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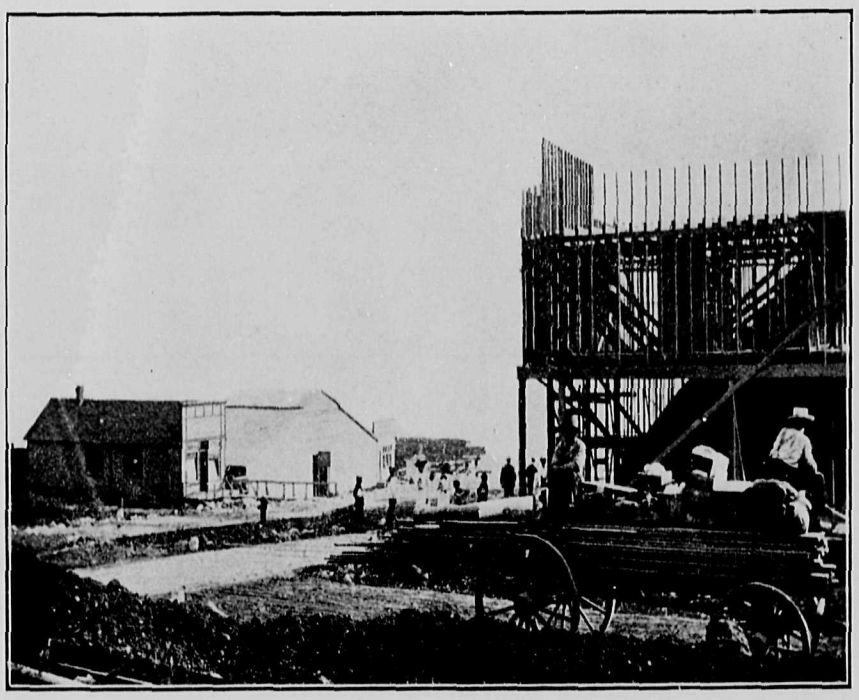


Looking from THE EXPRESS Office, Corner the Esplanade and Lonsdale Avenue.

NORTH VANCOUVER THE AMBITIOUS CITY

The Coming Railway Centre Is the Place for the Home-Seeker, the Business Man, and the Manufacturer —Sketch of the New Town.

Situated on Burrard Inlet, the best harbor in the world, opposite the City of Vancouver, is the thriving new town of North Vancouver. At present it is viewed as a rural municipality; but in reality it is destined to be a rival city to Vancouver. It presents a feature, frequently occuring in this province, of a town growing up in the midst of a large rural district. In this case, however, the town has rather preceded the district in growth and development, for there is already about 1,500 residents located on the pleasant northern slopes of the great inlet, a good business location as well as an ideal homesite.

So rapidly has this ambitious community grown, encited by the future of the place and the close proximity of the Terminal City, that last year

A WATERWORKS SYSTEM

was installed. This year by-laws have been passed insuring the building in 1906, by the B. C. Electric Railway and Light and Power Company, of street-car lines and the installing of electric light and power systems.

The source of the waterworks is Lynn Creek, one of the large streams taking its rise, like the Capilano (Vancouver's supply), in back from the salt water. A big main some five miles in length is laid to the waterfront through the centre of the townsite, and laterals will be carried along the various streets now built up, to be extended later as the town grows, which it is doing very fast.

As a large number of people, resident in Vancouver and North Vancouver, are interested in, and doing business in, both places, and, as it is necessary to go across the water to do so

AN EXCELLENT FERRY SERVICE

is operated by the North Vancouver Ferry and Power Company, limited. This enterprising institution took over the old ferry North Vancouver, owned by the municipality, and, under the agreement, built the St. George, a much larger boat of the double-end type, which now plies hourly between towns. This improved service is a credit to the management, and has largely aided in the rapid upbuilding of the townsite in the past year, as the number of new stores and dwelling houses amply testify.

