ADVERTISING TO PAY
means reaching the people in their homes. The Express does that.
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that pleases, at The Express Office. Good stock. Prices right.
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VOLUME 8. NORTH VANCOUVER, B. C., FRIDAY, APRIL 2, 1909. NUMBER 6

Supplemental Report of Ottawa Delegation

At the regular session of the city council, Monday evening, the Ottawa delegation submitted a supplemental report, with reference to the letter received by the city council from Geo. H. Cowan, M.P., relative to the work of the delegation at the capital, which letter was referred to the delegation by the council. Before reading the manuscript, J. Balfour Ker explained that Ald. McNeish was not in quite the same position as the other two members of the delegation with reference to the letter of Mr. Cowan, inasmuch as Mr. McNeish explained to the delegation previous to the preparing of the supplementary report that Mr. Cowan had expressed to him his conviction that, as legislative representative for this constituency, he ought to write a letter of explanation to the city council, and that the letter had been read to him (Ald. McNeish) after it was written. In a sense, therefore, the supplementary report is the deliverance of two-thirds of the delegation.

Mr. Cowan's letter was as follows:

Thomas Shepherd, Esq.,
City Clerk,
North Vancouver, B. C.

Dear Sir,—The day before yesterday, the delegation, composed of Messrs. Ker, McNeish Dick and McNaught, had a long conference with Wm. McNeill, representing the railway company, in the presence of Ralph Smith and myself. Mr. McNeill was frank in admitting that the land values should be those of the date of the charter extension, and that his company should build ten miles within two years, connecting the two cities. In reference to the bridge, we had not, when I left the conference, reached an agreement. My position was that the construction of the bridge should be such as would support the structure to be used, not only for railway, but also for tram, vehicular and pedestrian traffic, and that these three matters, viz: the land values, the construction of ten miles, and the character of the bridge should be incorporated into an agreement between the railway company and North Vancouver, and that this agreement should be incorporated into and become part of and a condition of the extension act, which the company is now applying for. Mr. McNeill did not, when I left the conference, seem opposed to this. At noon, however, I had to leave, to attend a conference between the government and the Vancouver delegation. On my return I met the delegation, who informed me that an agreement had been reached to insert into the bill now before the house, a clause in the words of the enclosure.

Personally, I would have preferred if your delegation, before reaching an agreement with the company, had further conferred with myself and with your solicitor here, Mr. Bethune. My tactical point in insisting on an agreement between the company and North Vancouver, was to prevent any further extension in the future without the consent of North Vancouver. However, the bridge difficulty might have made it difficult to get the agreement I wanted. Yours faithfully,

GEO. H. COWAN

The enclosure referred to in the letter, read as follows: "Nothing herein contained shall be deemed to extend the time now limited for the construction and completion of the main line of railway authorized by 1 Edward VII, 87."

The supplementary report of the delegation, dealing with the above, was as follows:

Gentlemen,—Said delegation, consisting of W. McNeish, D. G. Dick and J. B. Ker, in the matter of the letter from George H. Cowan, M.P., to Thomas Shepherd, city clerk, North Vancouver, dated Ottawa, 5th March, 1909, met at noon on the 26th inst., and the letter received by J. B. Ker from the city clerk, covering Mr. Cowan's letter was read to the delegation. It was a surprise to two-thirds of the delegation, but Mr. McNeish very frankly stated at once that Mr. Cowan had dictated this letter in his presence while in Ottawa, and that it had appeared to him to be a correct statement of matters. The undersigned Dick and Ker, however, do not agree altogether with this view of the matter. It is endeavored to indicate correctly any of the differences of opinion in this report. Mr. Cowan's letter is taken seriatim by sentences:

First sentence. "The day before yesterday the delegation, composed of Messrs. Ker, McNeish, Dick and McNaught, had a long conference with William McNeill, representing the railway company, in the presence of Ralph Smith and myself"

In reference to this, Mr. McNaught was not, as you are aware, of the delegation, but came along with it to the conference with Messrs. Ralph Smith and W. McNeill. This conference with Ralph Smith took place by request of the minister of railways, and as regards Mr. McNeill's presence, that was arranged by special desire of Ralph Smith, who was in charge of the bill.

Second sentence. "Mr. McNeill was frank in admitting that the land values should be those of the date of the charter extension, and that his company should build ten miles within two years, connecting the two cities." Re this, the delegation told Mr. McNeill what the city's resolutions were. His reply was that he thought them very reasonable, and his words about expropriation values were "There is a grievance there," or "That is a grievance."

Fourth sentence. "My position was that the construction of the bridge should be such as would support the structure to be used, not only for a railway but also for tram, vehicular and pedestrian traffic, and that these three matters, viz., the land values, the construction of ten miles, and the character of the bridge, should be incorporated into an agreement between the railway company and North Vancouver, and that this agreement should be incorporated into and become part of and a condition of the extension act which the company is now applying for. Mr. McNeill did not, when I left the conference, seem opposed to this." In reporting on the latter part of this letter we ask council to note that we do so in no other spirit and with no other view than that Mr. Cowan is a gentleman of trained mind, talent and integrity, and when we differ from him, all differences are stated in accordance with this position. Two-thirds of the delegation, however, did not understand at the time of the conference that Mr. Cowan's position was, that he desired that all his views as stated be incorporated in an agreement between the city of North Vancouver and the railway company and that he desired such agreement to be incorporated in act of parliament No. 58, extending the time for four branch lines of said railroad. Your delegation, however, at once admit that, as Mr. Cowan says, this was his position, it was so, although we take it that his position had not been fully developed before he was called out to attend to a Vancouver matter in connection with another department of government.

Mr. Cowan's first contention was that the bridge should be a joint traffic and railroad bridge. That such bridge should be built Ker stated, was the desire of all concerned, but also that the demand made upon the minister of railways by the city, that a guarantee of the nature of a penalty, should be attached to the railway company, if it failed to build ten miles in two years, including the bridge, was not consistent with the lengthy negotiations which would be necessary if the finances were now to be searched for in order to get the joint bridge constructed. Ker mentioned, however, that Mr. Jeffrey, secretary of the V. W. & Y. Ry. Co., had informed him a year ago that the foundations of the bridge would be sufficient to carry a joint bridge for railroad and traffic purposes either by overhead or lateral structure. Mr. McNeill then said that, owing to the North Vancouver agitatioo, the detailed plans sent in to the dominion government by the railway company had, or showed foundations sufficient to support the traffic bridge, either overhead or lateral.

Mr. Cowan argued strongly and with persistence that the railway company should make an agreement with North Vancouver city; that it, the railway company, would give up the $200,000 bonus voted by the dominion government if the bridge were not finished by a certain time (we think the time mentioned was two years). This point we think Mr. Cowan has forgotten to mention in his letter, and with reference to Mr. McNeish's believing at the time the letter was dictated that it was a fair resume of what had taken place, we would say that the afternoon had been one of strain, that the delegates were so engrossed in the conference that it was easy to take a partial report for a complete one, and not easy, owing to the heat and fatigue generated by the conference, to state things at once as succinctly, or even as correctly, as could have been done had the matter stood over and the statement been revised.

Mr. Cowan's statement, that Mr. McNeill did not, when he left the conference, seem opposed to all these points which Mr. Cowan refers to being incorporated in an agreement and in the act, was not evident to two-thirds of the delegation. However this may be, to get any agreement between the railway company and the city, which would forfeit $200,000 of dominion bonus conditional on non-construction of the bridge in two years, and which would oblige the railway company to pay the values at the date of extension of time for branches, named in act No. 58, would have required a vote of the railway company's shareholders or their proxies, and a written and sealed agreement between the city and the railway company, because no telegraphic agreement would have insured the forfeiture of the $200,000 and would have stood in court in respect of higher expropriation values.

Your delegation was not authorized to wait several weeks in Ottawa on the chance of getting such an agreement made between the city and the railway company, but they were sent to Ottawa to prevent extension of time for the main line of the V. W. & Y. Railway, except at extension values; to get the railway act of Canada amended, and to get a penalty put on for non-construction in two years, if possible, if main line time were extended. By getting the main line excluded from being morally covered by the act No. 58, which extended the time for the branches, your delegation secured the first thing they had to secure at Ottawa. The second thing they

(Concluded on last page)

SPECIAL COUNCIL

The city council held a special meeting last evening for the purpose of consulting with the holders of the former 3rd street contract, in order to wind it up preparatory to letting a new contract under the modified plans. Mayor May presided and Aldermen McRae, Schultz, McNeish and Young were present. Contractor Kennedy stated that the contractors thought they should be allowed $11,500 upon the contract price. The records showed that the original contract price was $12,045 and that $330 in extras had been allowed, making $12,375 in all. A report of the former city engineer was produced, estimating the work done to October 31st last at $11,000, which report was accepted by last year's council. The contractors stated that they had worked for two weeks or more after that date, during which time they had done about $700 worth of work, for which they were offering to accept $580. In view of all the facts, it was moved by Ald. McNeish, seconded by Ald. Young, and carried unanimously, that the offer of the contractor to take $11,500 and to release the city from the contract be accepted. The records also show that the contractors have already received $7885 on the contract, leaving $3615 due them under this arrangement.

