The Express

VOLUME III. NORTH VANCOUVER, B. C., FRIDAY, NOVEMBER 30, 1906. NUMBER 15

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VICTORIA, B. C.

MUNICIPAL COUNCIL

On Wednesday night the municipal council held a special session to discuss the ferry by-law agreement. The whole proposed ferry by-law was again taken up and thoroughly gone into.

A very important change was made in one of the clauses, by which the residents of North Vancouver will be allowed a right-of-way over the tracks of the V., W. & Y., when these are laid. In the old agreement was a clause relating to the renting of the forethore to the ferry company, and it was discovered that if the agreement carried as it stood the citizens of North Vancouver would have no right-of-way over the tracks, and would be unable to have access to property on either side of Lonsdale avenue, on the foreshore. A clause was therefore inserted that the ferry company be rented 100 feet of Lonsdale, avenu , at the foot of the street, and that the company agrees to place no barriers, turnstiles or other obstructions on the wharf at Lonsdale avenue about 20 feet from high water mark.

That clause will give the municipality the right to cross the proposed railway tracks at Lonsdale avenue up to at least 70 feet south of the tracks, as no barriers will be placed on the wharf within that distance of the railroad company's right-of-way.

The by-law as it now appears in this edition will be voted on on December 12th, 1906.

Against the Ferry By-law.

To the Editor of THE EXPRESS:

SIR,—Representing as I do the opinions of a laige number of ratepayers, I would respectfully ask permission to use your space for this lettar. While we all agree that we must have an improved service, yet we disagree as to the cost of it. The day is gone when we should be expected to hand ovet our public utilities to monopolies. Vancouver City has borne for years with monopoly rule, and why should we follow suit. By voting for the proposed by-law we sell ourselves body and soul to the whims of a dull witted company. North Vancouver has not the water privileges of any other of its streets outside of Lonsdale avenue. It may be true that the C. P. R. at the present ti e controls our ferry landing at Vancouver, and will stand by the ferry company in its fight to capture the thirty-year frrachise. But then, is it not possible for the municipality to deal with another company to put on another ferry? A londing on the other side of the inlet might be procured from the Great Northern Railway Company on its waterfront. If the municipality retained control of the wharf, a landing could be secured to all vessels bringing cargo to North Vancouver, and wharfage fees would, in a shorl period, more than repay the outlay. As it is, freight coming from the outside must be reshipped by the ferry to this port or else secure another landing on this side of the inlet, which at present is not available. The arbitration clause in the proposed by-law is all right, as far as it goes. But the regulating of freight and passenger rates should also be subject to arbitration. In giving out valuable franchises of this kind the federal government always stipulates that it retains the control of these rates, and why not our municipality? The freight rates charged by the company are excessive, besides, the ten-cent fare is a hold-up, and shows you at once what can be expected of this concern when it comes to taking advantage. If we are ever to have a good town we must have cheap and speedy transportation. The company will also benefit immensely by carrying freight and passengers cheaply. Thanking you for your valuable space, I remain, yours truly,

RATEPAYER FOR TEN YEARS.

North Vancouver, B. C., November 28, 1906.

DUCKS.

Last evening, just before the electric lights were turned on in Hotel North Vancouver, Pete Larson started walking up and down the long bar-room, humming the old inspiring refrain "A hunting, a hunting we will go!" This unusual activity of Pete attracted the attention of several of the guests, who looked and wondered. In a few minutes "Bob" Bryce appeared with a pack of his notable prize-winning dogs, two guns, of the very latest make, and bags for game. Pete said: "Well, Bob, I feel 20 years younger, my sight is as keen as ever, and I'll show you the kind of a sport that comes from Sweden." By this time all concluded that these two crack hunters were off on a hard trip for big game of some kind. It was now just dusk. They shook hands all round and had liquid refreshments with their friends. "Good bye, Pete; good bye, Bob; wish you luck." They departed, the doors were closed, and they were gone. They didn't go very fa., however—only down as far as the tide flats, near the Mission. The tide was running in, the clouds were low, and the ducks were settling down for the night by the thousand. It was getting darker and the time shorter, and the ducks must be got for Sunday's big dinner. At once, a flock of real Harrison lake mallards, numbering about two dozen, and equally paired off, came sailing in in a "V" shaped line. Instantly, Pete had his trusty gun to his shoulder, followed by Bob. Pete fired first, and down came a score of fine ones. His partner also let go, but Pete says too late. It was Bob's turn now. When Pete was recovering the ducks as the dogs were bringing them out of the water, Bob brought down an even dozen of widgeons in one shot. Only three shots were fired, and a buggy load of ducks were brought back to the house before dinner. THE EXPRESS was shown the long rows of game by the local sportsmen, and was presented with a brace. Bob says that Pete did great shooting, but thinks that his ducks must have died of fright. The leader duck quacked, as if to say, "we're gone; it's Pete."

LOCALS.

Chas. Durston, of Eves & Durston, is again confined to the hospital, having a relapse of a severe strain.

The board of works have taken precautions to protect pedestrians using the new 12-foot walk on the east side of Lonsdale avenue, running up from the wharf, by putting a railing on the outer side of the sidewalk, as far as Second street. The inside of the walk next the road is being filled up on an even grade with the sidewalk.

Secretary Irwin, of the board of trade, is in receipt of communications from Mr. Macpherson, M. P., also Deputy Minister MacDougall and Inspector Busby, re the establishing of a customs and bonded warehouse at this port. The proposition meets with the hearty approval of our member, who will do all that he can to have the same opened here. The deputy minister and the inspector have been enquiring into the matter and will draw the department's attention to the needs of making this a customs port.

Reeve Kealy stated to the Vancouver press yesterday that the ferry by-law should certainly be carried by the ratepayers of North Vancouver, and that any who voted against it would be voting against the best interests of the municipality.

The last two weeks have made a marked epoch in the history of North Vancouver, so far as establishing stable prices in real estate goes. Several blocks and lots, which have been listed for sale for a long time, were withdrawn from the market altogether, while others have been re-listed at advanced prices. The demand continues for outside acreage, as well as close in residential property. One party has instructed a local dealer to invest $50,000 for him. This, together with the many minor transactions, has stiffened the price of real estate hereabouts.

The work on the Keith road, from Sister creek to "Navvy Jack's" ranche, a distance of about two miles, is well advanced, so much so that rigs can be driven over it. Contractor Snider is doing this work.

The water pipes are being laid on Sutherland avenue, from the main on Nineteenth street to the Western Corporation's sawmill on Seventeenth street, a distance of about 800 feet.

The executive council of the board of trade will meet on Tuesday evening in the municipal hall. As this will be an important session all members are requested to be present.

Sam Bowman, of North Vancouver, lately from Nome, will spend the winter at Winnipeg. While there he expects to see a number of his old friends. "Sam" is well fixed now.

A popular formerly North Vancouver woman, who is married to a drunkard, has been offered a good home here, but she writes that she will stick to her husband until he dies of the d. t's—an event that is not far off.

Things were lively for a time this morning, near Second street and Lonsdale avenue. The horse, belonging to P. Burns & Company, ran away with the cart from the Palace hotel, smashing a wheel and dragging a 25-pound weight after him.

Tenders are being called for the erection of a bridge over the ravine on Third street, between St. Andrew's and St. Patrick's avenues.

A grocer predicts that before Christmas a customer will hand him a dollar for a dozen of eggs, and get only two bits back.

