, the charter obtained at Ottawa is an ideal one and gives every promise of developing into a prosperous business proposition such as will render the purchase of shares a very profitable investment, financially. Even more important than this however is the fact that the great and immediate industrial development which may result from the presence of the bridge and railways, will produce prompt returns of enormous magnitude in the way of wharves, warehouses, factories, large local payrolls, increased population, growing mercantile and kindred enterprises, etc. By subscribing for one hundred thousand dollars of stock to build the bridge, the very utmost that it can cost the ratepayers of the city in tax rates would be one mill on the dollar. It is a conservative estimate to state that the construction of the bridge would add from fifty to one hundred per cent. to the value of the ratepayers' property interests, so that the net gain will be extremely large.

The providing of a fund amounting to three hundred and fifty thousand dollars by the city and the district of North Vancouver will constitute a basis, working from which the problem of financing the bridge will prove easy. It is understood that the provincial government has consented to the removal of the several provisions which appeared to obstruct the way in securing the subsidy of two hundred and fifty thousand dollars voted last session and that the contemplated action upon the part of the municipalities will render that further sum available, making six hundred thousand dollars. There is satisfactory reason to believe that the Dominion government will likewise assist the project to the extent of another two hundred and fifty thousand dollars, which, together with say, two hundred thousand dollars from the city and the districts on the south shore of the Inlet, swells the grand total to one million and fifty thousand dollars. While the south shore quota is not as yet a certainty, it is evident that even should a portion or even all of it fail, the success of the undertaking does not depend thereon, for the reason that the company has borrowing powers to the extent of seven hundred and fifty thousand dollars, which will enable it to readily make good any deficiency as without doubt the bonds of the company would meet with a ready sale at a good price.

The city and district councils are endeavoring so to arrange matters that the bylaw in each municipality will be submitted to the ratepayers on the same date. Inasmuch as the property owners in the city and the district are to a large extent identical, this will obviate the necessity of any ratepayers making two trips to the polls and should result in the polling of a very large vote. There is no doubt that the larger the vote the more pronounced will be the verdict in favor of the bylaws. It is highly important that the result in this respect should be made as emphatic as possible in order that outside circles, more or less interested in the bridge project may clearly understand that the property owners of the North Shore are as nearly as possible a unit in favor of the immediate construction of the bridge.

RAIL WAY ACCIDENT

A report is current from west Capilano to the effect that "Dudley" the large logging engine of the Fraser-McNair Co., loggers, who operate a large logging camp and railroad west of the Capilano, ran away on Monday and is now perpendicularly embedded in the Bay a short distance out from the terminus of the track. It is said that the accident was due to the lines on which the large locomotive operates became slack and the iron horse began to move in a down hill direction toward the Bay. From the point where it started a few hundred yards north of the Keith road there is quite a grade down to the water and the heavy "Dudley" soon increased its momentum to an excessive speed until it plunged headlong into the water over the barrier at the end of the track. Some of the men who have returned to the city say that the camp has been shut down in the meantime. It is thought, however, that the work of raising the engin will be begun at once. It is not known what was the extent of the damages or whether it has been so smashed up as to render it useless for further use. This same engine is understood to be the same one that left the track at a previous date and was considerably damaged. The limits from where the company secures its supply of logs are located far back and up in the mountain and the large engine is used as a means of transportation for hauling the logs down the middle of the track to the water where they are placed in booms and shipped to Vancouver and elsewhere. The Fraser-McNair is one of the largest industries on the North Shore.

Nobody Spared

Kidney Troubles Attack North Vancouver Men and Women, Old and Young.

Kidney ills seize young and old.
Come quickly and with little warning.
Children suffer in their early years.
Can't control the kidney secretions.
Girls are languid, nervous, suffer pain.
Women worry, can't do daily work.
Men have lame and aching backs.
The cure for man, woman or child is to cure the cause—the kidneys. Booth's Kidney Pills cure sick kidneys—
Cure all forms of kidney suffering. Moose Jaw testimony proves it.

Mrs. N. Good, of 70 Stadacona street, Moose Jaw, Sask. says: "I am pleased to state for the benefit of any person suffering with a weak and painful back that they will find Booth's Kidney Pills a most excellent remedy. I had suffered for months with a very weak back and severe pains and ache in the kidneys, and felt very much depressed. There was also a swelling under my eyes. When I learned of Booth's Kidney Pills, I procured a box and have found them the best remedy I have ever used, as they were very quick in giving me relief. The pains have left my back and it has strengthened. They have also helped to build up my health.

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Offers you the best Quality and price on all
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SAILS
N. NELSON, Proprietor

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We also handle the following in POULTRY SUPPLIES:
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The Best Summer Spray on the market.
ALL KINDS OF
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FOR LAWN AND GARDEN

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all kinds of Mission and Antique Furniture Store, Office, Bank and Bar Fixtures. Repairing in all its branches.
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Chas. E. Lawson & Co.
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Here's a chance to please the wife.
Order at once a 1910 "HOT POINT"
Ten days trial, free for asking.
Pleasure and comfort on ironing day.
Only iron on market guaranteed for two years.
Invest now, it will please her.
Neat, clean and economical.
Try one now and be convinced.
B. C. Electric Railway Company, Ltd.
50 Lonsdale Avenue.

Have You seen our new Subdivision in Lynn Valley ?
SITUATED right at the Car Terminus. This is the greatest opportunity for investment ever offered on this side of the Inlet, Already, lots purchased of us last week have been sold at a profit of $250 per lot, and the original purchaser sold too soon at that. There must of necessity be a busy business centre in Lynn Valley and of necessity it will be located at this point. You know what that will mean. Let us show you over the property before they are all gone. PHONE 215 for appointment. Office on the grounds.
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CANADA TEMPERANCE ACT

The recent amendment of the Canada Temperance Act making it applicable to the province of British Columbia, has inaugurated a new condition of affairs in the progress of temperance legislation in this province. This move upon the part of the Local Option forces has called forth considerable discussion of the situation in the several circles interested. From present indications there is a probability that the imperial Act may confuse the issue by dragging into it considerations of a political nature from which it will be clearly recognized by every one favorable to advanced legislation with reference to the licensed traffic in alcoholic liquors that it is above all things desirable that the temperance movement should be kept distinctly separate. In connection with this phase of the subject a special representative of the Montreal Star sends to that independent and influential journal an article which deals with phases of the subject which are comparatively new and one of which is the matter referred to above.