A GOOD INVESTMENT

North Vancouver investors will no doubt be interested in learning that some choice city lots are yet obtainable at $1 each and up. This is probably the last opportunity of securing large lots in the city of North Vancouver at such a trifling cost and on easy terms. The well known local firm of Irwin & Billings Co., Ltd., is now placing on the market, for the first time, a choice selection of lots in the Harbor View tract, and those desirous of reaping good profits on a small but safe investment should immediately take advantage of this opportunity before it is too late.

The sale of choice city lots, size 50 x 145 each, in the Harbor View tract, at prices ranging from $175 each and up, on easy terms, commences on Monday, April 5th, at 10 o'clock a.m., at the office of Irwin & Billings Co., Ltd.

LYNN VALLEY VETERANS

The Lynn Valley Veterans' Association held a patriotic meeting Wednesday night in the Institute hall. Mr. Nye, the president, was in the chair. J. M. Duval spoke on the greatest event in English history, and Reeve McNaught and T. S. Nye gave patriotic addresses. Miss Neat, Messrs. Holland, Kirkland, Smith, Underwood and Lawrence contributed songs. H. Worth gave a recitation, and Miss Kirkland's instrumental was appreciated. Mr. Underwood acted as accompanist.

LIQUOR NOTICE

Take notice that thirty days after date, I intend to apply to F. S. Hussey, Superintendent of Provincial Police, for a transfer of the license of the Moodyville Hotel, held by me, to Tom Booth of North Vancouver, in the Province of British Columbia. The Moodyville Hotel is situated at Moodyville, on lot No. 273, group one, New Westminster district.

Dated at Moodyville, B. C., this 30th day of March, A.D., 1909.

Signed, ANNIE M. LEE

The athletic grounds promise to be the scene of many gatherings during the season. Arrangements are being made for a regular programme of athletic events, the result of which will be to attract large crowds from Vancouver,

LOCAL NEWS

Next Friday will be Good Friday and will be generally observed as a holiday.

The local lodge of Orangemen will hold a basket social and dance in the Eagles' hall, Esplanade, on the evening of April 15th.

Junior Girls' Branch Children's entertainment, Horticultural hall, April 14th. Tickets 10c. Doors open 7 o'clock. Don't miss this.

Wanted.—To lease, small cottage, not too far from car, by young couple. Piece of land for garden desirable. Apply, Cottage, Express.

The sale of Lonsdale gardens, made this week for $75,000, was put through by W. J. Dick. It is said to be the record sale in local real estate circles.

Tenders wanted for moving pile of cement blocks, now lying in rear of Palace Hotel, to Ottawa gardens. Apply T. J. Stephens, Hotel North Vancouver.

Operations were begun this week for enlarging the grandstand and constructing the new bleachers on the local athletic grounds. When completed the stand will accommodate 600 and the bleachers 1500 people.

E. A. Morden, one of the proprietors of The Express, has leased a house on 5th street east. His household effects arrived on Monday of this week, after a record run of only fourteen days from Picton, Ontario.

The sale of choice city lots, size 50 x 145 each, in the Harbor View tract, at prices ranging from $17 each and up, on easy terms, commences Monday, April 5th, at 10 o'clock, a.m., at the office of Irwin & Billings Co., Ltd.

Lost. — A gold watch, on Lonsdale avenue, between 15th street and the ferry wharf. Hunting case, lady's size, engraved back and front. Finder will be liberally rewarded by leaving at Express office, or at 589 Granville street, Vancouver.

A week of evangelistic services will be held in the Methodist church, beginning on Monday the 5th inst. Arrangements have been made to have an address each evening by a local minister or layman. The meetings will be in charge of the pastor Rev. B. H. Balderston.

Contractor George Skene, 3rd street east, had the misfortune to sustain a painful accident early this week. While at work on a building at Agassiz, being erected by himself and partner, a plank broke, precipitating Mr. Skene between two joists. He struck heavily on his back and side, but fortunately beyond the shock and bruises, no injury was done. A week's rest will remove all ill effects.

Judging from the rapidity with which the first 300 tickets have been disposed of, the children's entertainment, to be given by the St. John's junior girls' branch of the W.A., at the Horticultural hall, on Wednesday, April 14th, will be well patronized. The children certainly deserve encouragement. They have worked hard at their programme and are bent upon making it a pleasure to those who attend.

A movement is on foot to introduce the celebration of May day at North Vancouver. As at present contemplated, the plan comprises a special cantata, to be sung by boys and girls chosen from the public schools; a maypole dance; the crowning of the May Queen, etc. The celebration is intended for all the boys and girls of the city. The credit for setting the movement in operation, is due Mrs Hall, 10th street east.

Ferry matters will be discussed at a meeting of the ratepayers, in Larson's pavilion, Wednesday evening next.

The Oddfellows will parade to the Presbyterian church on the afternoon of Sunday, April 18, at 3,30. Rev. Mr, Gillam will preach.

An auspicious event in entertainment circles will transpire in the rendition of the "Temple of Fame," by over sixty participants in the Horticultural hall on the evening of Friday, the 16th inst.

G. Shepherd, who has been residing in the city since he came down from the north last autumn, returned to River's Inlet by this evening's boat, to take charge of the Good Hope cannery.

Tenders invited for clearing and grading two acres, namely, the westerly 290 4-5 feet of block 60 (13th street). The lowest or any tender not necessarily accepted. R. E. Macnaghten, Box 118, North Vancouver.

For careless shooting on the Capilano road, a young man from Vancouver appeared before Reeve McNaught on Wednesday. As this was the second case for infraction of the firearms restrictions bylaw, and the reeve had declared his intention of strictly enforcing the same, the accused was fined $10 and costs.

Walter Owen is leaving here on the 8th for his old home in Atlin, where he will resume his old duties. For the past two years he has been connected here with the realty business of D. G. Dick, and during that time has made a large number of friends. Mrs. Owen and family will follow to Atlin about June 1, when the condition of the trails will be more favorable for travelling. Their removal from North Vancouver is sincerely regretted by their numerous friends.

LOCAL ADVERTISING

The joint advertising committee held a meeting on Thursday afternoon, at which some conclusions were finally arrived at. The decisions thus far reached as to methods of advertising are as follows: 1. To take space in the folder to be issued by the Vancouver tourist and information bureau, for circulation at the Seattle exposition, space not to exceed in cost, $100. 2. To issue 50,000 folders, descriptive of North Vancouver city and district, for circulation chiefly in Vancouver during the exposition. The folder will consist of six folds. The entire inside will be occupied by a combined map of the city and the district, suitably indexed and showing streets and roads, public buildings, hotels, etc., tramline, canyons, industrial plants, etc. The reverse side will be occupied by a cover page and five other pages, containing several cuts of local views, but mainly filled with terse statements of fact setting out the advantages of North Vancouver in all respects. 3. A series of full page or half page advertisements, to run in the Vancouver daily papers. The sum of $600 was placed at the disposal of the committee appointed to control this feature. Other advertising expedients, such as exhibits, large collections of views for public places, etc., are under consideration.

It is now practically assured that $500 will be given by the city council and by the district council respectively for advertising purposes. The B. C. Elec. Ry. Co. has donated $100. An active canvass for donations will be started by the board of trade publicity and information committee next week.

THE EXPRESS

NORTH VANCOUVER, B C.

SMITHERINGALE & MORDEN

PROPRIETORS

RATES OF SUBSCRIPTION:

One year	$1.00
Six months	.50
Three months	.25

United States and Foreign, $1.50 per year

ADVERTISING RATES

TRANSIENT DISPLAY ADVERTISEMENTS—50 cents per inch each insertion.

LODGE NOTICES, ETC.—$1.00 per inch per month.

LAND AND TIMBER NOTICES—30 days, $5; 60 days, $7.50.

LEGAL ADVERTISING—First insertion, 10 cents per line; each subsequent insertion, 5c. per line

READING NOTICES IN LOCAL NEWS COLUMNS—10 cents per line, each insertion.