Mr. and Mrs. Eves have gone to Seattle on a pleasure trip. They will be back on Monday,

No wonder eggs are high: Mrs. Dumont, who lives in the west end of the municipality, has 375 chickens, and last week her hens laid eleven eggs during the seven days. Six one day, and five another. When eggs are high hens go on strike. At least, that is our experience. We are told of a man at Central Park, who posted this sign up in his hen-coop: "Eggs, 10 cents a dozen." Immediately every hen got busy, and the result was plenty of eggs.

Miss M. Hamilton, who has been residing here for the past few months, returned with her brother, Colin Hamilton, who has just come here from Dawson, to Lake Lac La Hache, Cariboo. In February Miss Hamilton will go north with her brother.

S. Lomass, Dawson, is registered at the Hotel North Vancouver, and will remain here for a short period. Mr. Lomass is a pioneer of the Frozen North, having been there for over nineteen years. He has large mining and other interests there, and is very sanguine of the future of North Vancouver.

G. L. McCleary, for a short time resident of North Vancouver, when he took sick six weeks ago, is at last showing a decided change for the better. He has been confined to his bed at a friend's home on Mount Pleasant ever since.

The work on St. George's avenue of clearing and grading is well advanced.

The clearing and grading on Fifth street east, from St. George's to St. David's, has been started.

Second avenue is being graded and cleared by McLennan and Cameron, from First street north.

F. B. Warren, Victoria, was here this week. He is much impressed with the rapid progress North Vancouver is making. He also says that prospects at the Capital City never looked brighter. Real estate has taken an upward tendency there, and by spring business in all lines will be brisk. Large numbers of new comers have arrived from the Northwest during the past few months and several handsome dwellings are in course of erection.

The waterworks department are erecting a store and workshops on Fourth street, next the schoolhouse, near the pound.

The Esplanade, east from St. George's avenue to Lonsdale gardens, is being cleared and graded—a much needed work.

Askew & Kennedy are at work on the bridge, on the Lynn Valley road, across the creek at Fromme's camp. This bridge is 200 feet in length, and will be finished within the next ten days.

Fourteenth street from Jones to Bewicke avenues, is being cleared and graded. Bewicke avenue is also being graded.

A prominent logging camp man in this municipality will receive a car load of horses shortly from Alberta. It is said that they will cost $600 a team on the average.

J. H. Laborn, Portland, an old-time Cariboo miner, has been here during the past week. He is interested in a prospect on Howe Sound, the assays of which are very promising.

J. Cooper, Vancouver, will erect a cottage on the south side of the Esplanade, near St. George's avenue, shortly, where he and his family intend to reside.

The harbor is full of ducks these mornings.

The natives at the Indian miss on cannot begin to supply the market with crabs and clams. Clam nectar and chowder is in high favor at Vancouver.

Smith Brothers, contractors of North Vancouver, have almost completed the new car barns, near Thirteenth and Westminster avenue, Vancouver. They have over 40 men at work.

The waterworks camp at Capilano will wind up the work there about Christmas, and will remove over to the headwaters of Seymour creek about January 1st.

A general meeting of the ratepayers will be held tonight at the Lynn Valley school house. The ferry by-law will be discussed.

J. L. McTavish, of Seattle, was here on Wednesday. Mr. McTavish is a contractor on road work of wide experience.

Subscribe for THE EXPRESS.

CHRISTMAS EDITION.

Next week the Christmas EXPRSSS will appear. It will be profusely illustrated and printed on the best paper. The letter press is devoted to North Vancouver, as well as a liberal supply of Christmas stories. It will be a good thing to send to your friends.

NOTICE.

Burrard, New Westminster Boundary Railway and Navigation Company.

NOTICE IS HEREBY GIVEN THAT application will be made to the Parliament of Canada, at the next session thereof, for an Act to Incorporate a Company under the name of Burrard, Westminster Boundary Railway & Navigation Company, with power to construct, equip, maintain and operate a line or lines of railway, of standard or other gauge, with steam, electric, gasoline or any other kind of motive power, for the conveyance of passengers and freight, from a point or point at in or near the following localities:

A.—Commencing at a point on the North side of False Creek, thence crossing False Creek by a bridge, and running in a South Easterly direction through the City of Vancouver, Hastings Townsite and the Municipality of South Vancouver and Burnaby and the City of New Westminster to the Fraser River Bridge, thence North Easterly through the City of New Westminster, the Municipality of Coquitlam to Port Moody, thence in a Westerly direction to a point at or near the proposed location of the Vancouver, Westminster & Yukon Railway Bridge at Second Narrows, Burrard Inlet, thence continuing Westerly through Hastings Townsite to place of commencement in City of Vancouver.

B.—From a point at or near the South end of the proposed Vancouver, Westminster & Yukon Railway Bridge at Second Narrows, Burrard Inlet, thence across said bridge to a point North of the Municipality of North Vancouver on Howe Sound, and to a point North of the Municipality of North Vancouver on the North Arm of Burrard Inlet.

C.—From a point at the North end of the Fraser River Bridge at New Westminster, thence across said bridge (leave to cross which will be applied for to the Provincial Government), thence Southerly to a point on the International Boundary, between Semiamo Bay and Sumas.

D.—From a point on the South side of False Creek, thence westerly through the City of Vancouver and the Municipality of South Vancouver to a point at or near Point Grey, thence returning in a South Easterly direction by the most feasible route to a point at or near the North end of the Fraser River bridge in the City of New Westminster.

E.—From Port Moody easterly to Dewdney trunk road, thence following generally the said trunk road through Coquitlam, Maple Ridge and Mission Municipalities to Stave River and the East boundary of Mission Municipality. All in the Province of British Columbia.

And to construct, equip, maintain and operate branch lines and all necessary bridges, roads, ways and ferries, steamship barges and vessels, theatres and other places of amusement, and to construct telegraph and telephone lines in connection with said railway and branches, and to transmit messages for commercial purposes, and to charge tolls therefor, and to generate electricity for the supply of light, heat and power, and to enter into agreements with any electric or power company for the purpose of obtaining the transmission of electricity, and to acquire and hold stock in other companies, and to acquire and develop water power for the purpose of generating electricity; to sell and distribute the same, and to expropriate, buy, hold, lease and sell land for the purposes of the company and for other purposes, and to levy and collect tolls from all persons using and for all freight passing over said railway and branches and to connect with or make traffic or other arrangements with railway, steamboat, or other companies, and to construct, maintain and operate the said railway and branches, and the said telegraph, telephone and electric power lines across, along or upon streets or highways within any Municipality, subject to the regulations of the said Municipality; and to cross navigatable rivers or streams, and to arrange for the use of bridges therefor, and to connect with and interchange traffic over other railways, and to purchase, take over, lease, or otherwise acquire the property, rights and franchises of any other company or companies, and to lease, sell or otherwise dispose of the undertaking or any part thereof, and for all other necessary rights, powers privileges in that behalf; and that all of the above works may be declared to be for the general advantage of Canada.

TUPPER & GRIFFIN,
For the Applicants.

Dated at Vancouver, this 15th day of November, 1906.

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BILLY WILLIAMS, PROP.

18 Powell St., Vancouver.

STANLEY PARK
Ale and Stout
In Bottles Kegs and Jars.
The Royal Brewing Co., Ltd.
TEL. 361.

NORTH VANCOUVER FERRY & POWER CO., LTD.

WINTER TIME TABLE

Commencing Nov. 1, 1906.