"The Local Option League," says the correspondence in question "now that the Canada Temperance (Scott) Act has quietly been so amended at Ottawa by a clarifying of the British Columbia 'counties' definition as to make it possible for anti-liquor extremists to invoke it in this Pacific province, has recently inaugurated a campaign in direct antagonism to the adopted liquor traffic policy of the McBride government, and with such special energy as to suggest to many an anti-Conservative partizan inspiration back of this Scott Act movement.

It will be recalled that incidental to the last provincial general elections a plebiscite was taken to test the feeling of British Columbia as a whole as to the expediency of the suggestion of adoption in and for this province of the Local Option plan. The Local Optionists now say that they desired no such plebiscite, but rather desired the government to adopt the local option principle without reference to the sovereign people, and that they held as distinctly unfair the plebiscite condition which was that more than fifty per cent. of the recorded poll for parliamentary members should also be cast for Local Option to justify the government in abandonment of the principle underlying the present system.

Be this as it may, the Local Option League worked strenuously for a victory in and through the plebiscite in question, pressed constantly and keenly for every possible advantage in the count and recount and then admitted in their own published statements a defeat by something between five hundred and six hundred votes, with not unusual recriminations and charges of unfairness in the rules under which their battle had been fought and lost.

The growth of prohibition sentiment throughout the country, as indicated in the substantial closeness of the plebiscite vote was voluntarily accepted by the government as justification for the enactment of much more rigorous law and regulations concerning the liquor traffic, and as a consequence, and after very comprehensive study by the Attorney-General (Hon. W. J. Bowser) of the contrasted liquor traffic laws and systems throughout passed last session which is the civilized world, an act was perhaps the most practical, and certainly the most drastic on any statute book in the British Empire. This will become a law of British Columbia and strictly enforced from the 1st of August next. Its sweeping provisions were received with amaze and consternation by the trade, with corresponding jubilation and approbation by practical and temperate reformers.

Even Rev. Dr. Spencer, the leader of the Local Optionists, felt constrained to write to Attorney-General Bowser congratulating him upon his measure. It, therefore, has been a general and almost complete surprise to find that the militant prohibitionists in British Columbia have not, as it had been expected they would, been content in common fairness to give the drastic new act a working trial, but they have moved meanwhile without the knowledge of the provincial authorities or of the vast majority of British Columbians, to invoke the much talked of Scott Act, concerning the practicability as well as the principle and the expediency of which there certainly exist grave differences of opinion even among the most sincere and active of Canadian temperance workers.

At present the indications are that action will soon be taken toward forcing a vote for and against the Scott Act in such localities as in the plebiscite vote displayed strong inclination prohibition-ward.

To those who can and do regard the matter dispassionately and fairly this is particularly to be regretted, primarily because the principle of fair play suggests that the new provincial act should be given an honest trial and secondarily because in thus forcing a campaign against a distinct and well considered feature of governmental policy, the local optionists sink the humanitarian and benevolent characteristics of their propaganda by making the temperance movement a distinctly partisan issue in provincial politics, from which it has heretofore been kept desirably separate and distinct.

There are other sound reasons for general regret that the local optionists have been so ill-advised to adopt their present course, one being that the very first suggestion of success which they may secure in the new policy they have seen fit to adopt, will mean destruction of uniformity and solidarity (and therefore for effectiveness for good) in provincial control of the liquor traffic. Another is that should the Scott Act be anywhere adopted in this province, the extremely antagonistic course of its advocates, as well as its contradiction of the adopted liquor policy of the government, will certainly deny it the police power of the province in its enforcement. Who then would enforce it? The Dominion government will hesitate for long ere it assumes the responsibility and cost of duplicating the police machinery of any province for the express and peculiar purpose of enforcing extremist prohibitory legislation, in special antagonism to the liquor traffic laws and regulations of that province, supported by an unquestionable and recent expression of confidence by the electorate in that province's government.

While the observations made in the article are only an expression of the personal opinion of the correspondent, the article nevertheless affords food for reflection as to whether this latest move will ultimately result in the furtherance of the interests of temperance in the province.

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WE SELL ICE.

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2 LARGE STORES 2

439-441 HASTINGS ST VANCOUVER

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Catarrh Must Go

And Hawking, Spitting, Snuffles Must Go Too.

Hyomei (pronounced High-o-me) will give the sufferer from catarrh joyful relief in five minutes.

It is such a remarkable cure, and so positive in its action, that The Lonsdale Pharmacy goes so far as to guarantee it to cure catarrh or money back.

A complete outfit, which consists of a hard rubber pocket inhaler, a bottle of Hyomei, and a unique dropper for filling the inhaler, only costs one dollar, and if an extra bottle is afterwards needed the price is only 50 cents.

Hyomei is a healing, antiseptic balsam, taken from the mighty eucalyptus trees in the health-giving forests of Australia, where diseases of the respiratory tract are unknown.

All the sufferer has to do is to inhale the antiseptic air of Hyomei over the inflamed parts where the germs are entrenched, three or four times a day.

It cures coughs, colds, asthma, hay fever and croup without stomach dosing.

HYOMEI

(PRONOUNCED HIGH-O-ME)

CURES CATARRH, ASTHMA,

Bronchitis, Croup, Coughs and Colds, or money back. Sold and guaranteed by

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THE CURRY CO.

Corner Second and Lonsdale. Phone 53

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SPECIAL purchase of Men's Jap Crepe Shirts, turned-down collar, in stripes and fancy patterns 75c

2 Pieces only Circular Pillow Cotton, value 25c 20c

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One lot on Nye street, 100x132 feet, for $300; the owner must have money. We have the adjoining lot listed at $500.