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, APRIL 2, 1909

THE OTTAWA DELEGATION

The official report of the Ottawa delegation, as submitted to the combined meeting of the city council and board of trade and published verbatim in last week's issue of The Express, dealt in a comprehensive manner with the net results accomplished, but necessarily omitted any reference to the labor which devolved upon the committee in preparing their case for the frequent and important interviews which were had. When all is considered, it becomes quite evident that the few days spent by the delegation in the capital were decidedly strenuous.

With reference to those matters which pertain exclusively to North Vancouver, the delegation was constituted for two purposes. The first problem to be dealt with had reference to the application by the V. W. & Y. Ry. for a charter extension, for their branch lines.

The delegation was instructed to represent to the government that if this proposed extension could be construed to confer any right, legal or moral, to a further extension of the company's charter for their main line, upon its expiry next year, then the interests of North Vancouver should be protected by the insertion of a clause requiring a guarantee that at least ten miles of railway, connecting Vancouver and North Vancouver, should be constructed within two years from the date of such extension. The investigations of the delegation at Ottawa evidently went to confirm the opinion that the extension of time for constructing the branch lines carried with it an implied right to main line extension, when such was required. The cogency of the arguments advanced by the delegation is apparent from the result attained. At the instance of the government, a conference was arranged between the delegation and the representative of the V. W. & Y. Ry. Co., and the company agreed to the insertion of a clause, definitely relinquishing any special right to extension of charter for main line construction that might be implied in an extension for the branches.

While it may be held that, in making this concession, the railway company manifested that discretion which is the better part of valor, it is perhaps nearer the mark to say that this conciliatory attitude upon their part signifies a desire to work in co-operation with the north shore for the furtherance of mutual interests. For the time being, the matter of an extension for the main line is disposed of. The whole matter will have to be considered on its merits upon the expiry of the charter, and it is safe to say that the interests of North Vancouver will be properly represented on that occasion.

The second purpose of the delegation, had reference to prices to be paid for land when the railway wished to expropriate. The delegation was instructed to secure a proviso to the effect that the company should pay current prices, plus interest, etc. The agreement arrived at above had the effect of leaving the charter intact for the remainder of its term. So with respect to expropriation, the railway company still enjoys such rights as were conferred by the charter in harmony with the railway act.

This by no means implies that the railway can expropriate North Vancouver waterfront at values current five years ago. Under the railway act, the board of railway commissioners becomes a factor in the problem and it is held that any such power is nullified by two decisions of the commission—one under the chairmanship of Judge Killam, some two years ago, and one under the chairmanship of Judge Mabee, about one month ago. These decisions clearly state that a railway company shall not be allowed to secure expropriation rights, hold such rights in abeyance during the life of the charter, and then proceed to exercise them at previous valuations, when the charter is about to expire. It is understood that the railway department concurred in the justice of this position, and that the matter will be taken up with Judge Mabee when the commission returns to Ottawa.

North Vancouver has reason to be gratified at the successful outcome of this effort made upon her own initiative, and carried through solely by her own efforts, and it should go far to engender within the north shore citizenship a sturdy self reliance and readiness for independent action upon important local issues.

The net result of the efforts for harbor improvements upon Burrard Inlet, which was in charge of a combined delegation dominated by the Vancouver representatives, appears to have been an acquiescence upon the part of the government in the opinion that the First Narrows ought to be widened, but with a conspicuous absence of any definite assurance as to when the work will be undertaken.

OUR ANNIVERSARY

With this issue The Express enters upon its second year, under the present management. The year has been one of steady and gratifying progress. The proprietors have endeavored to give their best services to all departments of the business, in a conscientious manner. The policy of the paper has been to manifest at all times a spirit of healthy optimism with respect to all local interests, and a sympathetic and appreciative attitude toward every movement and organization which was sincerely endeavoring to accomplish something for the advancement of the city or district of North Vancouver in any respect. In administering the news columns of the paper, the aim has been to make each issue a full and accurate record of all that has transpired that might be of interest to any portion of the community, so that it could confidently be said "The history of North Vancouver is written in the files of The Express, whatever you wish to know, you will find it there." The great value of such records to the community will be appreciated by every intelligent citizen.

From time to time many encouraging expressions of appreciation have been received, of the efforts put forth to make the paper a helpful factor in the commercial, social, and moral life of the community, and an asset of real value to the city and the district. At times these expressions have been verbal, while in very many instances they have taken the more tangible—but not necessarily more sincere—form of patronage, by way of advertising, job printing or subscriptions, every item of which, large or small, materially assists the prosperity of the business and furthers the purpose of making the paper a credit to the north shore and a powerful factor in promoting the development of the city and district.

For each and all of these expressions of appreciation, and for the general sentiment of friendly interest manifest upon the part of the residents and the property owners at large, The Express desires to convey sincere thanks. Whatever progress has been made, and whatever increase of value to the community The Express may have attained during the past year, is due to a very large extent to the kindly assistance thus rendered.

It is particularly gratifying to note the thoughtful manner in which those who are aware of interesting items of news, have remembered The Express by reporting the same for publication. The usefulness of the paper would be greatly enhanced if residents generally would bear this matter in mind and send in by telephone, or other means, such news items as may come to their attention. This courtesy would be highly appreciated.

In facing the coming year, The Express bases its anticipations of future success primarily upon the confidence, the goodwill, and the cordial co-operation which it has the honor to enjoy at the hands of the citizens and the property owners of the city and the district. By following uniformly a progressive and enterprising policy, the paper hopes to keep well abreast, or perhaps somewhat ahead of, the movement of affairs on the north shore, and to exert a steady, safe, and potent influence for advancement along all lines. While consistently endeavoring to serve all local interests, it is assumed that sufficient latitude will at all times be allowed for the exercise of that independence of thought and of action which is the vital principle of genuine strength and sustained usefulness in any public organ.

The focus of events appears to be right for a prosperous year for all North Vancouver interests, and in the realization of the universal anticipations entertained in this regard, The Express hopes at once to assist and to participate.

EDITORIAL COMMENT

The statements of Reeve McNaught made from the magistrate's chair on Saturday last, with reference to his intention to rigidly enforce the firearms restrictions bylaw, show that, as chief magistrate of the district, he is fully seized of the gravity of the situation. This firm and timely warning, coming as it does at the opening of the season, for the traversing of the highways and crossroads by large numbers of visitors and residents, will doubtless exert a restraining influence upon those who are inclined to the careless use of firearms, and the probability of numerous infractions of the bylaw will thereby be greatly lessened. It is to be hoped that it will not be necessary to inflict the penalty, in order to secure complete compliance with the law, but in case such should be necessary, it is evident from the tenor of the reeve's remarks that the strong arm of the law will be exerted to its utmost to protect residents and others from accident or casualty from this source. The exercise of ordinary common sense is all that is necessary to convince those who carry firearms that indiscriminate shooting is altogether senseless, and likewise dangerous in the extreme.

The Set of Dishes

given last month was won by Mrs. E. Telford, 10th street east. The set for this month will be to hand in a few days.

Use Royal Standard Flour. Save the coupons and watch the papers for the lucky numbers.

Your next Grocery Order will be satisfactorily filled if you place it with us. Large tins of Cream, 2 for 25c.; Toasted Corn Flakes, 10c. per package.

1st Quality Goods at 1st Prices

C. R. HICKMAN

Lonsdale Ave and 8th st

Diplock Wright Lumber Co.

17th Street, North Vancouver

Phone 35

Dimension Lumber

Shiplap

Rustic

Shingles

Lath

Finishing Lumber

etc., etc.

Our prices are right. Let us give you a figure on your Lumber Bill

DIPLOCK WRIGHT LUMBER COMPANY

NORTH VANCOUVER

ELDER MURRAY CO.

PHONE 37, NORTH VANCOUVER

" 3492, VANCOUVER

BEST HOUSE BUY IN THE CITY

Six rooms; modern throughout, charmingly situated on Victoria Park, for $1000. PRICE $3700. Balance to arrange.

The Prize Winners for March

Do you hold the duplicate coupons bearing one of the numbers below? If so you are entitled to an elegant 109 piece china dinner set. Remember if you do not find your number among the list this month, reserve your coupons, gather what more you can, you are just as likely to win next month on this month's coupon as not.

46878	31910	34148	36663	36449
38588	30439	48857	47555	49852

Every 49lb sack of Royal Standard Flour contains a numbered coupon entitling the holder to a chance to win one of ten beautiful and costly china dinner sets that are given away monthly to the users of this famous bread flour. Save your coupons, make an effort to gather all you can—you will find your number among the list one of these days. The winning numbers will appear in this space the first issue of each month.