A strong reason in making real estate in North Vancouver sought after by business men, as well as others, is the fact that the town promises to be a railway centre of no mean proportions. It is the intention of the V., W. and Y. railway (or the Great Northern) to build north by way of North Vancouver. The plans to cross the Second Narrows of the Inlet by bridge have been approved by the Federal Government, and the company will

PROCEED WITH CONSTRUCTION

immediately as soon as arrangements can be perfected with the Provincial Government to do so. And it is not inprobable that the G. T. P., as well as the Coast-Kootenay roads, will also touch here.

Had the municipality of North Vancouver no other future than that which is possible from the natural resources, which are capable of being developed, and are yet in great measure undeveloped, that future would still be bright with promise. First may be placed its superior claims to residential advantages. It may be explained that the district lies on a sunny southern slope, facing the city of Vancouver. The land rises from the waterfront until a level of about 200 feet is reached. There a broad plateau, three miles or more in width, extends back towards the foot-hills of the mountains. These lower lying ranges of the great Coast range are all of very suitable nature for

CLEARING UP AND SETTLING,

and, far up the slopes of the mountains, in some parts being very nearly seven miles back from the sea, are lands which some day will be made to yield toll to the husbandman's skill and industry combined.

The climate of North Vancouver, owing to its southern aspect and its elevation from the sea level, is very appreciably less humid than that of the lower lying lands between Burrard inlet and the Fraser river. In the winter the percentage of sunshinny days is greater, and in the spring it is remarked how early vegetation begins and the days become warm and summery.

The conditions are all in favor therefore of market gardening, fruit raising in all its branches, poultry-raising, bee-keeping and many other lines of husbandry which are rendered attractive and profitable by proximity to a good market such as is afforded by the city across the inlet, three miles away. The fact is that

A RAPID CHANGE

is coming into notice in North Vancouver. Many of those who have been buying desirable pieces of land here this past year or two have been doing so with the intention of establishing themselves in one or other of the lines mentioned, or at least of getting some of their support from them while maintaining a position in business or as a wage-earner in the city of Vancouver, which is reached in twenty minutes and at a fare the same as paid on a street car.

In fruit there have already been more than beginnings. Over two years ago one man turned over $600 off his strawberry patch, of a little over an acre. There is room for thousands of such strawberry patches, with chicken runs, market gardens and all in connection.

A number of fine and thriving orchards, set out some years ago, by the far-seeing of

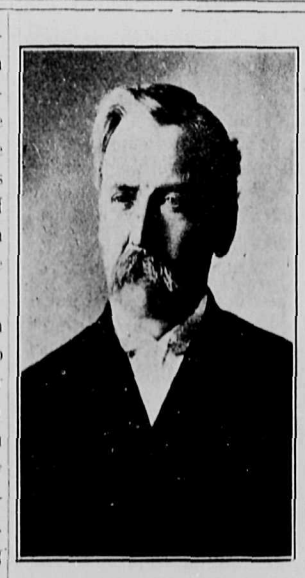
THE EARLY SETTLERS

in North Vancouver, are now coming into bearing. And they are supplying some of the finest samples of apples marketed at Vancouver.

As the years go on, the clearing up of the land in this district is progressing very rapidly and many more orchards will soon be established. In this country for rapid vegetation it does not take many years till an orchard is in full bearing

The class of houses already built and in course of erection in North Vancouver compare favorably with those in the city across the inlet. Many really handsome residences are now occupied, and with the water system, for which wire-wound wooden pipes are used, and the proposed street car service and light and power inaugurated, the residents will be given a measure of the comforts of city life.

But attractive as North Vancouver is from a residential point, and as profitable as the life or *rus in urbis* can be made those interested in North Vancouver declare that not as a semi-rural but as a great rival metropolis on the north shore of Burrard inlet, are the lines cast for the future of the young community. And when that comes true, there is fine ancorage close to the shore, which insures the building of fine wharves.



ALEX. PHILIP,
Municipal Clerk.

MISS M. H. ELWYN
Assistant Municipal Clerk.

A Brief Sketch.