One lot on Essex street, 100x132 feet, at $400

We have 50 feet on Keith road, half a block from car, for..... $1300

50 feet on Thirteenth street, cleared, one block from car, at $730

If you want any of the above act quickly.

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NORTH VANCOUVER FERRY TIMETABLE

STEAMER ST. GEORGE		STR. NORTH VANCOUVER	
Leave Van.	Leave N. Van.	Leave N. Van.	Leave Van.
*6.20 a.m.	*6.45 a.m.	*6.20 a.m.	*6.45 a.m.
7.30 "	7.50 "	*7.20 "	*8.00 "
8.30 "	8.50 "	*8.20 "	*8.50 "
9.15 "	9.45 "	9.20 "	9.45 "
10.15 "	10.45 "	10.15 "	10.45 "
11.15 "	11.45 "	11.15 "	11.45 "
12.15 p.m.	12.45 p.m.	12.15 p.m.	12.45 p.m.
1.15 "	1.45 "	1.15 "	1.45 "
2.15 "	2.45 "	2.15 "	2.45 "
3.15 "	3.45 "	3.15 "	3.45 "
4.15 "	4.45 "	4.15 "	4.45 "
5.15 "	5.45 "	5.15	5.45 "
6.15 "	6.45 "	6.15 "	6.45 "
7.25 "	7.45 "	7.25 "	7.45 "
8.15 "	8.45 "	8.15 "	8.45 "
9.15 "	9.45 "	9.15 "	9.45 "
10.15 "	10.45 "	10.15 "	10.45 "
*11.15 "	*11.45 "	11.15 "	12.00
		12.45 "	1.00

* Not on Sunday.

Time Table subject to change without notice.

West Vancouver Motor Launch Service

Launch "West Vancouver." Captain Findlay

Licensed for 35 passengers

TIME TABLE

Leaves Hollyburn Wharf		Leaves Vancouver City Ferries' Wharf
Every Day Except Sunday		
7.30 a.m.		8.00 a.m.
9.00 a.m.		10.00 a.m.
11.00 a.m.		12.00 a.m.
13.00 p.m.		14.00 p.m.
15.00 p.m.		16.00 p.m.
17.00 p.m.		18.00 p.m
19.00 p.m.	Saturdays Only	22.00 p.m.
9.30 a.m.	Sunday Schedule	14.00 p.m.
17.00 p.m.	"	22.00 p.m.

Single Fare 15c. Two Tickets 25c.

Quickest route from North Vancouver to the district beyond Capilano River. Launch "West Vanconver" makes connections, without fail, with the ferry steamers from North Vancouver, as per above schedule.

Advertise in the "Express"

FERRY RECEIPTS

A resume of the receipts of the North Vancouver ferries for the month of June from 1901 to 1910 inclusive is interesting and the figures as hereinunder shown are most gratifying to the ratepayers in this city and especially so to those who have pioneered through the early days when the city and district combined as the district strove against adverse conditions to steady the small burg when financial conditions were slack enough to cities of reputable standing. North Vancouver was then practically unknown outside of Vancouver, and the ferry service was the source of much complaint from the residents who were on a necessity wholly dependent upon its operation for communication to the outside world. However, natural advantages, both residential and industrial, won out in the long run and the reorganization of the ferry service with the consequent reduction of fares soon wrought a wonderful change and now the city is not only standing on its own merits, but demanding attention the wide world over. Following is the statement:

June, 1901—$621.20.
June, 1902—$1,350.10.
June, 1903—$1,604.95.
June, 1904—$2,481.60.
June, 1905—$2,780.00.
June, 1906—$3,503.15.
June, 1907—$5,007.00.
June, 1908—$5,243.35.
June, 1909—$5,203.50.
June, 1910—$7,586.00.

CORRECTION

In the Dominion Day parade in this city C. R. Hickman's grocery rig was laden with Victoria Cross Tea instead of Ridgeway teas, as noted in the report of the parade. Samples of the Victoria Cross tea were distributed through the crowd.

COQUITLAM BOARD OF TRADE

The residents of Coquitlam have made the initial move looking to the formation of a Board of Trade. At a meeting held recently which was largely attended a large number of those present signified their willingness to become members of the proposed organization. The meeting was addressed by Mr. C. H. S. Wade of New Westminster who fully explained the objects of a board of trade and its benefits to the community at large. With the formation of a board of trade at Coquitlam there will extend through every municipality in the Fraser Valley a chain of organizations that can improve and look after the interests and welfare of the districts in which they are situated.

THE WORKERS' EDUCATIONAL ASSOCIATION

What It IS and What it DOES

The Workers' Educational Association is a federation of scholars and workpeople, and working class and educational organizations. It has come into being:

(a) To arouse interest among working people in higher education and to direct attention to exciting facilities.

(b) To express to local authorities, the Board of Education and to universities, the needs and wishes of the workers in regard to education.

(c) By arranging itself or in conjunction with other organized bodies mentioned above, facilities for studies of interest to the workers.

(d) By publishing or arranging to have published such papers, books and pamphlets as it may deem necessary.

The individual members and affiliated organizations belong to all shades of political opinion, Labor, Socialist, Conservative, Liberal and to all sects.

It unites scholars and workpeople to their mutual advantage. The range of its outlook is from the workshop to the university.

There are facilities for culture already available which are not fully used. In some cases because those facilities are not widely known, in others because the cost is outside the range of the worker's purse. It will direct attention to those facilities and by uniting education with labor on a sympathetic basis it hopes to so develop the spirit of comradeship between each so that the time will soon arrive when the poorest man and woman along with the richest will have the opportunity of partaking of the best the educational world can offer.

Whilst paying attention to the barriers hindering a full use of available resources, it is working to create a universal desire among workpeople for knowledge and culture. To give them a taste of the joys of literature and art.

The scheme nationally and locally has been a great success. Each university has responded well. So large has been the demand on Manchester that no further applications can be entertained at present. Indeed, the teaching staff is quite inadequate!