VANCOUVER MILLING & GRAIN CO., Ltd.

VANCOUVER, B.C.

Dainty Chinaware Given Free

during demonstration of Victoria Cross Tea and Brown Berries Coffee, March 26th to 30th. Call and sample these Goods A purchase of either carries with it a premium in Chinaware.

McMILLAN'S

MARTINSON & CO.

Building Contractors

Plans and Specifications Prepared. When thinking of building let us give an estimate.

HORNE BLOCK, LONSDALE AVE

Or P.O. Box 72, North Vancouver.

ATTENTION

Builders & Contractors

Lumber will never be cheaper. Get in on the ground floor. Build now

Specialty—Our own Kiln-dried Flooring and Finish

THE LYNN VALLEY LUMBER CO., LTD.

North Vancouver Office, 59 Lonsdale; Phone 36

Mills—Lynn Creek, B.C.

COAL COAL

NEW WELLINGTON Coal direct from the mines. Place your orders now and secure your winter's supply. Large shipments will arrive in a few days. Prices right. Large supply of WOOD always on hand . . . .

P. LARSON

Hotel North Vancouver

Telephone No. 2.

Do you want a cheap Building Lot?

just in the City Limits, 100x132 feet, from

$200.00

$25 down and $25 per quarter; interest six per cent.

Houses for Rent or Sale all over the City

A. SMITH & Co.

LONSDALE AVE.

Phone 24 House Phone 22

For Furniture, House Furnishings and Crockery

at Reasonable Prices, go to

The North Vancouver Home Furnishers

HORNE BLOCK LONSDALE A E.

If you know any NORWEGIAN

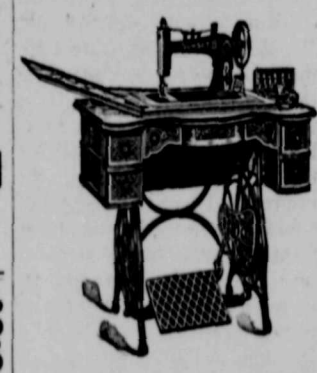
Please tell him that NORDEN is the only Norwegian newspaper published in Canada. Every Thursday. Regular rate, $1.50 per year.

SPECIAL OFFER:—The next 500 subscribers only $1 a year. Write at once and you will get a whole year's subscription at this low rate.

Sample copies mailed to any address—to one or more. Write today to—

NORDEN PUBLISHING CO.,

WINNIPEG, MANITOBA



$30.00

secures you one of our high grade latest improved Drop-head Sewing Machines. We can recommend them to our customers, and a ten years' guarantee goes with each machine. Come in and pass your opinion on it, and if you really need a machine you won't hesitate for an instant.

Paine & McMillan

The Pioneer Hardware

PHONE 12 1ST & LONSDALE

MEETING OF COUNCIL

Previous to the formal opening of the city council session, Monday evening, the Ottawa delegation submitted a supplemental report, with reference to the letter from Geo. H. Cowan, M.P., to the council, which was referred to the delegation at last Monday's session. The report was read by J. Balfour Ker and will be found verbatim in another column. After hearing the report, the council passed a vote of thanks to the delegation, and also a motion discharging them from further obligations.

Council having been called to order, the following communications were read: From Hon. J. P. Mabee, chief of the railway commission, conveying regrets that the return of the commission from Victoria and their departure for Nelson was so hurried, that they were unable to arrange for a visit to North Vancouver, but expressing the desire to visit this side of the Inlet upon their return to the coast in a short time. Letter filed and clerk to reply, intimating that the council will be pleased to receive the commission at any time.

From W. J. Butler, to the effect that a platform is being built on the roadway, at the end of the Keith road tramline, evidently as a floor for a tent, and requesting that same be ordered moved back to the street line; board of works and engineer to report.

From R. E. Macnaghten, requesting that 13th street be opened up, from Lonsdale to St, George's avenue, to give access to his residence, as well as to several others in the same locality; board of works to act.

From A. J. Picton-Warlow, asking for a twelve foot sidewalk along 22nd street past the recreation park; referred to the board of works.

From the city engineer, recommending that a shed be erected at the firehall, and likewise a fence; board of works to act.

From W. Bailey, requesting that the water service pipes connecting with his residence be lowered beneath the bed of an adjacent creek, as protection against frost, and that the work be done at once; referred to the water committee.

From the same, enclosing bill for cost of repairing damage done to fence by street contractors grading 8th street; engineer to report.

A petition from residents in the vicinity, asking that Westham avenue be opened up from 22nd to 23rd street; board of works to act.

From E. G. Gradwell and O. Butler, requesting that a sidewalk be laid on the east side of Lonsdale avenue, between 17th and 18th streets; referred to board of works.

From the employers' liability corporation, with respect to renewal of policy; referred to board of works and waterworks committee.

From the Motor Boat Transportation Company, to the effect that the boat of one of the members had been seized under execution, and asking council to devise some means of relief. The mayor reported that he had consulted solicitors, and they advised that, in consequence of the defeat of the indemnity bylaw recently voted upon, they could not see any method by which the city could pay the bills. The letter was finally referred to the board of trade, with the suggestion that they circulate a subscription among the citizens.

Messrs. Wilson, Senkler & Bloomfield, solicitors, submitted advice upon points referred, as follows: 1. City funds could not be used to pay the expense of forming a joint stock company. The company must be formed by individuals and the city can buy shares. 2. The district could not invest in a co-partnership with the city in a municipally owned and operated business. 3. The district could purchase shares in a joint stock company, as well as the city, for ferry purposes. 4. The city has no power to elect commissioners to manage the ferry service. 5. Under the act, a board of control might be appointed to manage all or any portion (the ferry for instance) of the city's business. 6. Directors of the joint stock company cannot be elected by popular vote, but by the vote of the city's representative as holding the majority of shares. 7. Directors must be shareholders, to number designated by articles of association. 8. The liability of the city will be limited to the amount of stock actually held by the city, but if operated as municipal concern, liability in case of accident would be without limit. Matter laid over until Thursday evening.

From James Grant, applying for position of city teamster; road foreman to act.

The tender of E. J. Peck, for laying sidewalk at $2.90 per thousand feet, was accepted; as was also the tender of Paine & McMillan for woodpipe; of Letson & Burpee, for castings, and of the North Vancouver Hardware Company, for gatevalves.

The health committee recommended that the city council subscribe for membership in the anti-tuberculosis society, provided the finance committee approved the same. Adopted.

Ald. Young, as telephone committee, reported progress. The telephone company are now making extensive improvements to their line, which will give much better service. They are also willing to lower the toll between Vancouver and North Vancouver if the people wish it. Alderman Young has consulted the businessmen and finds them unanimously in favor of reduction. He expects to be able to have the rate changed from ten cents for three minutes, to two cents for five minutes, and hopes to induce the company to run a new cable of twelve wires. Council thanked Ald. Young for his efforts and referred the matter back to him, to be carried to completion.

Ald. McRae, in reporting for the advertising committee, requested an expression of opinion as to the proposed grant of $500 for advertising purposes. Referred to finance committee, with power to act.

Ald. Schultz referred to the proposed band concerts during the summer months, and Ald. McRae and himself were appointed a committee with reference thereto.

Third street contractors will be requested to meet the council on Thursday evening, to finally adjust outstanding matters relating thereto.

Bylaw No 64, to repeal local improvement debenture bylaws Nos 2, 3, 4, and 5, be ause of defective recitals was read three times, and other bylaws in corrected form were likewise read.

WELSH MALE PARTY

Tuesday came and went, so did the Welsh Male Voice Party; so also did the rain, but not the expected audience at the Horticultural hall. The concert could not be called successful from any standpoint, for, excepting that part of the audience which came from Vancouver, the promoters would hardly have been justified in going through the programme. As every one knows, a sparse audience conduces to indifferent performance, and perhaps this was the case last Tuesday, for the artistes sang as if disheartened. Not that there was no merit displayed—there certainly was all through—but it lacked a something, and that something was probably the inspiration of a crowded building. The male choir sang well, displaying ability above the average, and doing credit to their painstaking conductor. They are well balanced, with good tone, and have a fine attack and clean finish. Their faults can be summed up easily, such as one or two voices predominating in the first tenors, causing that part to be too prominent, and the toning down to the soft passages must be insisted upon. They were heard to the best advantage in the well known "Comrades in Arms," a piece well rehearsed and memorized.