The municipality of North Vancouver was brought into existence, chiefly through the untiring efforts of such men as Messrs. J. C. Keith, then manager of the bank of B. C. at Vancouver, C. S. Douglas, A. Williams, J. P. Phibbs, John T. Williams, Sidney Williams, E. Lindsay Phillips, C. O. Wickenden, Dr. Carroll, O. Semish, H. A. Jones, Geo. Turner, Capt. P. Thompson, J. C. Woodrow, J. Scott, W. H. May, C. J. Mayne, A. E. McCartney, M. Gintzburger, and many other owners of property having explicit faith in the future of the municipality, also North Vancouver Improvement Company, E. Mahon, president, and the Moodyville Lands and Saw Mills Company, Johann Wullfsohn, German consul, president, took a very active interest in forming the municipality. A charter was applied for at the Provincial Legislature which was granted and the new town started.

The first meeting of the council of North Vancouver on record was held at the ranch of Councillor Thomas Turner on the 29th of August, 1891. There the councillors were duly sworn in by the late Fred Scohfield, J. P., and "after a few minutes conversation" they adjourned to meet on the 12th of

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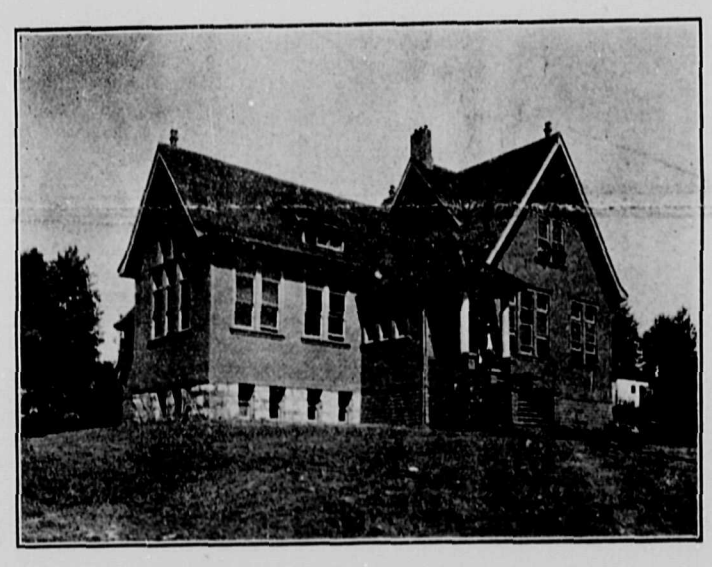
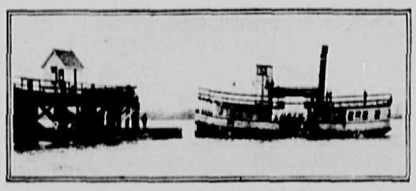
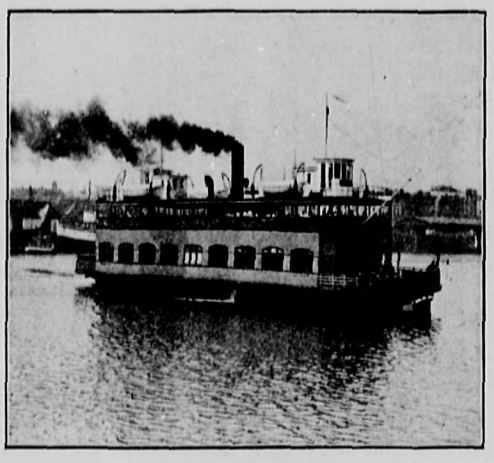