What the effect of an experiment of this nature will be it is difficult to foresee. Thousands of men and women all over the country are organized in these classes for steady and serious study. Well may we be optimistic as to the outlook. Brains and character alone count. The Workers' Educational Association believes with Thomas Carlyle that "Human intellect, if considered well, is the exact summary of human worth."

A hard and uphill road has yet to be traversed. National progress awaits an educated democracy. A democracy which has had a foretaste of the abundant life awaiting it. One glimpse of that and there is awakened a force which will carry humanity to the highest pinnacles of human possibilities.

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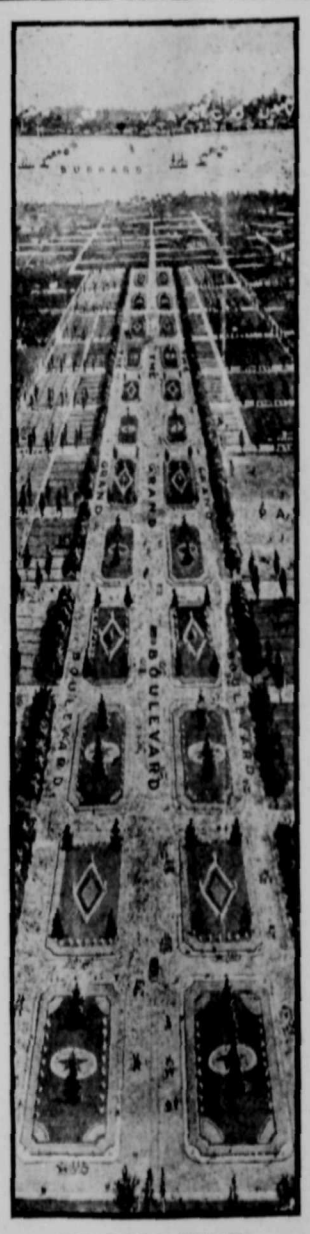

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LOANS NEGOTIATED Call on us for full Particulars.

COUNCIL AND COMMITTEE FAIL TO AGREE ON GRADE SETTLEMENT

(Continued from page 3)

service would be even unnecessary.

There are some parts of the city where of necessity bench grading will have to be adopted and I understand that between the Esplanade and First street bench grading was formally adopted by the council; at any rate the level of the Keith block is set for such a grade. This new grade is shown at 8.6 per cent., being the same as the present ruling gradient of the car line. Such being the case and as a grade level has been given and built to, there is no great reason why, for this length of Lonsdale, the intention of 1908 should not be carried out. For the same reason, the Esplanade and down to the wharf might be similarly graded in view of the new car landing on the new wharf.

To bench grade Lonsdale north of First street, with a 3 per cent. grade at intersections and at the same time maintain the present gradient of the car line would necessitate a 20-foot cut at Sixth street. At Third street it would be 8 feet 6 inches.

Such a cut as this might be considered as injuriously affecting the east and west streets, acting on the principle already mentioned, this method of grading is not recommended, although many a heavier cut has been made for poorer results.

As such a proposal, that is to cut for bench grading, may not be entertained, the alternative is to find out the least cut that will give the present car line grade and at the same time enable facilities to be given the car lines to cross Lonsdale on any two of the east and west streets, and also to help straight grading the Ave. from First street to Eighth street.

A cut of less than 5 feet at Sixth street will enable this to be done and still keep to the established grade of the car line.

If the work of developing or warping the intersections of the east and west streets is properly done, from an aesthetic or any point of view, you will have as good, if not a better, piece of work than any form of bench grading could give. At this point it should be noted that a modified bench grade, depending on the rate of grade, is also a modified straight grade.

I have roughly laid down in profile the manner in which such a grading may be carried out. While showing bench grading on the Esplanade and First street this is done for the reasons stated.

There are difficulties in bench grading both the Esplanade and First street owing to the jog in each.

For the area included between Eighth street and waterfront and Forbes and St. Davids, the steep street lengths of avenues below First street can be dealt with by benching, but at most other intersections there is not much to be gained by making the four corners of the sidewalk at the same level at intersections. Every intersection should be graded according to the particular conditions there existing.

Review of the Several Reports

I should like now shortly to examine the reports that have been submitted to you.

The first feature common to the reports is that none of the engineers appear to be a rigid bench grader. The second, and this applies to the 1910 reports, is that the engineers are entirely out of order, not only disregarding their instructions but making it quite clear that they are so doing and putting the 1907 report entirely on one side. Whatever faults may be found in that report, it is quite easy to gather the intention of the reporters.

Mr. Thompson's Report

In this report a comparison is drawn between the locations of Seattle and North Vancouver. Probably most of you know Seattle and must know that while the sites may be somewhat similar the comparison ends there and the contrast begins.

The maximum grade at intersections that would be allowed by adopting this report would be 2 per cent. one foot rise in fifty feet horizontal, or about the difference in level of one inch in the width of a wagon or street car. Anything over this grade being considered dangerous to horses.

In making this statement it must have slipped Mr. Thomson's memory that the camber, or rounding of many important paved roadways ranged from 3½ per cent. to even 10 per cent along such slopes horses travel in all weathers, and that in many cases, on the most slippery of all pavements, asphalt. Anyone of you can test for yourselves the credibility of this statement.

The danger on straight or on modified bench grades, apprehended, appears to be to teams crossing Lonsdale Ave. for it is only those going right across that would be affected, while the public in the street cars on the steepened grade are to be left to the tender care of the B. C. Electric Ry. Co.

In making the street so steep between the benches he proposes that the benches should be used as resting places

(Continued on page 8)

TO HAIR DRESSERS

A Splendid Hair Tonic That Makes Beautiful Hair.

Every hair dresser should know about Parisian Sage, the quick-acting hair dressing, that does just what this paper tells you it will do.

Parisian Sage is a most delightful and different hair dressing, a fact that will be recognized the moment it is applied to the scalp. There is not a particle of stickiness in it; it is not greasy; it has a delicate and refined odor, and is a truly invigorating tonic that will make hair grow, if the hair root still shows the least sign of life.