The two ladies each received vociferous encores, and Miss Traill certainly gave the audience a treat in her imitation of a small girl, who had discovered a dead cat. This was as encore to Kipling's ballad of east and west; while Miss Annie Jones was heard to best advantage in "The Stowaway," given as an encore to "Love the Pedlar." To attempt to pick the best of the men soloists would be invidious, for J. Waddell, in "The Toilers," W. O. Jones, in "The Village Blacksmith," (an alternative number to the quartette in the second part), and H. Evans, in "Lead Kindly Light," were all worth going to hear. The singing of the National Anthem in parts by the party, left a splendid impression on the minds of the audience, as they left the hall.

With the few slight faults corrected, it should be a treat to hear them again at a later date.

Mayor May calls a meeting of ratepayers for Wednesday evening next, in Larson's pavilion, to discuss the method of ferry control.

The Merry Widow club held one of their assemblies last Friday night.

PATENTS PROMPTLY SECURED

We solicit the business of Manufacturers, Engineers and others who realize the advisability of having their Patent business transacted by Experts. Preliminary advice free. Charges moderate. Our Inventor's Adviser sent upon request. Marion & Marion, Reg'd., New York Life Bldg. Montreal and Washington D.C., U.S.A.

For Boot and Shoe Repairing and Custom Work . . .

go to THOS. O. MILLS
Pioneer Boot Maker
Lonsdale Ave., opp. City Hall

THE WEST END STORE

We are trying to make this store a credit to the West End. Help us out by giving us a share of your trade.

T. HUTCHISON
Cor. Keith and 13th St. Phone 82

North Vancouver Transfer COLIN F. JACKSON Proprietor

Cartage, Removals, Parcel Delivery, Storage

ON REASONABLE TERMS

OFFICE:—LONSDALE AVENUE, NEAR WHARF
Telephone 70. Night Calls 13.

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MUNN & Co. 361 Broadway, **New York**
Branch Office, 625 F St., Washington, D. C.

Ratepayers' Meeting

A public Meeting of the Ratepayers of the City of North Vancouver will be held in Larson's Pavilion, on Wednesday, April 7th, at 8 o'clock p.m., for the purpose of discussing the system of control, and other matters pertaining to the Ferry Service.

W. H. MAY,
Mayor

The Grand Boulevard

—and Vicinity—

NORTH VANCOUVER, B. C.

The gardening of the entire area of the Boulevard is now completed. The planting of the 24 spacious blocks is practically finished.

Complete maps and plans with price lists will be ready in about two weeks.

Meantime lots are being sold and those desiring to secure a selection from the full property, may obtain information now.

Mahon, McFarland & Mahon

Corner Seymour & Pender Streets

Vancouver, - - B. C.

Water Motor for Sale

Offers are wanted for a powerful Water Motor and a certain amount of piping. Same may be inspected at the office of—

THE EXPRESS

UMBRELLAS REPAIRED

Saws filed, etc. Key fitting
Opp. Palace Hotel - Second street E
—J. W. TAYLOR—

J. W. BALMAIN

CIVIL ENGINEER
Quantity Surveyor and Architect
NORTH VANCOUVER.

THE CORPORATION OF THE CITY OF NORTH VANCOUVER

PROPOSED LOCAL IMPROVEMENT

TAKE NOTICE that the Council of the Corporation of the City of North Vancouver intends to construct (and has partially constructed) the work or Local Improvement set out in the schedule appearing below and intends to assess the final cost, or a portion thereof, upon the real property benefited thereby fronting or abutting thereon and held liable for assessment therefor.

A statement showing the lands liable and proposed to be specially assessed for the said improvement and the names of the owners thereof, so far as the same can be ascertained from the last revised assessment roll and otherwise, is now filed in the office of the Assessment Commissioner and is open for inspection during office hours.

The schedule below shows the estimated cost of the improvement and the proportion to be provided out of the general funds of the city.

A court of revision will be held in the City Hall, North Vancouver, B.C., on Monday, 12th day of April, 1909, at the hour of 8 o'clock p.m., for the purpose of hearing any complaints against the proposed assessments, or the accuracy of the frontage measurements, or any other complaints which the persons interested desire to make and which is by law cognizable by the Court.

THOMAS SHEPHERD
Assessment Commissioner.

North Vancouver, B.C.,
19th March, 1909

SCHEDULE REFERRED TO:

Proposed Improvement	Estimated total cost	Estimate city to pay
(a) Clearing, grading and draining, boulevarding and macadamising 3rd Street, from Mahon Avenue to St. David's Avenue	$27,963.75	$11,143.20
(b) Relaying sidewalk on north side and laying 6' Sidewalk on south side of 3rd Street, between Mahon and St. David's Avenues	$1750	$208.26

British Columbia Electric Railway Co., Ltd.

Cars leave the Ferry Landing for Queensbury Avenue, Twenty-first street and Lonsdale, Winch street and Keith Road as follows: 6:15 a.m., 6:45 a. m., 7:15 a. m., 7:45 a. m., 8:15 a. m., 9 a. m. 9:40 a. m., 10:10 a. m., After 10:25 a. m., cars will leave Queensbury avenue, Twenty-first and Lonsdale avenue, and Winch street and Keith Road at five minutes to the hour and twenty-five minutes past the hour.

Cars leave Nineteenth street and Queensbury avenue, Twenty-first street and Lonsdale avenue, Winch street and Keith Road as follows: 6 a. m., 6:55 a. m., 7:20 a. m., 8:05 a. m., 8:45 a. m., 9:30 a. m. After 9:30 a. m. cars leave the Ferry Landing at ten minutes past the hour and twenty minutes to the hour.

☞ All boats are met by the cars.

Having Your Teeth Fixed

was, at one time, a very painful operation. With some it is still painful. Not so, however, at the Boston Dentists. We have all the latest equipment known to the modern dentist. It is more like

A Pleasure to have Your Teeth Fixed

by our dentists because they are all experienced men. We make no charge for examining your teeth and would be pleased to look them over at any time.

READ OUR PRICES. THEY NEVER CHANGE

Full set of teeth	$8.00
Bridge work, per tooth	5.00
Gold crowns	5.00
Gold fillings	1.00 up
Platina fillings	1.00
Extracting	.50

The Boston Dentists, Ltd.,

Dr. A. R. Baker, Consulting Dentist

407 Hastings Street West, Vancouver

Hours 9 a.m. to 6 p.m. Phone 2229

CORRESPONDENCE

Short, moderately worded letters on topics of general public interest will be published in THE EXPRESS.

No communication published except over signature of writer.

THE EXPRESS is in no way responsible for the opinions of correspondents, and reserves the right to terminate a discussion at any time.

DISPOSAL OF SEWAGE

Editor Express:

Sir,—Having read the discursive and very learned dissertation on the above, published in the News-Advertiser of Saturday, March 20th, together with Donald Cameron's reply thereto of the same date, I beg leave to say that I thoroughly endorse all Mr. Cameron has said as being perfectly correct.

An ounce of practical knowledge from actual experience in matters of this kind, is worth a hundredweight of mere academic, dilettante utterance on the part of pedagogues and pedants, presuming to speak with authority on things which lie entirely beyond their ken and comprehension—the case here. And so, in questioning this writer's extraordinary and totally misleading statements, I mean to oppose them by solid facts alone, and facts "are chiels that winna ding an' daurna be disputit."

The Bathing Beach Bogey.—Full half a century ago, the Burgh of Portobello, Midlothian, Scotland, (watering place for Edinburgh, the capital), situated along a fine broad sandy bathing beach, a mile long, installed, for the first time in its history, a complete and thorough "combined system" of sewerage, having its main intercepting (brick) culverts carried along upper side of said beach, east and west, fully half a mile each way, to deliver their "crude sewage" mixed of course at times with rainwater, directly into the Firth of Forth, by cast iron pipes, emptying at low water spring tides, the extreme tidal range there being 19 feet. All this without the slightest inconvenience to bathers, harm to the beach itself, or injury to the North sea.

An Expert Opinion.—Before beginning the work of the above sewerage scheme, the burgh municipal council thought it advisable to submit the whole proposal, for his decision upon it, to a gentleman, then considered to be the very highest living authority on this special subject, the late James Newlands, M.I.C.E., municipal engineer of Liverpool, England. The engineer employed by burgh council being the late John Patterson, of Edinburgh.

Mr. Newlands reported favorably of the scheme, and the work—under my own supervision—was proceeded with and carried out very satisfactorily, results being as stated above, and the burgh's one and only great natural asset, its precious bathing beach, was preserved inviolate and intact.

The "Combined System" on a large scale.—To the west of Portobello, along the same littoral, stretches for six miles the seaward boundary of the city of Edinburgh and seaport Burgh of Leith, their aggregate population being about 450,000 (occasional and regular users of the Portobello bathing beach just mentioned.)