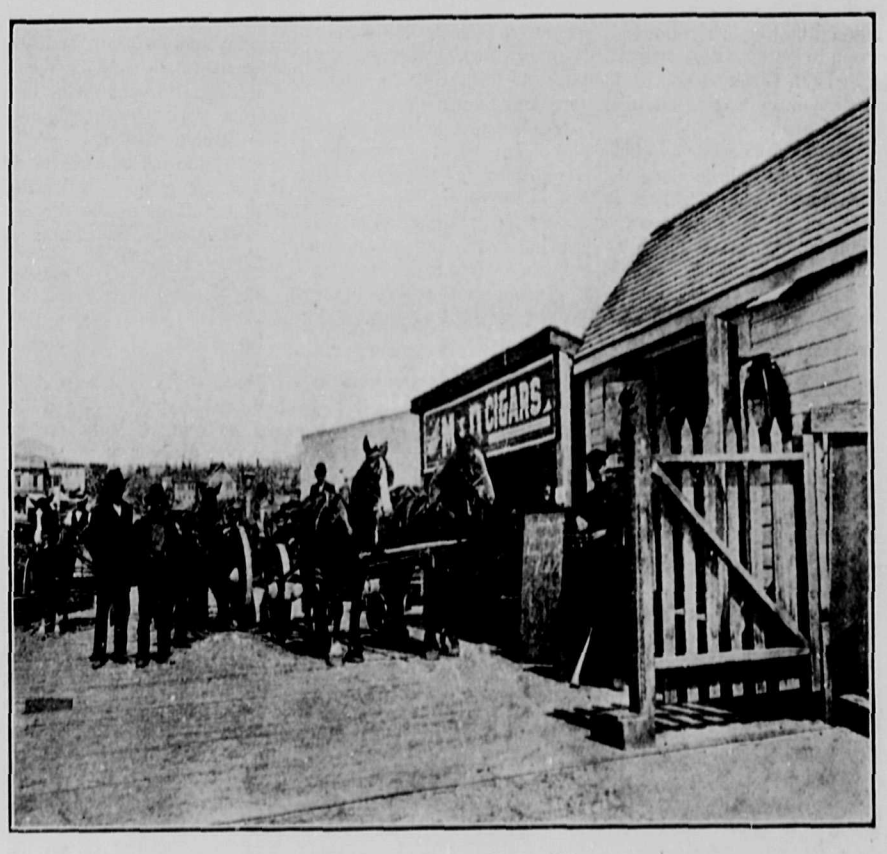
North Vancouver Municipal Hall.



Old Ferry North Vancouver.



New Ferry St. George.



Everyday Scene at the Ferry Wharf.

VANCOUVER, WESTMINSTER & YUKON RY.

Coming to North Vancouver—A Complete Resume of the Project and the Importance of the Great Country To Be Opened Up—R. G Macpherson, M. P., on the Railway Situation.

As may be seen elsewhere in THE EXPRESS, Mr. Macpherson, M. P. for this district, has kindly pointed out the great importance the question of railway building is to this Province, especially to this growing town. He refers to it as being the Twin City to Vancouver, and in this regard it may be assured that the term is used advisedly, when it is taken into consideration what a vast country lies to the north of this municipality and undeveloped, but which the proposed extension of the Vancouver, Westminster & Yukon would open up were its construction an accomplished fact.

The length of the projected line is about 525 miles, and will run northward starting at North Vancouver to a point at or near Fort McLeod, probably at Fort George, where it will connect with Canada's new national highway, the Grand Trunk Pacific railway, thus making our young town a terminus of a great transcontinental railroad system.

JOHN HENDRY, President V., W. & Y. Ry.

THE CONSTRUCTION

of the Vancouver, Westminster & Yukon railroad, involving as it does, the opening up a section of British Columbia, which has hitherto only been partially and very imperfectly developed on account of lack of transportation facilities, will mean very much to this constituency, and it is to be hoped all interested in North Vancouver, as well as others concerned in the welfare of the Province, will do all they can to get both the Provincial and Federal Governments to do something in the way of assisting this great road.

Reconnaisance surveys, which have already been made along the contemplated route as far north as Blackwater river, demonstrate the feasibility and practicability of construction, but also indicate that it will be very costly and expensive. Were substantial assistance granted by the government the plans of the company are so far advanced that it would immediately begin the construction of the road. The company has completed

THE FIRST SECTION

of their big undertaking between New Westminster and Vancouver, expending upwards of $1,000,000 in the construction and equipment of this portion of the line.