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Parisian Sage is guaranteed by the Lonsdale Pharmacy to cure dandruff, stop falling hair and scalp itch in two weeks or money back. It is particularly in demand by women of refinement, who desire soft, luxuriant hair, that compels admiration. Price 50 cents a large bottle by the Lonsdale Pharmacy, or direct, all charges prepaid, from the Canadian makers, the Giroux Mfg. Co., Fort Erie, Ont.

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Let us show you this little wrinkle. It don't cost you any more in cash, but is worth much in results.

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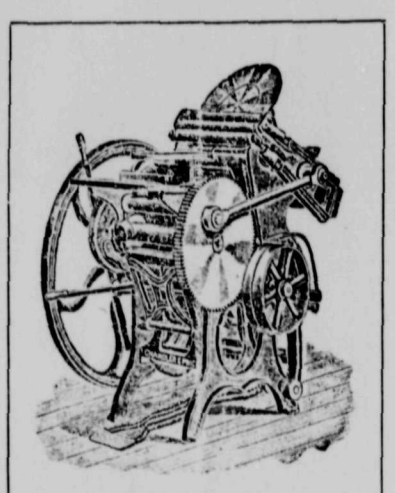

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COUNCIL AND COMMITTEE FAIL TO AGREE ON GRADE SETTLEMENT

(Continued from page 7)

for the teams. He must have again forgotten that on a busy street the intersection is the last place on which they would be permitted to halt. One can fancy what it would be like in Hastings street, Vancouver, were a team to rest at the foot of Homer or Richards streets. I can find nothing in this report more than a special plea for the easy general method to be yoked into the city by a bylaw.

Mr. Clement appears to have but slightly modified the opinion expressed in the 1907 report referring principally to improvements in car equipment, all of which were in operation at the date of that report.

Mr. Hanes' Report

Mr. Hanes simply concurs with the 1907 report as regards benching at points where car-lines intersect, possibly to enable cars to cross north and south streets without being inclined. He also expresses the opinion that the proposed increase on the grade of Lonsdale by benching from 8.7 to 10.5 is not of material importance, basing this opinion apparently on the evidence in support of the Seattle Electric Co's application for permission to operate electric cars on a 14 per cent. grade. With regard to the opinion that the increase of grade is not of importance it should be noted that it means an increase of steepness of 22 per cent. And to the evidence given at the Seattle inquiry that it is apparently expart, and in any case it would not relieve this council in the event of an accident following an increase of grade.

The bulk of the report is occupied in traversing the objections of the officials of the B. C. Electric Ry. Co. against the increase of grades.

I should judge that none of the engineers reporting have had sufficient experience in street railway engineering to fully realize the effect of their proposal. To increase the already steep grade of Lonsdale is in no way justified by the fact that in other citiessteeper grades are, of necessity, worked over. The inevitable increase in the traffic can only make worse the already considerable difficulties in street car operation on Lonsdale every effort should be directed to diminishing, rather than increasing, the risk attendant in operating on such a heavy grade. I am

Your obedient servant,
DONALD CAMERON.

Mr. Henderson said he had not heard that there would be a 11 per cent. grade.

Mr. Cameron said he had taken his figures from Engineer Thomspn's report and Engineer Hanes had adopted that report.

It was explained that Mr. Hanes' report given previous to the report of the commission was about a 10.5 grade.

Mr. Henderson could not see that an incline plane could be brought in conformity with a level plane at an intersection.

Engineer Hanes, taking Mr. Cameron's figures stated that taking a 40 foot roadway on cross streets coming into an 8 per cent grade on Lonsdale avenue as a straight grade there would be a difference of 6 feet tween the curbs. Allowing for a double car line occupying 20 feet of level space on centre of the cross street it would leave six feet of a grade in twenty feet or three feet in ten feet on each side of the car line or about 30 per cent.

Mr. Cameron believed that he could develop the east and west streets into the 8 per cent grade on Lonsdale Ave. in a practical manner.

Mr. Jackson said that the committee had heard expert advice and he thought it was a waste of time to discuss the engineer's opinion, and it was conclusions they were after.

Ald. Schultz read extracts from Scranton's text books to show that the maximum grade for earth roads should be 9 per cent. and for gravel 6, and that each intersection should be dealt with separately.

Mr. Henderson considered that there were only two courses to pursue, either bench or dish the intersection and he affirmed that the latter course was against good engineering practise. He said the best authorities said 3 per cent bench was the limit while according to Engineer Cameron's report there would be an 8 per cent. grade to cross at the intersection of Lonsdale Ave. and the east and west streets. Mr. Henderson claimed that if Lonsdale Ave. was benched it would mean an average grade for 30 per cent. of the distance from the waterfront to Eighth street.

Ald. Irwin wanted to know if on main thoroughfares should be made as easy as possible and especially so on car lines in regard to safety and speed. He suggested that if the council and committee could not arrive at any conclusion that the matter be submitted to a plebiscite one proposition being prepared by the ratepayers and the other by the council.

Mr. Jackson and Mr. Dick thought that the delay was harmful and another difficult was that the only way it could be submitted would be the 1910 report or straight grades and to submit another alternative would split the vote. With this in view Mr. Jackson said he would hesitate to agree to a plebiscite at this time. He stated that he believed that the committee would agree to bench Lonsdale Ave. up to 6th street and adopt a straight grade to 8th street.

Ald.I rwin wanted to know if the committee would accept a half bench that was about 4.3½ per cent. at the intersections and 2 per cent. on the east and west street between the blocks

Mr. Jackson stated for the committee that they could not agree to greater than 3 per cent.

Mr. Cameron stated that a 2 per cent. bench between 1st and 2nd street would mean a 10.73 per cent. grade and a 3 per cent. would mean a 10.22 per cent. grade.

Ald. Irwin asked the aldermen if they would agree to a 5 per cent. grade at intersections and 2 per cent. between blocks on east and west streets.