About one half of the sewage product of this large community is (or was, for I speak now of 46 years ago) after being utilized for irrigation purposes, and partially purified by that means on the (in this connection well-known) Craigentinny Meadows, or "Sewage Farm," of 500 acres or thereby, allowed to run and spread all over the mile long beach in front, finding its own way to meet the tide, to be swallowed up and disappear in it once and for ever.

The great bulk of the other half, however, that from Leith and the northern and western portion of Edinburgh, including almost the whole "New Town," is collected by a capacious main intercepting sewer, about six miles long, carrying "crude sewage," in rains combined with flood water, and emptying at the Black Rocks, Leith, at level of low water springs, directly into the estuary, in precisely the same manner as has already been described for Portobello, and with exactly the same results.

This scheme, popularly known as "The Water of Leith Sewerage," both corporations (1863) united in promoting as a joint undertaking, which was figured would serve its intended purpose for a period of 25 years, to be renewed or duplicated at the expiry of that term, as has actually now been done on identically the same lines and common sense principles as in the first instance.

The Menace to Public Health Bogey.—One fact which I now desire to direct particular attention to is, that while engaged (as assistant to Messrs David and Thomas Stevenson, M. I.C.E., Edinburgh) upon the work of the preliminary surveys for the required act of parliament, I was called upon to travel through, inspect, and report upon the condition of somewhere about ten miles of tributary sewer culverts, all of which were found to be constructed of sound solid masonry, many of them over 6 feet high in the clear, and including those of a large portion of the "New Town" of Edinburgh; said sewers having been built at the time of the laying out of the townsite, or, during the latter half of the 18th century; and strange though it may appear to some over credulous people, I did not thereby contract any "zymotic disease," encountered no "foul and pestilent vapours," "deadly organisms," dead cats and dogs, or other "putrifying matter," (only some live and healthy looking rats) things which exist only in the heated and fertile imagination of this ingenious and accomplished writer, and are now put forward by him in order to scare the public and serve a purpose in so doing, for, as the late Abraham Lincoln has it, "You can fool some people all the time" if so minded.

Another large Combined System.—The city of Aberdeen, Scotland, has a population of about 180,000, and sewers directly into the North Sea, which is not appreciably affected thereby. In 1880, however, when I was requested by the late William Boulton, M.I.C.E., city surveyor, to examine into and report to him upon the entire, then existing, sewerage system of that city, in view of contemplated improvements and extensions, the outfalls emptied right into the river Dee, and harbour near its mouth, but without serious inconvenience or nuisance created in consequence.

My examination of many miles of these sewers, granite and brick, of ancient and recent construction, was almost an exact repetition of my previous (1863) experience of the same kind in Edinburgh—as a rule lots of good wholesome fresh air (here and there a small gas leak) and little or no sediment, the latter, really, being confined to one spot only, where the Footdee main trunk outfall culvert had been cut down half way and flattened out, to allow of the rails of the great North of Scotland railway freight station being laid to grade over the lowered top of said main sewer. At another point, and for some quite considerable distance, the effluent from Ogston's extensive soap and candle factory, exhaled a peculiar, pungent, but not altogether offensive odour, while a greasy coating covered the surface of the brick walls and invert of the sewer, making the latter somewhat slippery to walk upon. With these two exceptions, however, both readily accounted for, and the last named being in no way detrimental, everything else was found to be in good order and condition.

Healthy Communities in more respects than one.—Aberdeen, Edinburgh and Leith, all situated on the seacoast like Vancouver, and sewered as I have endeavored to describe, are shown, by the most reliable statistics, to rank amongst the very healthiest and most salubrious centres of population in the civilized world; but perhaps the most notable fact about them still remains to be recorded, which is, that ward-politics, or politics of any kind, are never allowed to interfere with, or enter into this purely engineering question.

The corporations are composed of public-spirited business men and citizens of standing, possessed of average, or perhaps superior, intelligence, who willingly devote both time and talent gratis to the work of the public service, with a single eye to the good and prosperity of the whole civic community. And they select, as the proper agents to carry out public works, involving large money expenditure, only the most qualified, capable and reliable men that can be had for that purpose; and the natural consequences follow, in economy with efficiency, good work and satisfaction, such as would be the case here also, given the like conditions.

In this connection this writer proceeds to tell us of Toronto and of his experiences canoeing upon lake Ontario, along the shores of which he says "at all seasons are to be encountered acres of floating faecal refuse." I do not presume to dispute what this veracious gentleman professes to have seen there, but would like to ask him, what all that has to do with us, with our fifteen-feet tide and the open sea right in front of us? Is not that quite a different proposition?

Why talk arrant nonsense like that here? Who ever met with "acres of floating faecal refuse" anywhere in tidal waters? And why should we have to fly to that dernier ressort and forlorn hope the "Septic Tank," which may be and doubtless is, the correct thing for places so unfortunately situated as Toronto, Exeter, Manchester, Sheffield, and other inland communities which have been named, as having no option save recourse to this acknowledgedly imperfect, unsatisfactory, and wholly tentative method of trying to solve their difficult sewage problem. But why should we bother about what does not even remotely concern us?

New Westminster and the Fraser river, a case in point.—Some 17 years ago, our neighbors of the "Royal City" were worked up into a state of panic, by the sudden advent in their midst, of another false prophet, who actually frightened them into the belief that, were their sewage emptied into their noble river, the salmon fishing and canning industry, on which they so much depend, would be forever ruined. One writer, however, "Aquila," in the Columbian of that day, undertook to undeceive them, and this is what he said: "Westminster has a population of 8,000, and proportionately (to London, England,) should give 360,000 gallons of sewage per day. The Fraser has a discharge of 16,938,036 millions of gallons, or, one gallon of sewage to 47,050,102 gallons of actual discharge of the river. * * All the sewage that Westminster will produce, for a hundred years to come, would not (therefore) disturb the stomach of the daintiest fish that swims, in fact, it would be entirely unrecognizable."

I do not know where he (Aquila) got his figures, but they look to me to be correct, and I perfectly agree with him in his conclusion; and yet, after all, what is the great Fraser itself, ultimately swallowed up and lost within the bosom of the still greater, tidal, gulf of Georgia? And what that also, compared with the volume and immensity of the inconceivably vast, whole-globe-circling, ocean beyond? And again, what the utterly insignificant sewage production of the city of Vancouver in comparison, or contrast, with any of these, now, or a thousand years from now? Why! that can be thought of, or spoken of, only in such terms as "microscopic" and "infinitesimal"—even as these thousand years appear when viewed in like comparison with the aeons of Eternity. Q.E.D. I am, etc.

J. W. BALMAIN,
Assoc. Inst. C.E. (1872)
North Vancouver, B.C.,
25th March, 1909.

The district tax notices for North Vancouver district will be issued next week.

PYTHIAN BALL

The first annual ball of North Vancouver lodge No. 40, K. of P., was held in the Horticultural hall, on the evening of March 31, and was a pronounced success in every way. A large number of people were in attendance, including numerous visitors from Vancouver. The committee had made capable arrangements for the affair, and the result was that everyone had a thoroughly enjoyable time. Special late cars were provided, as well as a late ferry to Vancouver. The floor was in excellent condition, while the music, by Harpur's orchestra, was the best obtainable. Refreshments were served in the hall.

The committee in charge of the affair were: J. R. Badger, chairman; H. E. Reid, secretary; Percy Booth, S. H. Walker, W. F. Haig. The proceeds will be devoted towards buying an outfit for the third rank team.

LARGE REALTY DEAL

A notable deal in North Vancouver realty this week, is the purchase of Lonsdale gardens by J. C. Keith, from the North Vancouver Ferry & Power Company, Limited, for the sum of $75,000. That men of means, who are already owners of very large tracts of North Vancouver realty, stand ready to invest such large amounts of money for the purpose of increasing their holdings, is a characteristic feature of local realty conditions, and one which must exert a potent influence in engendering confidence therein upon the part of the investing public.

FRUIT IMPORTATIONS

In the house of commons, on Thursday last, in response to a question by Mr. Burrell, Hon. Wm. Paterson, minister of customs, brought down interesting information with reference to the quantities of fruit imported into British Columbia from the United States last year, as follows: Prunes and plums (unpitted) 789,522lb, value $35,610; green apples 13862 barrels, value 203,777; blackberries, raspberries, strawberries, etc., 81,792lb value $9,957; peaches, 571,503lb, value $24,860; plums, 423,606lb, value $17,276. The total value was $161,794.

LYNN CREEK NOTES

D. McColl has commenced the erection of a residence on Church road.

Next Sunday the first Sunday school will be held in the new Anglican church.