VANCOUVER	NORTH VANCOUVER
*6.00 A. M.	*6.20 A. M.
*7.00 "	*7.20 "
8.15 "	8 35 "
9.00 "	9.20 "
10 00 "	10.20 "
10.45 "	11.05 "
11.30 "	11.50 "
12 15 P. M.	12.35 P. M.
1.00 "	1.20 "
1 45 "	2.05 "
2.30 "	2 50 "
3.15 "	3.35 "
4.00 "	4.20 "
4.45 "	5.05 "
5.30 "	5.50 "
6.15 "	6.35 "
7 00 "	7.20 "
8 15 "	8.35 "
9.15 "	9.45 "
10.15 "	10 45 "
*11.15 "	*11.45 "

*Not on Sunday.

District of North Vancouver.

TO HOUSE-HOLDERS.

NOTICE IS HEREBY GIVEN THAT all house-holders (other than the owners of property), who have been in the district for one year, must make declaration before me, on or before 1st of December next, in order to get their names on the municipal list of voters for 1907.

ALEX. PHILIP,
C. M. C.

District of North Vancouver.

THE COUNCIL INVITES TENDERS FOR the Construction of a Bridge across ravine on Sixth street, and for laying sidewalk on Twelfth street.

Specifications can be had at the Municipal Hall, where tenders must be lodged on or before 7:30 o'clock on the 5th of December next.

ALEX. PHILIP,
C. M. C.

M. J. HENRY'S

NURSERIES AND SEEDHOUSE.

Large stock of HOME-GROWN Fruit and Ornamental Trees now matured for the fall trade.

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THE EXPRESS

NORTH VANCOUVER, B. C.

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Subscription—One Dollar per year

GEORGE BARTLEY, Editor.

J. B. WILLIAMS, Manager.

FRIDAY, NOVEMBER 30, 1906

THE FERRY AGREEMENT.

As may be seen elsewhere in this edition the voting on the by-law to authorize the execution of an agreement with the North Vancouver Ferry and Power Company regarding the ferry service to Vancouver will take place on Wednesday, the 12th of December next. For a long time past the efforts of the board of trade and the municipal council have been bent on procuring a better ferry service. While the proposed agreement may not be all that is to be desired, yet it is a great improvement over the one new in existence.

To our mind the right course to pursue, so far as the people are concerned, would have been for North Vancouver and Vancouver to jointly operate the service. But, as things stand, this would be impossible. Then, keeping in view the procuring of an improved service, the next best course to follow is to make the very best bargain possible with the company now holding the franchise.

It must be remembered that the C. P. R. has the entire control of Vancouver's waterfront, and the only available ferry landing on the other side of the inlet is that now enjoyed by the ferry company. If the proposed by-law is defeated, the company will still be in a position to operate its line of boats just as it pleases till the expiration of the present agreement. The company is also in a further position to build a landing on this side on its own waterfront.

As to the integrity and ability of the gentlemen who drafted the new agreement, so far as the interests of the ratepayers are concerned, no one will dispute. The amended proposition provides that the company will not erect its turnstiles and barriers at the wharf nearer the shore than 20 feet from high water mark, thus allowing the public free ingress and egress to and from Lonsdale avenue to the waterfront on either side of the wharf.

It secures a half-hourly service all the year round, and the company expect to begin that next month.

It provides that the offices of the company will be located here, and that one, at least, of the boats will tie up here. To secure this and give space enough the company gets a lease of the whole frontage of Lonsdale avenue.

Residents will have the privilege of cheaper fares and cheaper freight charges. They have virtually a three-and-one-third-cent fare, which means a great deal for local families.

Free passes are offered to induce settlers to come in and erect substantial houses.

The time schedule is removed from the sphere of controversy and will be subject to arbitration if the company and the council can not agree as to what the exigencies of the times really requires.

Therefore, we think that the ratepayers are to be congratulated on the revised terms of the document as now arranged between the council and the corporation.

Let every ratepayer turn out and vote for the by-law when the time comes—the second Wednesday in December.

Church Notice.

ST. ANDREW'S PRESBYTERIAN CHURCH SIXTH STREET.

Service will be held in the church on Sunday as usual at 11 a. m. and 7:30 p. m. The evening subject will be "The Building of God's House."

Sunday school, 2:30 p. m.

The mid-week service will be held in the church on Thursday at 8 p. m.

The service in Moodyville school Sunday at 7:30 p. m., will be conducted by Mr. Fraser.

On Sunday week, the 9th inst., the second anniversary of the church will be celebrated. Full particulars will be found in next week's issue.

A cordial invitation is given to all.

Pastor: Rev. J. D. Gillam, M.A.

ST. JOHN'S CHURCH CORNER OF EIGTH AND THIRTEENTH STREETS.

November, 30, Friday — St. Andrew's day.

Sunday, Dec. 2.—(First Sunday in Advent)—Holy Communion (plain) 8 a. m.

Morning prayer, 11 a. m,

Evening prayer, 7:30 p. m.

Wednesday — Evensong, 4:15 p. m.

Friday—Evensong and practice. 7:30 p. m.

After this Sunday it is proposed to change the time of Sunday school back again from 10 a. m. to 2:50 p. m., at any rate during the winter. It is hoped that the change will enable several old teachers and pupils who found difficulties in the earlier hour to resume their places amongst us, and also that many more may be able to help forward the work which is so necessary to-day.

Social Hop.

The Athletic Club will give another delightful dance in Athletic hall on Friday evening, Dec. 14. The invitations will be out on Tuesday, and the affair promises to be one of the best of the series of club functions of the season. The committee comprises Messrs. T. R. Clark, W. C. Green, Rex Dawson and R. L. Wheeler.

It is positively torture to have to talk to some people, whom you do not want to offend for the sake of peace and quietness. In some cases one might just as well try to walk on eggs without cracking them.

When a lawyer says: "I don't try my case in the newspapers," it means he knows public sentiment and the facts are against him.

Thos. Fisher, who has been in the timber business on the coast since 1882, called on THE EXPRESS yesterday. He is about to make a cruise of certain timber lands in the western part of the municipality, and will be gone for a week. In all probability he will locate here shortly.

Never let a friend know that you know he is deceiving you, unless you want to lose him.

There is a restaurant at Vancouver, when you order two eggs fried on one side, where the up-to-date waiter calls out to the cook: "Two white wings; sunny side up!"

Here's a compliment for the widows: Mrs. John J. Ingalls says that they make the best wives.

A prominent North Vancouverite has bought up all the potatoes procurable in Kent municipality—(Agassiz). He says that the tubers grown there equal the Ashcroft article.

J. W. Edwards, F. May and W. Kidder, Portland, called on THE EXPRESS yesterday. They spent a few happy hours in the town.

District of North Vancouver.

A BY-LAW

To Authorize the Execution of an Agreement With the North Vancouver Ferry & Power Company, Limited, Regarding the Ferry Service to Vancouver.

BE IT ENACTED BY THE REEVE AND Council of the Corporation of the District of North Vancouver in Council assembled (with the assent of the electors of the said District duly obtained) as follows:

1. Authority is hereby given to the Reeve and Clerk of the said Corporation to sign and affix the Corporate Seal to and give delivery to the second party therein named, of an Indenture or Agreement between the Corporation and the North Vancouver Ferry & Power Company, Limited, to cancel presently existing Agreements with the said Company, and to enter into new arrangements for the carrying out of the Ferry Service between North Vancouver and Vancouver City, and for other purposes, all to be extent and upon the terms, and in the manner set forth in a form of Indenture, which is annexed as a schedule to this By-law, and that all as the act and deed of the said Corporation.

2. This By-law may be cited for all purposes as the "North Vancouver Ferry By-law, 1906."

Passed by the Council on the 28th day of November 1906.

Received the assent of the Electors, at an election for the purpose, held on the day of , 1906.