Ald. Smith said he would not agree to a greater grade than 9 per cent. on Lonsdale Ave.

Ald. McNeish said that the best advise he had obtained was for a 3 per cent. grade and he agreed to that.

Ald. Fowler said that he was in favor of a 5.2 grade at intersection on car line.

Ald. Schultz said he could not make a concession of 3 per cent.

A discussion was entered into between the aldermen as to the authority of the inspector of tramways as to grades. Ald. Schultz quoted him as saying that he would not allow a greater grade than 8.7 p.c. on car lines. The inspector's authority to express an opinion of this nature on the matter was severely criticized.

Mr. Jackson said he had interviewed Mr. Bowser, the inspector's senior as to his authority to express an opinion. Mr. Bowser had answered that he had no such authority and would see he would not do it again.

The question of the B. C. E. R. changing its grades and the responsibility which would rest on the city if it took this initiative in changing the grades was brought up.

The city solicitor's letter was read to the effect that any street work that interfered with the company's track the onus of expense was with the city, but if the change of grade was permanent the B. C. Electric were required to change it at their own expense.

Mr. Henderson said that he was afraid that their efforts would have to be abandoned as their mandate was for a 3 per cent. grade and the council did not appear willing to agree to that.

Ald. McNeish moved that the council accept the suggestion of the representatives of the ratepayers for a compromise of 3 per cent. bench.

Ald. McRae seconded the motion on the understanding that the committee was in favor of the 1910 commission of engineers' report with the slight alteration of 3 per cent. instead of 2 per cent.

Ald. Irwin thereupon wanted to know if the committee was opposed to a plebiscite on the two propositions as before mentioned. Mr. Jackson answered that the committee had not received any such instructions from the ratepayers to that effect. They were sent to arrive at some compromise.

The motion was then put and lost with Ald. McNeish and McRae for and Ald. Irwin,

(Continued on page 10.)

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to carry on drilling operations. Otherwise Canadian-Sunset Oil shares would not be offered to the market at a sacrifice—50 CENTS on the dollar ! This is slaughter-price these securities are going at. Par of this stock is $1.00.

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But as development work goes forward—as the corporation grows and the shares become correspondingly more valuable—they are advanced in price. For instance, a stock opening at 50 cents is put up to 75c, to $1, to $1.50, and so on as the demand increases.

This is where we differ from other corporations that have made an appeal for public support. Our stock went on the market originally at 50 CENTS per share and although a hundred and one reasons have advanced themselves for raising it arbitrarily, the men in the pilot-house of this corporation, desiring to give everybody an honest administration of affairs have stubbornly refused to raise the shares until such time as the company brings in a big well and is a revenue-producer rather than a money-consumer.

So, if these securities were worth 50 CENTS per share four months ago when the company first began operations, what are they worth today, after big sensational wells have been brought in all around us, and we have two holes in the ground—one over 1,900 feet, the other over 1,600 feet ? The other wells about us got their oil at from 2,000 to 2,600 feet, or thereabouts. Think this over !

You see, drilling an oil well is no kid's play. It takes money—lots of it. Wells cost from $20,000 in some districts to as high as $100,000 in others. But the cost of an oil well is like a drop in the bucket beside the vast returns once you get a good well. It is the uncertainty as to the volume of oil you get once your well is down that adds spice and zest to the enterprise and makes it so fascinating. No one in the proven California oil zone ever misses oil, if they have the funds to get down to it. But here's the rub.

Although this company is away past the stage where success is uncertain—it still needs the money—nothing begets the confidence (and the discount) wth the oil well supply people and others in the field as a fat bank account, and it is never wise to be without it. While we have all the money required for present needs, this company has so much proven land that must be drilled in stipulated time in order to hold its leases, that it is raising funds from the sale of its treasury stock for this purpose. We repeat : this stock is being sold at a sacrifice. Right this minute it should be selling at $1.50 per share, inst ad of 50 cents, the price asked.

Look at this roster of assets !

Four choice leases, all of which are in the heart of the proven oil zone.

Two of the leases, forty acres each, are in the famous Sunset-Maricopa district. One of these leases—the Lady of Washington—is in the oil sands today; one well is down over 1,600 feet, another down over 1,900. This will hold 40 wells when drilled.

The other lease—forty acres in the Sunset-Maricopa district, formerly the Loma Vista—has two wells ready to produce oil.

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Now comes eighty acres in North Midway and eighty acres in McKittrick. This 160 acres we hold on a lease having twenty years' duration, with but a one-eighth royalty, to be taken out in oil. This tract will hold 80 wells when drilled.

Did you ever see anything like this in your life ? This stock should be $1.50 a share before you know it !

We are making a special offer to the Little Fellow: Here it is: One hundred shares and upward, par value $1, at fifty cents per share, 25 per cent. (one-quarter) cash, balance in thirty, sixty and ninety days. This, you see, gives everyone a chance to get in at the beginning, controlling 100 shares in a big corporation presided over by such men as John N. Redmond, His Worship Mayor L. D. Taylor of Vancouver, and Nelson G. Foster, for the meagre outlay of twelve dollars and a half ($12.50).

(This is good only July 1st and 2nd, and to out-of-town investors sending in subscriptions with letter post-marked not later than July 5. Regular terms, half cash ; remainder 30, 60 and 90 days).

The Lady Washington is now down over 1,900 feet with one well, 1,600 feet with another, and should soon come in big wells.

In view of the fact that the famous Lakeview at 2,165 feet came in flowing 50,000 barrels per day, the Essex at 2,450 feet flowing big oil, the Johnson at about 2,600 feet, the Pacific Midway at 1,650 feet flowing 5,000 barrels, La Blanc at about 2,425 feet, the Fulton at about 1,205 feet, flowing 300 to 500 barrels, the New Center at 1,200 feet flowing 300 barrels, the Muscatine at 1,200 feet flowing 300 barrels, and others accordingly, which are within a radius of one-eighth of a mile to a mile and a half from the Lady Washington, much speculation has been going on as to just what time, what depth, and the magnitude of the production our well will come in.