J. H. Bullock and wife are rejoicing over the arrival of a young son at their home.

W. Pinnell has bought out Mr. Butler's interest in the Lynn valley dairy, taking possession on April 1. Mr. and Mrs. Pinnell will reside in the valley.

KILLED BY ENGINE

A fatality occurred in the C. P.R. yards at Vancouver, on Saturday night last, whereby an Indian, named Charles Steps residing on the local reserve, lost his life. It appears that he had made his way from the waterfront to a point opposite the premises of the cold storage company, on Gore avenue, and, in attempting to cross the track before an approaching train, was struck by a yard engine and killed instantly.

WATKINSON—BROWN

A wedding occurred at St. John's church last Friday afternoon, when Miss E. Watkinson, of Vancouver, was united to Christopher Brown, of this city. Rev. Mr. Hooper was the officiating clergyman. Mr. and Mrs. Brown will reside at Crocker Island.

NEW LEGAL FIRM

A new legal firm, of interest to North Vancouver residents, has been formed in Vancouver. S. D. Schultz, chairman of the ferry committee of the local council, has severed his connection with the firm of McCrossan Schultz & Harper, with whom he has been associated for a term of years, and has become the senior member of the firm of Schultz & Arnold, his partner being A. S. Arnold, who until recently was connected with the firm of Bowser, Reid & Wallbridge. The offices of the new firm are situated in rooms 104 and 105, Crown building, No. 615 Pender street.

His Worship Mayor May will preside at the May day celebrations in Horticultural grounds. Good progress is being made. All girls who can sing are invited to help in the cantata. A number of young ladies will give the maypole drill.

North Vancouver Livery
B. ANSON, PROP.
First-Class Light Rigs Tallyho
Esplanade, east of Lonsdale Phone 106

B. BLAND
Horne Block Lonsdale Ave.
6lb Ashcroft Beans 25c
2 large St. Charles' Cream....25c

Pioneer Bakery
S. H. Walker, - Proprietor
Fresh Bread daily delivered to all parts of the city.
20 loaves for $1
5c. per loaf
HIGH GRADE CAKE PASTRY, ETC.
PIONEER BAKERY
PHONE 8 71 Lonsdale Ave

St. John's School
NORTH VANCOUVER
Master, Rev. Charles E. Butler, M.A., Cambridge
Boarders and day boys received on moderate inclusive terms. The school will re-open on Monday, Jan. 11th, 1909. A house scholarship will be offered at Easter for competition by boarders.

NORTH VANCOUVER HOSPITAL
CONDUCTED BY
THE MISSES DAWSON
Certificated Surgical, Medical and Maternity Nurses
Nurses Sent Out on Application
For terms apply at the Hospital Cor. 15th Street & St. Andrew's Ave.
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Wallpapers, Paints, Varnishes, etc., etc., etc.
117 Lonsdale Avenue

HENRY'S NURSERIES
For the Spring Trade:
Tested stock, seeds for farm, garden, lawn, or conservatory, from best growers in England, Holland, France, United States and local growers.
HOME GROWN FRUIT AND ORNAMENTAL TREES
SMALL FRUITS
Fertilizers, Bee Supplies, Spray Pumps, Spray Materials, Wire Fencing and Gates, Cut Flowers
157 Page Catalogue Free
Office, Greenhouses and Seed House, 3010 Westminster Road
Vancouver, B.C.

Builders and Contractors
P. LARSON is prepared to supply
Lime, Brick, Sand, Cement
And all kinds of Building Material in quantities to suit and at reasonable prices.
—APPLY—
HOTEL NORTH VANCOUVER
TELEPHONE No. 2.

CAUTION
Don't pay too much for your Hardware. Get prices from us before buying. We will save you money.
We handle Hardware and Builders' Supplies of every description, and our Goods are all the best Standard Grades.
We deliver free to any part of the City
PRICES TALK No matter what other representations are made to you, get our prices before buying and find out how much we can save you. We pay cash for our Goods. Our expenses are low. We give you the benefit.
NORTH VANCOUVER HARDWARE COMPANY, Ltd.
Leave your Orders for Stumping Powder; will be delivered to any part of the City. Telephone No. 88

JOB PRINTING
IF you are in need of any Lodge Stationery, such as By-Laws, Letter Heads, Envelopes, etc., or if you require Billheads, Statements, Programmes, Invitations, Wedding Cabinets, Pamphlets, Booklets, Receipts, Posters, Dodgers, Menus, or anything in the printing line, send your order in to this office. The work will be first-class and the prices will right.
THE EXPRESS

Transfer of Freight Cars

J. C. McNab, the travelling freight agent of the C.P.R., was in the city on Monday, in consultation with a committee of the board of trade, relative to the possibility of arranging with his company for the transfer of freight cars on barges across the Inlet. Mr. McNab went carefully over the ground and likewise considered such statistics as the committee was prepared to submit, and the matter was left in abeyance pending the procuring of further data. The chief difficulty in the way of the scheme appears to be the fact that facilities could not be provided at the Lonsdale avenue wharf, and consequently a suitable wharf would have to be built on some other site. The company is favorably disposed toward the project if details could be arranged.

BOARD OF TRADE

A special meeting of the executive committee of the board of trade was held on Tuesday evening. The letter from the Motor Boat Transportation Co. referred to the board by the city council, was given careful consideration and was finally referred to the meeting of ratepayers, to be called by the mayor for Wednesday evening, April 7th, for the further consideration of ferry matters. The publicity and information committee was constituted as follows: Geo. H. Morden, chairman; D. G. Dick, A. Philip, A. S. Billings, T. A. Martin, A. G. Perry, Alex. Smith and J. R. J. Murray, with power to add to their number. The proposition to pass a resolution favoring the immediate construction by the V. W. & Y. Ry. of a railway bridge at Second Narrows, with substructures sufficient for the accommodation of a traffic bridge, was considered, but no recommendation was made.

A. Philip read the draft of a resolution favoring the appointment of a harbor commission for the north shore of Burrard Inlet, which he will move at the general meeting of the board on Tuesday evening next.

CARELESS SHOOTING

A young man, hailing from Vancouver, was arrested in the district on Thursday last, for shooting along the roadside on Keith road west. He appeared before Reeve McNaught on Saturday, charged with an infraction of the firearms restriction bylaw. In consideration of the fact that this was the first arrest under the bylaw, and that the accused pleaded ignorance of the statute, he was allowed his liberty after being warned. Reeve McNaught stated that in future the bylaw will be rigidly enforced, as promiscuous shooting constitutes a serious danger to residents and to tourists who may be travelling throughout the district. He further stated that the council had appointed six special constables, resident in different sections of the district, for the express purpose of putting a stop to this foolish and dangerous practice.

SENT TO PENITENTIARY

Joseph Filieur, who was arrested for stabbing D. Renshaw, a local resident, with a knife a few days ago, came up for trial before Judge Grant at Vancouver, receiving his sentence on Tuesday. He was given three years in the penitentiary at hard labor. In sentencing the prisoner the judge said: "I think I'll send you away to the penitentiary for three years. The charge to which you pleaded guilty is a very serious one, and an examination of your record shows that you are of a rather pugnacious disposition."

VISIT TO MT. PLEASANT

The Christian Endeavorers of St. Andrew's church, North Vancouver, visited the Mount Pleasant (Vancouver) society on Monday evening. The topic "Inasmuch" home mission hospital work, was led by Mr. Pi-per, of Mt. Pleasant. Several papers and remarks relating to the topic were contributed by different members. Refreshments were then served by the hosts, and a variety programme rendered by members of both societies, brought a very enjoyable gathering to a close. Those who took part were: Solo, Miss Libble; recitation, Mr. Boult and others from Mt. Pleasant; quartette, Messrs. Brenton, H. Hutchison, W. Philip and T. Hutchison; recitation, Miss Hall, from North Vancouver.

Next Monday is consecration meeting. The topic is to be taken by H. Hutchison, and Miss Hall is to occupy the chair.

Monday, April 5th is the last day upon which applications will be received for placing names upon the voters' list for Richmond riding.

The Orange society are arranging for a concert and dance.

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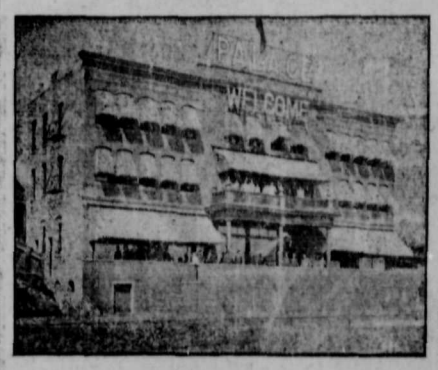
Board of Trade

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. D. G. Dick. President; J. R. J. Murray, Secretary.