To further point out the advisability and practicability of assisting President Headry in his gigantic undertaking of financing this road we herewith present facts and data regarding the country that the railroad will traverse:

Crossing Burrard inlet from Vancouver and entering the municipality of North Vancouver the new railway extension will follow the shore line to Point Atkinson. The land along this part of the line is practically all taken up by private parties. The Great Northern Cannery, near Point Atkinson, is in active operation each season, and in this vicinity there are facilities for other cannery sites should the industry demand such.

From Point Atkinson to the mouth of the Squamish is heavily timbered in places and of mineral formation in other parts. The timber land is under lease from the Provincial Government, and the railway will facilitate the exploitation of this timber to a very large extent.

THE MINERAL RESOURCES

are not sufficiently developed to determine their value, one great cause for this being the lack of transportation facilities.

The Britannia group of copper-gold claims, on the east shore of Howe Sound, has attracted a great deal of attention. The group is situated at an elevation of 3,500 feet, and nearly four miles by trail from deep salt water. The Howe Sound Mining Company has organized with a capital of $2,000,000 in 4,000 shares of a par value of $500, and incorporated under the laws of the State of Maine, U. S. A. Two thousand of these shares were allotted to the shareholders of the selling syndicate, and 1,000 to certain American capitalists in consideration of their having placed to the credit of the company $25,000 cash for development purposes. Until other arrangements shall be made for the reduction of the ore it will be shipped to one of the smelters on Vancouver Island, across the Straits of Georgia, involving deep water carriage for a distance of 50 or 60 miles.

THE SQUAMISH VALLEY,

at the head of Howe Sound, has an important area of agricultural land, and should offer considerable business for a road passing through this section. At the present time hop culture is quite a feature of this district, and from all reports would warrant a large increase in this line were transportation facilities improved.

Around Green Lake there is a considerable area of meadow land and timber. Much of the best land is taken up, but some of it has reverted to the Government again for taxes, etc. Along Green River valley there is considerable fir, cedar and white pine.

Greta valley contains about 6,000 acres of good meadow land and suitable for settlement.

On Green river, Eleven-mile creek and Six-mile creek there are splendid water powers that may be developed at comparatively small expense. As water is the cheapest power we have and as the streams here named run through a very fertile country, mills could be operated at a profit were rail-communication brought to bear.

PEMBERTON MEADOWS

have an area of about 40,000 acres—practically the whole of which is suitable for agricultural purposes. The winters are mild, 10 degrees below zero being the coldest in 17 years, and four feet of snow the maximum, while six inches to 36 are the average. Stock is able to run out most of the winter. Transportation is the chief difficulty, and were this improved at least 200 families would find homes there.

To sum up this section between Vancouver and Lillooet, the Squamish and adjoining valleys will furnish conservatively estimated at least 20,000 acres of agricultural land, besides large tracts of timber now held by private parties. Gretna valley, Pemberton Meadows, Clear Creek and Anderson Creek valleys, 50,000 to 60,000 acres of agriculture land. As a mineral country the prospects are very encouraging, but not developed. Placer gold has been found in many of the streams to be crossed, and as a stock-raising country it is not excelled in any other section of the Province, as they have abundance of feed, and mild winters with little snowfalls.

ALONG THE FRASER RIVER

from Lillooet to Quesnell is a distance of about 182 miles. The Fraser river is the great water course of the Province. It is 780 miles in length, and among other streams which it receives are the Lillooet and Chilcotin rivers. It is navigable for vessels drawing 20 feet to New Westminster, about 15 miles from its mouth, and again for smaller craft for about 60 miles of its course through the northern interior from Quesnell Mouth to Soda Creek in Cariboo.

The following table gives the area in acres of some of the larger lakes contiguous to the proposed line of railway in this district:

	Acres.
Chilco Lake.....	109,760
Quesnell Lake	94,080
Tacla Lake.....	86,240

There is a fish hatchery at Seaton Lake, and this body of water and Anderson Lake is the chief spawning grounds of the sockeye salmon.