Reconsidered by the Council, and finally adopted and signed by the Reeve and Clerk and sealed with the Corporate Seal on the day of , 1906.

[SCHEDULE.]

THIS Indenture, made the..... day of ..... in the year of our Lord, 1906, between the Corporation of the District of North Vancouver, hereinafter referred to as "The Corporation" of the first part and the North Vancouver Ferry and Power Company, Limited, hereinafter called "the Company," of the second part.

WHEREAS, by an indenture dated the 23rd day of July, 1903, between the parties hereto, the said Corporation leased to the said Company the ferry steamer known as the "North Vancouver," and a portion of the foreshore of Burrard Inlet, at the foot of Lonsdale avenue in said municipality, and the said company agreed to operate a ferry service between the City of Vancouver and North Vancouver on the terms and conditions set out in said indenture.

AND, WHEREAS, by an indenture dated the ninth day of January, 1904, between the parties hereto, the said corporation sublet to the said Company the license and power granted to it the said Corporation on the 12th day of December, 1903, by His Majesty the King, in the right of the Province of British Columbia, to make use and ply a ferry service between North Vancouver and the City of Vancouver

AND, WHEREAS, the said company have been operating a ferry service as aforesaid under the said two agreements;

AND, WHEREAS, the parties have, subject to the provisions hereinafter contained, agreed to cancel the said two existing agreements and to enter into a new agreement, as herein set forth, and on the terms and conditions hereinafter contained:

NOW, THIS AGREEMENT WITNESSETH that, in consideration of the premises and of the execution of the present agreement the said indenture of the 23rd day of July, 1903, and of the 9th day January, 1904, between the parties shall be cancelled and declared at an end from the day of the coming into force of the present agreement.

1. The Corporation in consideration of the premises and of the payments, covenants and conditions by the said Company to be paid, performed and observed, leases to the Company the ferry boat known as the "North Vancouver" and all equipment, gear and plant used in connection therewith, for a period to make up in all thirty years, from the 23rd day of July, 1903, namely, up to the 23rd day of July, 1933, subject to the conditions hereinafter mentioned.

2. The Corporation also leases to the Company the foreshore on Burrard Inlet at the foot of Lonsdale avenue, one hundred (100) feet in width, as shown on the plan hereto annexed and thereon colored green for a like period of thirty years, from the 23rd day of July, 1903, subject to the provisions and limitations contained in the following paragraphs:

(a) The Company shall on this agreement coming into force forthwith proceed to extend and improve the wharf already constructed by it on the said foreshore, and shall provide thereon all necessary accommodation for the convenience of passengers and the landing of wagons and other vehicles and the unloading of freight from the ferry boats.

(b) The Company shall on this agreement coming into force forthwith proceed to construct proper approaches or walks for the ingress and egress of pedestrians on the wharf and approaches thereto, and also provide separate approaches for the ingress and egress of vehicular traffic.

(c) The Company shall provide guard chains at the end of the wharves and erect a suitable waiting-room, properly lighted by electric light and heated for the use of ferry passengers

(d) The Company shall give to the British Columbia Electric Railway Company, or any other company running tram cars in the Municipality, the right to run their cars on to said wharf, provided such company shall first enter into an agreement with the Ferry Company satisfactory to it protecting it from any liability which the Ferry Company might incur by reason of allowing cars to run on said wharf.

(e) All plans for the construction or improvement of the said wharf or any of the constructions or approaches connected with the said wharf, including the grades, shall be submitted to and approved by the Council of the said Corporation before any work is begun by the Company thereon.

(f) The said wharf and all the buildings, approaches, ways and appurtenances therewith shall be maintained by the Company in a good state of repair and efficiency during the term of this Agreement.

(g) The said wharf and approaches shall be properly lighted and kept clean.

(h) The Company agrees and covenants that the said wharf and approaches shall be of sufficient strength, and suitable in all respects for the reasonable requirements of the pedestrians and vehicular traffic thereon.

(i) The Company further agrees that it will not erect its turnstiles and barriers on the said wharf nearer the shore than a line drawn from a point on the prolongation of the westerly line of Lonsdale avenue, southerly twenty feet from high water mark, and running at right angles across said wharf, as shown on the said plan hereto annexed, and as to that portion of the wharf erected on the foreshore north of the said line, the Company will at all times during this agreement allow the public free ingress and egress over and across the same to any wharf or dock now erected or which may hereafter be erected on the foreshore on either side of Lonsdale avenue.

And it is further agreed between the parties that the Corporaion shall not obstruct or permit said portion of the wharf north of the said line to be obstructed so as in any way to impede the ferry service, and that such portion of the wharf and approaches shall be maintained by the Corporation and the Company jointly.

3. The Company shall provide the necessary wharf for the landing of the ferry steamers in the City of Vancouver, and the provisions of sub-sections e, f, g and h, of paragraph two (2) of this agreement shall apply to such wharf, the approaches thereto, and the buildings thereon.

4. The said Corporation, in consideration of the premises and subject to all the covenants, terms and conditions herein set forth, hereby sublets to the Company all that license, right, power and privilege granted to it, the said corporation, under the grant from His Majesty the King, dated the 12th day of December, 1903, to operate a ferry service as aforesaid for the residue of the term of fifteen years mentioned in said grant, save and except the last three days of said term, TO HAVE AND TO HOLD the said license term or grant unto the said company from the coming into force of this agreement and during the residue of the term of years aforesaid, save and except the last three days thereof.

(a) In the event of the said license being determined or becoming void at any time, the present agreement, so far as the sub-lease of said license, right, power and privilege is concerned, shall become void

(b) It shall and may be lawful to and for the said Company from time to time and at all times hereafter during the residue of the said term of fifteen (15) years, excepting the last three days thereof, peaceably and quietly to possess and enjoy the rights and privileges granted by the said hereinbefore recited grant. And the said company hereby covenants and agrees with the Corporation that it shall and will from time to time and at all times hereafter during the said term of fifteen (15) years granted, observe, perform and keep all the provisions, conditions and obligations in the said hereinbefore recited grant, and which henceforth on the Company's part ought to be observed, performed and kept, and shall and will from time to time and at all times hereafter save, defend and keep harmless and indemnify the said Corporation from and against all and all manner of actions, claims and demands whatsoever for, and on account of the same or in any wise relating thereto.

(c) The Corporation shall, on the expiration of the term of such license apply for a renewal thereof, and on obtaining such renewal, will subject the same to the Company on the same terms and conditions as hereinbefore provided.

5. The Company shall maintain a regular ferry service between North Vancouver and the City of Vancouver as follows:

(a) The regular ferry service as provided for in this agreement, or as may be hereinafter fixed by arbitration as herein provided, shall be direct between the Lonsdale avenue wharf and the City of Vancouver. This provision, however, shall not prevent the Company from running extra boats to and from the said Lonsdale avenue wharf via other points, nor prevent the Company from arranging with the Council of the Corporation for such extra boats landing at points in the Municipality other than Lonsdale avenue wharf without calling thereat.

Until a more frequent service is agreed to or fixed by arbitration as herein provided for, the following shall be the time schedule:

(b) During the winter months, that is from the 1st day of October to the 30th day of April inclusive, a half-hourly service shall begin from each terminus not later than 6:15 a. m. and be maintained until 7:15 p. m. inclusive, and thereafter an hourly service until 12 p. m. inclusive.

(c) During the summer months, that is from the 1st day of May to the 30th day of September, a half-hourly service shall begin from each terminus not later than 6:15 a. m. and be maintained until 12 o'clock p. m. inclusive

(d) The last boat leaving the City of Vancouver at night shall in all cases be tied up at the Lonsdale avenue wharf for the night, and leave North Vancouver not later than 6:15 a. m. on the daily half-hour's service.