Interest has been so keen that a guessing contest has been arranged. The prizes to be awarded are.

ONE THOUSAND SHARES FREE to the person who correctly guesses the number of barrels the Lady Washington will flow on the date of its birth.

ONE THOUSAND SHARES FREE to the person guessing nearest the correct date on which this well comes in.

ONE THOUSAND SHARES FREE to the person guessing nearest the depth of the well on the event of its inception.

To qualify for this contest all guessers must hold one hundred shares or more of Canadian-Sunset Oil Co., Ltd.

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AUCTION SALE—Saturday next at 2 p.m. at the residence of A. B. Stevenson, Upper Keith road, east of Lonsdale Avenue. Full household for sale. McCuaig, auctioneer. 18

FOUND

FOUND—On Lynn Valley road near the hotel, a pair of gold brimmed spectacles. Owner may procure same at Express office by paying for this advt. 1

FOR RENT

FOR RENT—Double bedded room with board at $5 per week. Apply Mrs. Fred Earland, opposite Mission school, Keith Road.

FURNISHED ROOMS

Furnished Rooms to Let in all modern house, situated on car line. Apply, corner Queensbury and Sixth street, North Vancouver. 15t

HELP WANTED

WANTED—Janitor (temporary) for North Vancouver public school. Applications to be in by 15th inst. addressed to Geo. Campbell, secretary, P.O. Box 178. 19

WANTED—Route boys at the Express Office. Apply in person.

WANTED—Fruit pickers. C. E. Keene, 15th street east.

LOCAL ADS.

Jack Loutet and N. Lonsdale

Elder Murray Co. fire insurance

SITUATION WANTED

Lady Bookkeeper (Scotch) desires situation. Four years experience. Apply care Kean, Province Office, Fourth street.

New Westminster Land District, district of New Westminster. Take notice that Thomas Tod Leith of Vancouver, B. C., occupation, rancher, intends to apply for permission to purchase the following described lands: About 200 acres commencing at a post planted on the northeast corner of lot 2,620, thence south 80 chains, thence east 61.77 chains to shore of Horse Shoe Lake, thence along shore of lake in a northwestern direction to point of commencement.

THOMAS TOD LEITH,
Per William Dalziel Duke,
Agent.

June 22nd, 1910. 26

New Westminster Land District, district of New Westminster. Take notice that Peter Wood Slater, of Vancouver, B. C., occupation, shipping clerk, intends to apply for permission to purchase the following described lands: About 280 acres, commencing at a post planted on the southeast corner of lot 1238 thence west 37.78 chains to east boundary of lot 568, thence south 80 chains to north boundary of lot 2622, thence east 21.72 chains to west boundary of lot 2,620, thence north 33.70 chains, thence east 40 chains to northeast corner of lot 2620, thence northerly along shore of Horse Shoe lake to point of commencement.

PETER WOOD SLATER,
Per William Dalziel Duke,
Agent.

June 23rd, 1910. 26

TENDERS WANTED

The time for receiving tenders for the extension of Philip Ave. has been extended by the district council until Thursday, July 14th.

A. CAMERON,
Engineer.

(Continued from page 1)

AN IMMENSE INDUSTRY FOR THE NORTH SHORE

ture of their patent sleeping car a model of which is now in course of construction at Seattle, the work having been in hand for about six months past and the completed car will be in readiness for inspection at the approaching Vancouver exhibition where it will be displayed for the first time. This car embodies in its design 128 separate improvements on the finest sleeping car at present in use and letters patent have been procured in all leading countries for the protection of the company's rights thereto. Negotiations are now in progress with some of the leading transcontinental railways for installing and running these cars on their lines.

Some idea of the scope of the activities of the Imperial Car, Shipbuilding and Drydock Corporation may be gathered from the fact that they intend to operate along the following lines, namely, manufacturers of parlor and observation cars, composite and coal cars, refrigerator and stock cars, box freight cars, etc., engineers and boiler makers, steel shipbuilders and repairers, brass and iron founders, structural steel bridge builders, etc.

The company has purchased 600 acres of townsite having two miles of waterfront stretching from Seymour Indian reserve eastward and northward to the terminus of Keith road on the North Arm. This property has been secured for the purpose of building thereon one of the greatest industrial centres on or about Burrard Inlet. No sale of lots will be made until the industrial works are completed.

The location of these extentive works at Roche Point greatly emphasizes the necessity for the immediate construction of Second Narrows bridge, inasmuch as railway connection is imperative for the carrying on of the operations of this company while their readiness to proceed before the bridge is actually constructed constitutes a very forceful indication of the phenomenal progress which would ensue all along the North Shore were the bridge an actuality or even in course of construction.

Manager Barrett is highly gratified at the success which has attended the efforts of the company to date and is fully convinced of their ability to carry every feature of the immense scheme to successful consummation.

COUNCIL AND COMMITTEE FAIL TO AGREE ON GRADE SETTLEMENT.

(Continued from page 8)

Fowler, Schultz and Smith against.

His Worship then declared to the committee that their proposal for a 3 p.c. bench was not acceptable to the council.

Ald. Irwin then moved, seconded by Ald. Smith and carried that the adjourned meeting be held Friday evening for the purpose of formulating the reasons for not accepting the compromise suggested by the committee and to lay that before them.

Mr. Henderson for the committee was agreeable to this.

Ald. McRae moved that the council adjourn its proceedings until Oct. 1. The motion was not seconded.

Ald. Fowler moved that the engineer supply the B. C. Telephone Co. with a grade for their central office on 11th St. according to his judgment.

The motion was seconded by Ald. Smith and passed.

Council then adjourned.

WATER NOTICE

The water will be shut off in all sections of the city north of 7th Street from 10 p.m. Wednesday, July 6th, until 6 a.m. Thursday, July 7th.