LILLOOET

This district contains 10,300,000 acres. It is largely a pastoral country, but in the southern portion of it fruit-growing is making good progress. The district is well adapted for dairying and cattle raising. Irrigation is necessary in many places, owing to the dryness of the climate, and is accompanied by success wherever it has been tried. Formerly in the days of the Cariboo gold excitement the Lillooet supplied the miners with farm produce, and agriculturally is still more flourishing at the present time.

In the vicinity of Bridge river important metaliferous deposits were discovered recently, and give promise of considerable development. The same may be said of Seaton lake, and along Bonaparte river placer deposits have been yielding returns for years. The Bridge River district is noted for big game, and throughout the district fishing and shooting is good.

CARIBOO.

North of Lillooet lies the great district of Cariboo, containing in the aggregate 96,350,000 acres. It is drained in the south by the Fraser river and its numerous tributaries, and in the centre by the Parsnip and Peace rivers, and in the north by the Nelson and Laird rivers and tributaries. It was in the district drained by the tributaries of the Fraser river, in the vicinity of Barkerville, that occurred the great gold excitement of British Columbia in early days. It is estimated that out of these rich creeks has been taken an amount equal to between $45,000,000 and $50,000,000 in gold, or an average of about 50 cents per acre for the whole of Cariboo. The northern half of the district has been but very imperfectly explored, and the information regarding it is limited. The central portion was a rich preserve of the Hudson's Bay Company in early days, and in it are located Forts St. McLeod, Stuart and St. James.

In the western portion, near the centre, between the northern and southen limits, lies the gold-mining district of

OMINECA,

and to the southwest lie the large pastoral and agricultural districts in the Blackwater and Nechaco valleys, in which are contained over 1,000,000 acres of grazing land and rich river bottoms. When railway communication has been provided, this section of territory will afford homes for a large number of settlers.

In the auriferous district already referred to, where the rich placer mines exist, large hydraulicing enterprises have been inaugurated, and some half a dozen companies, expending from $250,000 to $1,500,000 each, have obtained extensive leases, and are operating on a very comprehensive scale. The result of these operations will no doubt bring back to Cariboo much of its old-time prosperity.

In the Cariboo district, in the vicinity of Alexandria, 150-Mile House, Soda Creek and the mouth of the Quesnell river there are a number of fine ranches producing grain, vegetables and cattle. One of the finest roller mills in the Province is in operation at the mouth of Quesnell, and a grist mill operates at Soda Creek. The Quesnell basin is very rich in minerals, especially copper, and coal and timber. There are about 20,000 miles of timber of good quality.

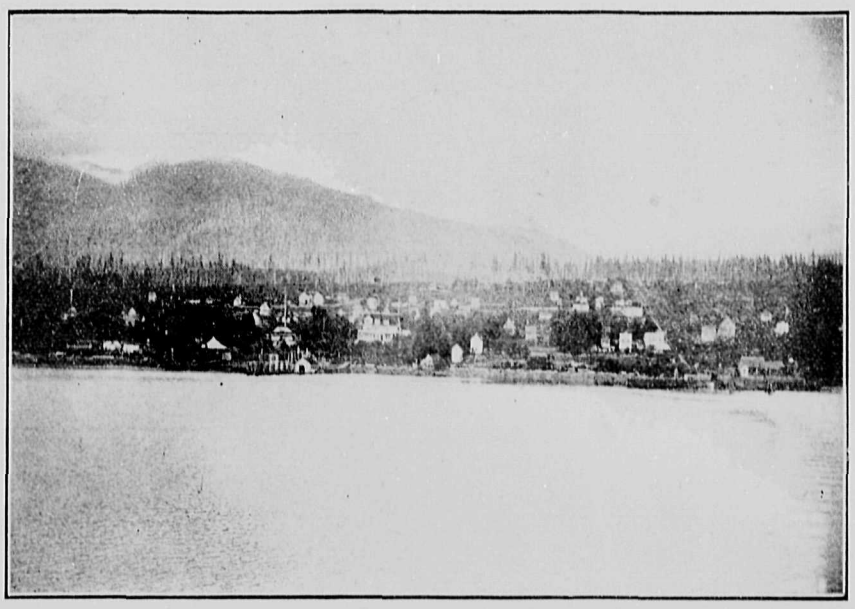
CHILCOTIN.