(e) No alteration in the time schedule shall be made without the consent of the Council of the Corporation, and the Corporation shall have the right to call upon the Company, and the Company shall have the right to call upon the Corporation at intervals of not less than twelve months to make such changes in the routes and the time table of the ferry service as the exigencies of the traffic may from time to time require.

(f) In the event of the Company not agreeing to the changes required by the Corporation, or vice versa, the question shall be determined by arbitration as hereinbefore provided, and the Company shall maintain the service as determined by said arbitration, from and after the date fixed by the arbitrators therefor.

6. The maximum fares for passenger and rates for freight to be charged by the Company shall be as follows:

Fares and Passengers. — Monthly tickets, for North Vancouver residents only, two dollars.

Family tickets to be purchased at the Company's office, only for any member of families in North Vancouver, not including lodgers and servants, but including resident householders without families, at the rate of One Dollar ($1 00) for thirty trips, such tickets to be not transferable and subject to forfeiture if improperly used.

Commutation tickets, giving twenty trips, one dollar; and for single fares, ten cents. Any person erecting a dwelling house in North Vancouver within the next five years, of the value of fifteen hundred dollars or upwards and being a bona fide resident shall receive a free pass for one year from the date of the completion of his dwelling house.

Freight on Goods.—Passengers to be allowed to carry one hundred pounds of goods free, to be handled entirely by themselves, and also bicycles and baby carriages. Goods under 1,000 pounds, ten cents per 100 pounds; 1,000 pounds and upwards. $1.50 per ton; contents of loaded wagons or other vehicles, one-half above rates for goods.

Provided that merchants and traders carrying on business in premises in North Vancouver and shipping freight in small parcels, aggregating in one month 1,000 pounds or upwards, shall be entitled to receive the benefit of the 1,000 pound rate hereinbefore provided.

Animals—Sheep and pigs, 15 cents each single, 25 cents return; horses and cattle, each 20 cents single, 35 cents return; one horse and vehicle (unloaded) 25 cents single, 40 cents return; two horses and vehicle (unloaded) 35 cents single, 55 cents return. Row boats 25 cents each way. Live stock may be received at owner's risk only. The above fares for vehicles include the driver. Reduced rates for vehicles owned by residents of North Vancouver can be arranged with the company.

The above rates shall include all landing and wharfage dues.

The reeve, the members of the council, the clerk, treasurer, engineer, medical health officer, the foreman of the waterworks and the constables of the corporation shall be entitled to free passage on the ferry boats.

In the event of the present municipality of North Vancouver being divided into two municipalities by the incorporation of a portion thereof into a city or otherwise, the same officers of the two municipalities shall be entitled to free passage on the ferry boats as provided in the next preceding paragraph.

7. By way of rent for the foreshore hereby demised and for the rights and privileges hereby granted, the Company shall pay to the Corporation the sum of one hundred dollars ($100) a month each and every month during continuation of this agreement, the first payment to be due and payable on the first day of the month succeeding the coming into force of this agreement and thereafter on the first day of each succeeding month. The corporation shall have the right of re-entry for non-payment of rent.

8 The Company shall, until the said steamer "North Vancouver" is taken over by it as hereinafter provided maintain and uphold the said steamer, her machinery and her whole equipment and gear of every kind in good, efficient and serviceable condition, and shall keep the same insured against loss or damage by fire, accident or storm or any other marine risk to the full amount of her insurable value in the name of the said Corporation, to whom any loss shall be payable, and shall lodge the policy or policies of insurance with the said Corporation, and shall duly pay all premiums on such policy or policies as they become due, and lodge the receipts therefor with the Corporation.

9. In the event of loss or damage arising to said steamer for which compensation is received under said insurance policy or policies, the Corporation shall contribute such compensations or such less sum as may be necessary towards the cost of replacing, refitting and repairing the said steamship, and that after the worth of repairing or replacing is completed, and any steamship so replacing the one destroyed shall be the property of the Corporation, but subject to the conditions of this Agreement.

10. On the termination of this Agreement by lapse of time or the sooner determination thereof on the default of the Company to maintain a good and efficient ferry service as provided by paragraph five (5) of this Indenture, or to fulfil or comply with the terms of this Agreement, then it shall be in the power and option of the Corporation not only to resume the operations of such ferry service themselves, when the Company's rights and privileges herein shall immediately cease and determine, but also to purchase and acquire the ferry boats and their equipments belonging to the Company, and all interest the Company may have in any wharf or landing for ferry purposes, and that at a price to be fixed by arbitration, under the terms of paragraph 17 hereof.

11. The Company shall pay to the Corporation on the termination of this Agreement the sum of eight hundred dollars ($800), being the value of the slip on the south shore of Burrard Inlet, belonging to the Corporation, as already fixed by arbitration.

12. The Arbitrators shall determine the value of the Company's steamers and other property, as for a going ferry concern, without allowing anything for ferriage privileges or rights of franchise or license or goodwill, but only for the plant and material equipments.

13. The Company shall on or before the first day of September, 1907, completely equip and put in operation on the said ferry service, in lieu of the said steamer "North Vancouver," a seaworthy and thoroughly efficient double-ended passenger ferry steamer, capable of carrying three hundred passengers, and of a minimum speed of not less than thirteen knots per hour, the same to be built in accordance with plans and designs to be submitted to and approved by the Council of the Corporation before any work is begun by the Company thereon.

14. After the new steamer referred to in the last preceding paragraph has been put in operation and run satisfactorily to Lloyd's surveyor on said ferry service for a period of fourteen days, the Corporation agrees to transfer the said steamer "North Vancouver" to the said Company as its absolute property, to be used as the said Company may determine, or sold by it and the proceeds applied by said Company as it may see fit, and the Reeve and Clerk of the said Corporation are hereby authorized to execute and deliver the necessary Bill of Sale to carry out such transfer.

15. The Company shall be bound to maintain a regular service on the said ferry, as provided by paragraph five (5) of this Indenture at all seasons, unless prevented by strikes, stress of weather or matters over which the Company has no control to resume such service or becoming insolvent, then their right to operate said ferry service and the lease of said foreshore fronting on Lonsdale avenue and all wharves thereon shall ipso facto cease and determine and become null and void, but subject always to the rights of the Corporation for compensation for such failure and for breach of contract, and also subject to compensation to the Company as hereinbefore provided. The Company shall forfeit and pay by way of liquidated damages, to the Corporation in the public interest the sum of five dollars ($5.00) for each trip provided by the time schedule omitted to be made by them during the term of this agreement unless such trip is prevented by strikes, accident or stress of weather or other matters over which the company has no control, and inability to procure by charter another boat, and that over and above any loss that may be sustained by private persons.

16. In the event of any dispute arising between the parties hereto as to the interpretation of this agreement, the same shall be submitted to arbitrators and determined by them.

17. In addition to questions of interpretation the following matters shall be settled by arbitration:

(a) Changes in the ferry routes and time schedule, as provided in sub-section e of paragraph five (5) of this agreement.

(b) The amount to be paid by the Corporation to the Company should the Corporation on the termination of this Agreement exercise the option provided in paragraph ten (10) of this agreement.

(c) Any arbitration hereunder shall be subject to the provisions of the Arbitration Act of British Columbia.

18. In the event of the City of North Vancouver being formed out of the present municipality or part thereof all the rights of this Corporation under this Agreement shall vest in the said City of North Vancouver on the latter's assuming the obligations of the Corporation hereunder, and wherever "Corporation" is used in this Agreement the words the "City of North Vancouver" shall be substituted.