SONS OF ENGLAND

Editor Express:

Dear Sir,—I should esteem it a favor if you will kindly bring to the notice of those interested through the medium of your paper that all members of Sons of England are invited to join in a body at the Orangemen's church parade in Vancouver on Sunday next, July 10th. Parade at Orange Hall, Vancouver, at 2 p.m. Badges and regalia to be worn. Thanking you in anticipation. Yours truly,

Reginald C. Lawrence.

TENDERS WANTED

The North Vancouver Board of School Trustees invite tenders for the erection of new school in North Lonsdale (general works and heating), to be lodged at the office of Geo. Campbell, secretary, 2nd street east, North Vancouver, not later than Monday, the 18th day of July, at 4 o'clock p.m., sealed and endorsed "Tender for Lonsdale School."

Plans and specifications may be obtained at secretary's office or seen in the office of Hope & Barker, architects, 603 Hastings street west, Vancouver, B. C.

Each contractor to deposit with his tender a certified cheque on a chartered Bank of Canada to the amount of 5 per cent. of his offer made out to the secretary. Such cheques will be returned to the unsuccessful tenderers within ten days after contracts have been signed or bond obtained.

The successful tenderers will have to conform to Clause 318 of the Municipal Clauses Act.

The lowest or any tender not necessarily accepted. 1

Everybody Knows

that rents are high in North Vancouver — Why not solve the rent problem by securing a desirable lot, and getting a home started. . . . . .

See This—Special on 9th street, near St Andrews, 50 foot lot, cleared, graded and facing the Inlet, $1250—$450 cash, balance, 6, 12 and 18 months.

Pierce & Hall

Phone 110 144 2nd Street

Welcome Parlor

AGENTS FOR
HANBURY EVANS & CO., BAKERY
Bread & Cakes, etc. in any quantity

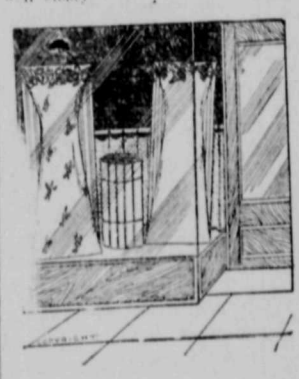
Local Agents for Richmond Dairy.

ICE CREAM
Retail or in bulk, also Milk & Cream

Highlands Potatoes $1.00 per sack.
New Potatoes, 9 lbs., 25c.
Best J. & M. Coffee, fresh roasted and ground, 3 lbs. $1.00 also a grade at 25c.
Indian and Ceylon Tea, 3 lbs. $1. also all standard grades.
Butter from 35c to 3 lb. for $1.00.
Fancy Apples.
Oranges all sizes from 20c. up to 50c. per dozen, guaranteed not touched by frost, and sweet and juicy.
Large assortment of English Candies imported and domestic from 15c. up to 50c.
Also Fancy Chocolates up to $1.00 per lb.
New laid eggs daily.
All kinds of new fruit daily. Buy now for preserving.

PHONE 126 FREE DELIVERY

W. H. Stoney J. Hardy



Unusually Pretty Effects

are obtainable from our wall papers and borders. If you desire something entirely out of the common in wall coverings, you certainly should see our exhibit.

There are Wall Papers

to harmonize with any color scheme of wood work and furniture, borders that match or contrast most artistically. Look them over.

Stoney & Co.

117 Lonsdale. Phone 149

Recreation Grounds

21st Street, North Vancouver.
Ideal Grounds for Sunday School Picnics, Ladies Picnics, and all kinds of Athletic Events. Grand Stand seating capacity for 5000.
For engagements and rates, and special rates on ferry and cars, see
H. E. SHARPE, Sec., North Vancouver

NOTICE!

Our business is now practically on a cash basis. This enables us to give our customers the same high class goods we have always handled at very much better prices than can be obtained from stores doing a credit trade.

Try an order and compare quality and price.

J. A. & M. McMILLAN

NOTICE

If you want to sell your Property, fill in blank space and Mail to

INKSTER & WARD
NORTH VANCOUVER

NAME .....
ADDRESS .....
LOT ..... BLOCK ..... D.L. .....

The .. Winner

of the KOOTENAY RANGE on July 1st was

Mrs. C. Olsen,
Moodyvillle . .

IF you are thinking of buying a Range we would ask you to come in and we will show you the KOOTENAY and tell you about its good points. . . . . .

PAINE & McMILLAN

The Pioneer Hardware - North Vancouver

PEABODY'S RAILROAD KING

We are sole agents here

The only manufacturer that places a cash guarantee if they do not meet expectations.

Try a pair
And be convinced

Peabody's Railroad King at

PEABODYS' UNION MADE OVERALLS AND JACKETS

AMERICAN GOODS MANUFACTURED IN CANADA

For Sale by

CUMMINGS

Gent's Clothing, Furnishings, Men's, Ladies', and Children's Boots and Shoes.

NEXT TO BURNS' MEAT MARKET

We operate the only padded furniture and piano moving van in the city. . .

N. V. Cartage Co.
7 Lonsdale Ave.
PHONE - - 141

NOTICE

Competive plans and estimates are invited by the City Council for band stands in Victoria and Grand Boulevard parks to be lodged with the undersigned by 5 p. m. on Monday, July 11th.

THOS. SHEPHERD,
City Clerk

North Vancouver Woodyard

We supply **STOVEWOOD** any length required.
16 inch length, **$2.75.** per load
Cordwood, **$4.50** per cord

Prompt Delivery

Phone 190 P. O. Box 136

VANCOUVER EXHIBITION

AUGUST 15th to 20th, 1910

VANCOUVER
British Columbia

$30,000
in Prizes and Premiums

Specially low rates from all points on railways and boats.

Exhibits sent as freight on Canadian lines will be returned free.

Superb and unique attractions in Speeding Events and Dog Show. Spectacular "Fighting the Flames." Broncho Busting Competition, Wood Chopping Contest, Trotting and Pacing Events, and Hunt Club Races.

Entries Close August 1st.

Write for prize list and information to

JAS. ROY,
Manager and Secretary,
Vancouver Exhibition Association.