I. O. O. F.

North Vancouver Lodge No. 55, meets every Thursday evening, corner Lonsdale avenue and First street, at 8 o'clock. Visiting brethren cordially invited to attend. A. L. Clements, N.G.; Thos. S. Nye, Rec.-sec.; J. H. Pilling, Fin.-Sec.



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$200 $225 $250
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Terms:
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Ratepayers' meeting—Mayor May
Best buy in city—Elder Murray Co
Attention—Lynn Valley Lumber Co.
Setting eggs for sale—W. C. Eisenman

Supplementary Report of Ottawa Delegation

(Continued from page one)

had to secure—alteration of the railway act of Canada—was promised by the minister of railways as soon as Judge Mabee's return to Ottawa. The third provision, that of penalty on the railway, is being considered by the minister of railways and is being acted on, we believe, generally, by the railway committee.

Re the last paragraph of Mr. Cowan's letter reading as follows: "Personally, I would have preferred if your delegation before reaching any agreement with the company had further conferred with myself and with your solicitor here, Mr. Bethune. My tactical point in insisting on an agreement between the company and North Vancouver, was to prevent any further extension in the future without the consent of North Vancouver. However, the bridge difficulty might have made it difficult to get the agreement I wanted." The delegation did not understand it their function to take Mr. Cowan's advice in the matter regarding which they were sent to Ottawa, because they had definite instructions from the city. Mr. Cowan's telegram of 18th February to D. G. Marshall, Vancouver, read: "Present bill taken alone harmless. However, others coming. Detain delegation pending developments."

The railway committee of the citizens replied to this through Mr. Marshall: "North Vancouver city considers extension of time for branch lines advertised morally implies extension of time main line. Therefore requests hearing before any extensions granted."

Next day, Feb. 20th, Messrs. Chrysler, Bethune & Larmouth wired Messrs. Davis, Marshall & MacNeill: "Have conferred Cowan. Do not think Vancouver, Westminster and Youkon bill affects North Vancouver. Burrard, Westminster, Boundary Navigation Company bill, asking extension time construction lines railway mentioned, Chapter sixty eight statutes nineteen seven appears serious. Vancouver Westminster bill likely heard next week. If your clients still think advisable to send opposing delegation telegraph, and we shall endeavor have special day fixed for hearing."

To this the citizen's railway committee replied, through Mr Marshall, that the city of North Vancouver desired a hearing when the application for extension of time for branches of the V. W. & Y. Railway should come up, and begging Mr. Chrysler's office to wire the date fixed for consideration of such application by the V. W. & Y., in order that the delegation might leave in time. Your delegation was thus sent to Ottawa in opposition to the opinion and advice of Mr. Cowan and Messrs Chrysler, Bethune & Larmouth the city holding along with Messrs. Davis, Marshall & MacNeill, that the extension of time for branches would morally cover extension of time for main line. They went to Ottawa in opposition to Mr. Cowan's advice, "Detain delegation pending developments" (see his telegram above quoted).

That your delegation, with definite instructions from the city on railway matters, should ask and follow the advice of gentlemen who opposed their going to Ottawa, and had failed to see the necessity of their going to Ottawa, did not seem to your delegation at all their duty.

In addition to this, we may state that, while Mr. Chrysler doubtless was conversant with your city's interests in the premises, Mr. Bethune was not conversant with them. It took your delegation probably an hour, as previously stated, to acquaint Mr. Bethune with conditions, and none of your delegation felt that there was anything that Mr. Bethune could do which would assist in the matter. They respectfully differ from Mr. Cowan, therefore, as to the desirability of consulting him.

As to the amendment to the act. The amendment to the act was not suggested by Mr. McNeill, but by one of your delegates, and was telegraphed by Mr. McNeill at request of the delegates to his directorate, who consented to it before it was inserted in the act. From the Vancouver Province of March 11th, it appears that the minister of railways has had, or is having, the railway act of Canada amended since your delegation left Ottawa, to the effect that only two years are allowed for companies after fyling their plans of expropriation to take out titles for lands expropriated. It is evident that your delegation, insofar as railway matters are concerned, has got everything it was sent to Ottawa to get.

In conclusion, we may add that Ralph Smith assured us that if such an agreement as was proposed by Mr. Cowan were inserted in the railway act it would not pass the railway committee, and your delegation is of the same opinion. After the whole matter was finished Mr. McNeill, unsolicited, stated also that had such an agreement been incorporated in the act, it would have been struck out and the act would have passed without it. We believe this is a correct and truthful statement of the matter, and our only regrets in the matter are that Mr. Cowan should have felt slighted by our not telling him of this amendment to the act before we got it agreed to; and secondly, that he should have felt it right to indicate what to his judgment must have appeared defective action on the part of your delegation. It is certain that your delegation got what it was sent to get in railway matters. It is not certain that they would have got it if they had adopted any other course than they adopted.

Signed,
J. BALFOUR KER
D. G. DICK
WM. McNEISH

SUPPLEMENT

The foregoing simple statement of facts as your delegates see them, leaves altogether unexplained why a member of parliament of ability and probity should write to the city what is virtually a polite letter of stricture upon the action of delegates who have successfully done what they were sent to do. The reason that this was not explained by us was, that we ourselves did not understand it. Since writing the report, however, it has dawned on us that the whole is susceptible of the following elucidation: The delegation explained to Mr. Cowan, the city's grievances, but, as previously stated, appear to have omitted giving him copies of the city's resolutions. Mr. Cowan thought evidently that the best way of redressing the grievances was to get an agreement between the city and the railway company, and then to incorporate that agreement in the act of parliament extending time for branch lines.

The city's resolutions did not authorise the delegates doing this. By one resolution, the delegates were bound to urge the dominion government to amend the railway act of Canada. By another resolution, the delegates were bound to urge the dominion government to protect the city against delay, by requiring a guarantee if time were extended for main line construction. As amending the railway act of Canada, protects the city against all railroads, it is better than an agreement with the V. W. & Y. Ry. Co., which would only protect the city against one railroad. Furthermore, if the city had made an agreement with the railway company, that expropriation values should be values at extension date, the city might be worse off than under the minister of railway's amendment to the general railway act, which seems to be that a railway must buy in two years from date of plan-fyling, or presumably pay current values at expropriation.

Signed,
J. BALFOUR KER
D. G. DICK
WM. McNEISH

A meeting of ratepayers, to discuss the method of control for the ferry, is called by Mayor May, in Larson's pavilion, on Wednesday evening next, the 7th inst.

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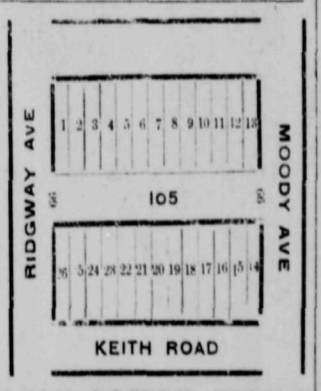

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NORTH VANCOUVER FERRY TIME TABLE 1909

STR. ST. GEORGE		STR. NORTH VANCOUVER	
LEAVES VANCOUVER	LEAVES NO. VANCOUVER	LEAVES VANCOUVER	LEAVES NO. VANCOUVER
*6.00 A.M.	*6.20 A.M.	*7.15 A.M.	*7.50 A.M.
*6.45 "	*7.20 "	*8.20 "	*8.40 "
8.00 "	8.20 "	*9.00 "	*9.20 "
8.40 "	9.00 "	9.50 "	10.20 "
9.30 "	9.45 "	10.45 "	11.15 "
10.15 "	10.45 "	††11.45 "	††12.15 P.M.
11.15 "	11.45 "	††12.45 P.M.	†† 1.15 "
12.15 P.M.	12.45 P.M.	1.45 "	2.15 "
1.15 "	1.45 "	2.45 "	3.15 "
2.15 "	2.45 "	3.45 "	4.15 "
3.15 "	3.45 "	4.45 "	5.15 "
4.15 "	4.45 "	5.45 "	6.15 "
5.15 "	5.15 "	6.45 "	7.15 "
6.15 "	6.45 "	.....	.....
7.25 "	7.45 "	.....	.....
8.15 "	8.45 "	.....	.....
9.15 "	9.45 "	.....	.....
10.15 "	10.45 "	.....	.....
*11.30	*11.45 "	.....	.....

*Not on Sunday ††On Sundays only

THIS TIME TABLE SUBJECT TO CHANGE WITHOUT NOTICE

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$175
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