19. The home port of the ferry steamers and the head office of this company shall be established and maintained in North Vancouver.

20 The Agreement is conditional and shall only come into force on the Company giving written notice to the Council of its readiness to carry out the same, and on such notice being given it shall immediately come into effect.

21. Provided that in the event of the Company not giving such notice on or before the first day of July next, 1907, then this Agreement shall be null and void and of no force and effect, and the Agreements of the third day of July, 1903, and the ninth day of January, 1904, between the parties hereto shall remain in force, and the rights and obligations of the parties shall not be effected in any way by this Agreement.

22. In the event of the Company not exercising the option to enter into this agreement provided for as above, and the same becoming in consequence void and of no effect and the Company agrees to pay and reimburse to the Corporation all the expenses incurred by it in connection with the present Agreement, including legal expenses, printing and expenses of submitting the necessary by-law to the electors.

IN WITNESS THEREOF the said Corporation and the said Company have affixed their corporate seals the day and year aforesaid.

Signed, sealed with the Corporate seals of the Corporation and Company and delivered in the presence of }

ELECTORS OF NORTH VANCOUVER.

TAKE NOTICE THAT THE ABOVE IS A true copy of the proposed By-law upon which the vote of the Municipality will be taken, within the Municipal hall, North Vancouver, on Wednesday, the 12th day of December, 1906, between the hours of 9 o'clock a. m, and 7 o'clock p. m.

ALEX. PHILIP,
Returning Officer.

NOTICE.

PUBLIC NOTICE IS HEREBY GIVEN that the vote of the Electors of the District of North Vancouver will be taken on the North Vancouver Ferry By-law, 1906, on Wednesday, the 12th day of December, 1906, between the hours of 9 a. m. and 7 o'clock p. m., and that within the Municipal hall, North Vancouver, and that Alexander Philip has been appointed Returning Officer to take the vote of such electors with the usual powers in that behalf. By order of the Council,

ARNOLD E. KEALY, Reeve.
ALEX. PHILIP, C. M. C.

S. Gintzburger

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THE G. T. P. AND WHAT MR. HAYES SAYS:

"I suppose," said the reporter, "that it is true that you intend to build to Vancouver also?"

"You may depend upon it," said Mr. Hays, "we will have to come to Vancouver sometime."

There being no location to be had in Vancouver, it is self-evident that **North Vancouver** will be the **terminal.**

The **Vancouver, Westminster and Yukon Railway** now have **survey** parties out making **permanent locations** for their road to the north.

The **car-barns** and **headquarters** of the **B. C. Electric Railway Company** are located in District Lot 273.

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LIBERALS FOREGATHER

Election of Officers and an Enthusiastic Turnout.

The annual meeting of the North Vancouver Liberal Association convened in Larson's pavilion on Tuesday evening. There was a large and representative gathering of liberals, as well as others resident in this district present, and when the roll was opened all submitted their names. The proceedings were most unanimous and harmonous. Retiring President D. G. Dick called the meeting to order. The secretary read the minutes of the last regular meeting, and also the special meeting called by the president some few weeks ago. Those in attendance then got down to business, when the election of officers for the ensuing year resulted in the following members being chosen: Honorary President, R. G. Macpherson, M. P.; President, G. J. Phillippo; Vice-president, Alex. Smith; Secretary, F. W. Templar. Executive officers—W. J. Dick, W. J. Irwin, D. H. Dick, J. A. McMillan, W. P. Peacey, J. C. Williams, T. Sherwood, J. C. Clark, A. Gibson, A. Philip, Mr. Fromme, P. Allen.

The executive committee was empowered to appoint the required number of delegates to the convention as soon as the proper number of voters on the list had been ascertained.

The meeting moved a hearty vote of thanks to the retiring officers, followed by applause.

Mr. D. G. Dick briefly outlined the good work done by the association during the year, and expressed the wish that it would flourish and become not only a representative organization of the people, but one that would make itself felt when the proper time came. (Applause.)

Mr. Alexander Gilchrist, president of the Vancouver Liberal Association, was called upon by the chairman. On rising he was heartily applauded. Mr. Gilchrist delivered an inspiring address. He believed that there would be great difficulty at the coming elections to get a number of voters who were new-comers to take an interest in them, as they were apparently too busy, owing to the present general prosperity of the province, and were apt to regard things with indifference. The next election would be the most important since the confederation. Better terms will not be the most important subject to be dealt with. British Columbia is an empire in itself. (Applause.) The province will be fairly well opened up by two lines of railways, the C. P. R. and the G. T. P., and also the proposed Canadian Northern and V., W. & Y. (Applause.) The legislature will be required to open up the districts lying between these lines.

"What have we to open up there? Large tracts of country with valuable assets of timber," said the speaker. "Timber is one of the most valuable products of today. In the East the land was cleared of all timber regardless of the future. Good land and bad came in for the general clearing, until today the east has to look elsewhere for her supply of timber. Where has she to look but to British Columbia." (Applause.) We will not be required to call upon our other many resources. Our waterpower is conceded to be the best on the continent, and the greatest development ever known to the province will take place within the next ten years. We need men at the head of affairs who are capable and thorough business men. (Applause.)

The work of the present legislature has been barren. (Shame.) Whole tracts of country have been given to railway corporations absolutely for nothing. Large quantities of valuable timber have been alienated within the last year, and no adequate value has been received therefor. In fact, it is almost impossible to raise the royalty. The timber and water power are the main sources of revenue, and why should they be placed in the hands of private corporations. (Applause.)

The question of better terms, as discussed by the premier is a most difficult one. Both parties admitted the terms of British Columbia as just. The grounds upon which the contention arose at Ottawa were that this province is a most difficult one to govern; that we pay more per capita tax than eastern provinces, and the public improvements were much more expensive than any of the other provinces.

As we are today the people of this province are, the speaker thought, better off than those of the other provinces. There is more money in circulation, and consequently we can buy more and handle more money. His own view was that we are better to stay the way we are. There must be a finality to confederation, and in due course all things would come right. It makes no difference to the taxpayers whether they pay to the provincial or dominion government. The present tax is, perhaps, just as great as any time in the future of the country. We would be expected to pay as much into the dominion treasury. It would be as well to let matters take their course.

"What had the present legislature done?," asked the speaker. "There are no normal schools. They have passed the burden of the schools upon the localities, and their main object has been to evade their work as much as possible." (Loud applause.)

Dr. Wilson, of Edmonton, who was also present, was called upon and made a few hopeful remarks. He said he came from the Hon. Frank Oliver's constituency, and perhaps was in as close touch with that gentleman as any other person in that locality, and could vouch for the good work being done by the great liberal party. (Applause.)

Ex-reeve Gill voiced the sentiments of the previous speakers, and hoped for the desired changes at Victoria.

Alex. Philip was the last speaker. On rising he was applauded. In a masterly way, with a dash of appropriate sarcasm, he rediculed the conduct of the present provincial administration, and in pointed sentences brought before his hearers the alleged corrupt practices in more departments than one. (Applause.) Reference was made in scathing terms to the very questionable deliverance to the C. P. R. of about 800,000 acres, as well as the disposing of government lands by auction in this municipality; which had twice been sold, the municipality receiving no taxes, yet were expected to keep up the roads. He was at a loss to find words that could adequately express the situation. So convincing were the remarks of Mr. Philip, who had always been a life-long liberal, and at the present time an enthusiastic supporter of His Majesty's loyal opposition, that his hearers agreed with him in total accord that such an aggregation as sat on the treasury benches at Victoria should be ousted from power at the first opportunity. Mr. Philip took his seat amid loud applause.

In conclusion the meeting moved a hearty vote of thanks to Mr. Gilchrist and Dr. Wilson, and the usual unamimous expression of endorsation of and the confidence in the provincial opposition leader, J. A. Macdonald.

The meeting then adjourned.

Bank of B. N. A.

The savings department of the Bank of B. N. A. is one of the special features of this great financial institution. Everybody should lay by a few dollars for a rainy day. Deposits are received in amounts from $1 up. Encourage the boys and girls to thriftiness and advise them to open an account of their own.

While Mrs. Sugden, the postmistress at Lynn Valley, was driving home with the mail from North Vancouver last week, she narrowly escaped being killed. On the road, near St. John's school, she had just drove past a huge tree which fell across the road, when the horse shied and jumped into the ditch, dragging the buggy with him, and fell down with fright. Fortunately, nobody was hurt. Such recklessness must be condemned in the strongest terms.

On Wednesday C. A. Lindsay brought over three teams of work horses for road work here; also F. Smith and the Western Corporation one each.

District of North Vancouver.

A BY-LAW.

To Appropriate the Lands Necessary for Straightening a Part of Lynn Valley Road, and to Provide for Granting Deed to Reconvey Lands To Be Exchanged.

WHEREAS, THAT PART OF LYNN Valley Road as defined by "Lynn Valley Road By-law, 1903," which extends Northerly from Seventeenth street to Nineteenth street, and at right angles to Seventeenth Street, will form part of Moody Avenue which has been registered as a Road through District Lot 550, but the centre line of said part of the Lynn Valley Road is distant 21 feet Eastwards from the centre of the rest of said Moody Avenue, and it is deemed desirable to straighten the said Avenue.

Therefore, be it hereby enacted by the Reeve and Council of the Corporation of the District of North Vancouver in Council assembled as follows, namely:

1. For the purpose of straightening out the said Moody Avenue, so far as it forms part of the Lynn Valley Road, and of opening, making, using and preserving as a part of said Public Highway known as Lynn Valley Road, the said Corporation enters upon, expropriates and takes All and Singular that parcel or area of land situate in, and part of District Lot 550, in the Municipality of North Vancouver, Province of British Columbia, more particularly described as follows, namely: Commencing at the point of intersection of the production of the Westerly Boundary of Moody Avenue, so registered, with the North Boundary of the Lynn Valley Road, thence Northerly and in the same straight line with the said Westerly Boundary, 694 feet more or less, to a point on the South Boundary of the said Nineteenth Street, as registered, distant 1386 feet from the point of intersection of the East Boundary of St. Andrew's Avenue with the said South Boundary, thence Easterly along the South side of Nineteenth Street 21 feet more or less, to the West Boundary of the Lynn Valley Road; thence Southerly along the said West Boundary of the Lynn Valley Road 694 feet more or less to the point of which said Boundary deflects to the West; thence Westerly along the North Boundary of the Lynn Valley Road 21 feet more or less to the point of commencement; said parcel being strip of land 21 feet in width added to the West side of aforesaid portion of the Lynn Valley Road, as shown colored blue on plan deposited in the Land Registry Office in Vancouver and numbered

2. In exchange for the parcel or area of land specified and appropriated in Section One hereof, the said Corporation hereby stops up as a Road or Street, or part thereof, All and Singular that parcel or area of Land situate in and forming part of said District Lot 550, more particularly described as follows, namely: Commencing at an iron post planted on the East side of the Lynn Valley Road, at a point distant from the North-west corner of Block 33, as shown on a Plan deposited in the Land Registry Office in Vancouver and registered as Plan Number 1179 on the following courses and distances: N. 66 deg. 37 min. E., along the North Boundary of said Block and the production thereof 1473 feet, thence N. 23 deg. 23 min. W. 66 feet; thence from the true point of commencement N. 23 deg. 23 min. W. 694 feet more or less to an iron post planted; thence S. 66 deg. 37 min. W. 21 feet; thence S. 23 deg. 23 min. E. 694 feet; thence N. 66 deg. 37 min. E. 21 feet more or less to point of commencement, and said to contain one-third (⅓) of an acre be the same more or less, as shown colored red on Plan deposited in the Land Registry Office and numbered

And authority is hereby given to dispose of and to execute and deliver Deed of Land of said last mentioned parcel or area of land to the North Vancouver Land & Improvement Company, Limited, in exchange and as a consideration for the parcel or area of land expropriated by Section 1 of this By-law, for the purpose of straightening said Street or Road, and such Deed shall be executed by the Reeve and Clerk, and sealed with the Corporate Seal of the Corporation.

3. This By-law may be cited for all purposes as the "Moody Avenue By-law, 1906."

Passed by the Council on the Seventh day of November, 1906.

Reconsidered by the Council and finally adopted on the Twenty-first day of November, 1906.

ALEX. PHILIP, C. M. C. — ARNOLD E. KEALY, Reeve.

[SEAL.]

District of North Vancouver.

THE COUNCIL INVITES APPLICATIONS for the position of Caretaker at the Water works Intake—married man preferred. Salary $60 per month. Applications to be in by 7:30 p. m., on 5th December next.

ALEX. PHILIP, C. M. C.

ARTHUR G. SMITH

Barrister, Solicitor, Notary, Etc.

THOMPSON BLOCK, NORTH VANCOUVER, B. C.

GEO. E. MCCROSSAN, M. A., L. L. B.; S. D. SCHULTZ, B. A.; A. W. HARPER, B. A.

McCROSSAN, SCHULTZ & HARPER

Barristers, Solicitors, Notaries, Etc.

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Four 50-foot lots, one of them a corner lot, faces Park and Inlet, with a magnificent uninterrupted view.

Price for all, $3,500; terms.

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SMOKE THE
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ALL ORDERS DELIVERED

The **Brackman-Ker Milling Co.**
Limited.

Harry Mitchell, local manager, Lonsdale Avenue.

Fine, healthy Tomato and Cauliflower Plants, grown from Sutton's Seeds, always on hand.

WANTED.—Young lady desires music pupils. For terms, apply box X, THE EXPRESS.

LOST.—Pair of gold-rimmed eye glasses, between First street and the wharf, Lonsdale avenue. Finder please return to this office.

FOUND—A small valise. Apply at this office.

FOR RENT—Commodious house on First street, with nice garden and outhouses; close to wharf; $20. Apply J. R. J. Murray & Co.

FOR RENT—Small cottage, near wharf; $6 per month. Apply J. R. J. Murray & Co.

In the Matter of the Estate of James Johnston Thompson, Deceased

NOTICE IS HEREBY GIVEN that in pursuance of an order made herein in the Supreme Court of British Columbia, William Foster Thompson, of the City of Vancouver, B. C., was, on the 24th day of October, 1906, appointed administrator of the estate and effects of James Johnston Thompson, deceased, who died at North Vancouver on the 19th day of September, 1906.

NOTICE IS ALSO HEREBY Given that all parties having any claims against the said estate of the said deceased, must send in their claims, duly verified, on or before the 1st day of February, 1907, to the said William Foster Thompson, at the office of Messrs. McCrossan, Schultz & Harper, 539 Pender street, Vancouver, B. C., after which date the said estate will be dealt with by the said William Foster Thompson in due course of administration, having regard only to claims sent in prior to the said 1st day of February, 1907.

Dated this 30th day of November, 1906.

MCCROSSAN, SCHULTZ & HARPER, Solicitors for the Said Administrator. Offices — 32-34, 539 Pender street, Vancouver, B. C.

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PATENTS....

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361 Broadway, New York.

The meeting that took place in the municipal hall on Monday night to form a ratepayers association did not come off. There were sixteen present, however, but decided to foregather again at the call of the chair.

Remember the 'Xmas edition.

Complaint is made by the settlers that so far Lynn creek bridge, on Keith road, has not yet been put in repair. It washed away about ten months ago.

R. H. Bryce returned Wednesday from a sojourn to Harrison Hot Springs and Sound cities.

The required improvements at the foot of Lonsdale avenue are being made. The filling in of the road, on a parallel with the new sidewalk on the east side of the street, is almost completed.

E. J. Mitchell, druggist at Pincher creek, Alberta., and a brother to Harry Mitchell here, has arrived home after his recent visit to North Vancouver and the coast.

The city of Vancouver has been obscured from North Vancouver nearly every morning by fog during the past week.

Contractor Snider has been awarded the contract to build the approaches on both ends of Capilano bridge on the Keith road. He will also open up the road westward from the bridge to Sister creek.

James D. McNiven, M.P.P. for Victoria, spent a few hours in North Vancouver on Tuesday. Mr. McNiven called on THE EXPRESS and was well pleased at the advancement the Ambitious City is making.

The bridge on First street, over the ravine at Lonsdale gardens, has been completed and the danger lights removed.

The four-foot sidewalk on Fifteenth street, from Lonsdale to St. Andrew's avenue, has been completed.

The police committee will hold an adjourned meeting on Monday night to investigate the charges against Constable Dick.

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VANCOUVER, B. C.

Money Advanced on Warehouse Receipts

'XMAS EXPRESS

Our CHRISTMAS NUMBER which appears next Friday will be a reminder of the annual festival of good will among men.

This edition will be the means of advertising the municipality and its great resources abroad.

It will infuse even larger hopes and more sustained courage into the hearts and minds of our citizens.

SEND IT TO YOUR FRIENDS

NORTH VANCOUVER REAL ESTATE EXCHANGE

General Commission and Insurance
Agents, Loans Negotiated, Etc . .

We have a No. 1 List of the best Business and Residental Lots on the market. Also a number of fine Lots, size 50x122 feet, beautifully located, within a few minutes walk of the car line, that will be sure money-makers for you. Price, $125 for corners and $100 for inside lots. Terms $10 down, and $10 a month; no interest.

We also have some very choice Acreage, in 1 and 2½ acre blocks. The acre Lots are just the thing for beautiful home sites; view of water, etc., unsurpassed. The 2½ acre Blocks can't be beat for market gardening, fruit culture or poultry raising; close to the best road in the district and handy to the market. See us about prices for same.

If you want to dispose of your property, and your prices are right, we can sell it for you, and we can rent your house.

To intending buyers: We Have the Properties, and Ought To Be Able to Suit You.

EVES & DURSTON, Props.

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Men's and Women's Made in Box Calf, Velour Calf and Vica kid

All with Viscolized Waterproof Soles. A thoroughly reliable boot for a rainy day. . . . .

Prices: $4.50, $5, $5.50, $6.

PYKE'S SHOE STORE
516 Hastings St. W., Vancouver.

TENDERS WILL BE RECEIVED
BY THE UNDERSIGNED
FOR THE

SLASHING AND CLEARING
10½ ACRES

IN
BLOCK 33, DISTRICT LOT 550.

S. GINTZBURGER,
The North Vancouver Specialist
161 Cordova Street.

RAINIER BEER

Is a glorious beverage—quenching and satisfying. Remember there's no other "just as good"—insist on getting Rainier.

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Vancouver, B. C.

WOOD! WOOD! WOOD!

THE CHEAPEST PRICE IN THE PROVINCE.

We have pleasure in advising the residents of North Vancouver that we can deliver, until further notice,

One Load Mill Wood, Stove Lengths, $1.75
Three " " " " 4.75

Cash On Delivery.

WESTERN CORPORATION, LTD.

British Columbia Electric Railway Co., Ltd.

TIME TABLE—NORTH VANCOUVER

ALEXANDRA PARK—6:05 a. m., 6:25, 6:45, 7:05, 7:25, 7:45, 8:10, 8:30, 8:50, 9:10, 9:30, 9:50, 10:10, 10:30, 10:50, 11:10, 11:30, 11:50, 12:10, 12:30, 12:50.

FERRY—6:15 a. m., 6:35, 6:55, 7:15, 7:35, 8:00, 8:20, 8:40, 9:00, 9:20, 9:40, 10:00, 10:20, 10:40, 11:00, 11:20, 11:40, 12:00, 12:20, 12:40, 1:00 p. m.

ALEXANDRA PARK—1:10 p. m., 1:30, 1:50, 2:10, 2:30, 2:50, 3:10, 3:30, 3:50, 4:10, 4:30, 4:50, 5:10, 5:30, 5:50, 6:10, 6:30, 6:50, 7:10, 7:30, 8:00, 8:30, 9:00, 9:30, 10:00, 10:30, 11:00, 11:30, 12:00.

FERRY—1:20 p. m., 1:40, 2:00, 2:20, 2:40, 3:00, 3:20, 3:40, 4:00, 4:20, 4:40, 5:00, 5:20, 5:40, 6:00, 6:20, 6:40, 7:00, 7:20, 7:40, 8:15, 8:35, 9:15, 9:45, 10:15, 10:45, 11:15, 11:45, 12:15.

SUNDAYS—Cars start from Alexandra park at 8:10, and connect with the 8:30 ferry.

This time table is subject to alteration. W. B. BUNBURY.

H. A. SHAW
Real Estate and Insurance

Quarter-acre lots, $150; 15% down, $10 a month; no interest.

Cleared Lots, one block from car, $300.

Corner Second and Lonsdale, NORTH VANCOUVER.

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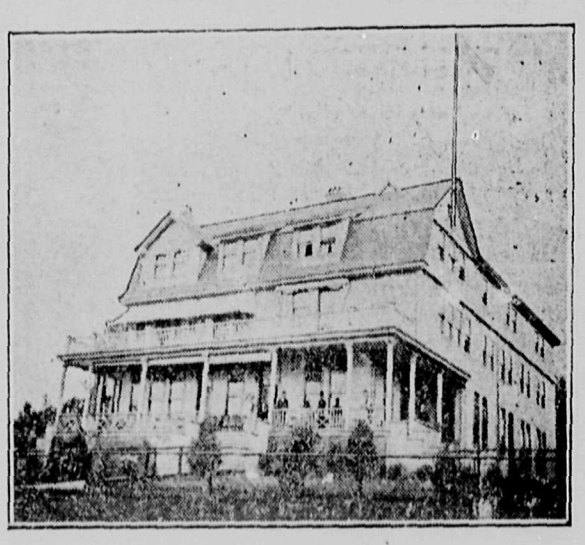

P. LARSON, PROP.

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(20 Ounce Tins)
2 FOR 25 CENTS.
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NORTH VANCOUVER

OPPORTUNITY to secure Choice Close-in Lots at first cost in District Lot 273, on Second, Third, Fourth, Fifth, Sixth and Seventh streets, Keith road, St. David's road, Ridgeway, Moody, Queensbury, Sutherland and Henry avenues, in vicinity of B. C. Electric Railway Headquarters, and Great Northern (V., W. & Y.), Railway Right-of-Way, and Proposed Docks and Wharves.

PRICES, $280

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Make your selection quickly, as prices are advancing.

Good bargains in Business Lots on Lonsdale avenue and main thoroughfares. Suburban Home Sites and Acreage.

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