In this district is included all that section lying on the western side of the Fraser, between Soda creek and Chilcotin river, a distance of about 40 miles and running back about the same. It is but sparsely settled, the country being principally adapted to stock-raising. In parts, however, good crops of grain and roots are obtained, although the general altitude is unfavorable to mixed farming. The crossing at Soda Creek is affected by a good wire-rope ferry, whence there is a fairly good road through Chilcotin proper; a bridge crosses Chimney creek, the latter route is a great saving of distance for settlers living on Chilcotin river and valley in reaching the Cariboo wagon road.

At Chilcotin on the western side of the Fraser river, and at Dog Creek, Alkali Lake and other points on the eastern side, there are extensive ranges and stock-raising is prosecuted on a large scale, and in the valleys and river benches most of the ordinary crops are grown. Fruit succeeds very well in the favorable locations, as well as garden crops. The elevated plateaux are, however, only suited for stock-raising, and are entirely devoted to that purpose.

CARIBOO MINING DISTRICT

embraces the Cariboo and Quesnell mining divisions. It covers a comparatively large area, about 60,000 square miles, but nearly all the mining yet done has been confined to a section of about 2,000 square miles, lying between the Fraser river, which stream takes its rise in the Rocky mountains and, after running almost northwest for about 200 miles, turns and flows south. Access to the district is by wagon road from Ashcroft, on the C. P. R. The distance from that town to Harper's Camp is 185 miles; to Bullion (Quesnell Forks), 210 miles; and to Barkerville, 285 miles. Stages carry passengers, mail and express matter. The roads are fairly good, and the wayside houses for accommodation of travelers are clean, comfortable and reasonable in their charges. Freight teams, with four to ten horses each, take in merchandise and mining machinery and supplies, the rates from Ashcroft being 6 cents a pound to Barkerville, for 4 to 5 cents to Quesnell.



Nortn Vancouver (Twin City) Overlooking the Inlet.

The Member Speaks

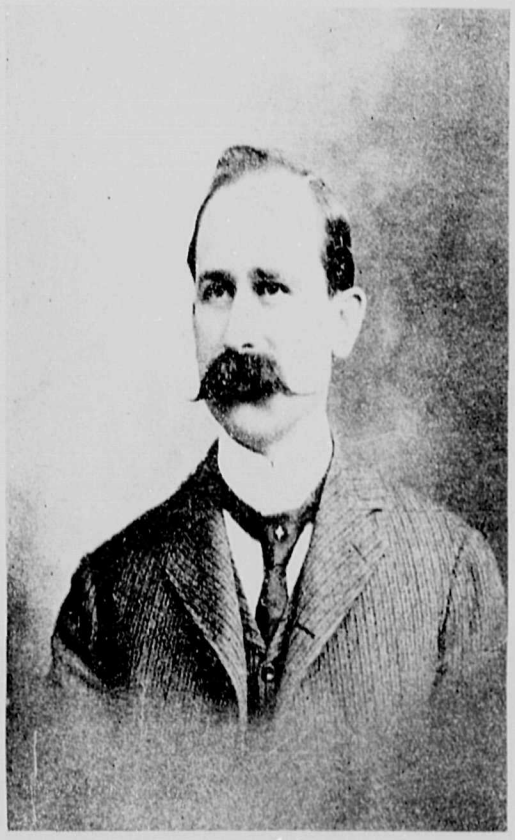
Mr. R. G. Macpherson, M P. for Vancouver, which electoral district includes this place, was seen the other day by THE EXPRESS. He congratulated North Vancouver in having such an enterprising business and industrial community, and said that the future of the Twin City was beyond doubt.

"What makes you so sanguine, Mr. Macpherson?" asked THE EXPRESS.

"Why, because North Vancouver is located on Burrard inlet, and all railroads coming to the Canadian Pacific coast must find their way to this great harbor," said Mr. Macpherson.

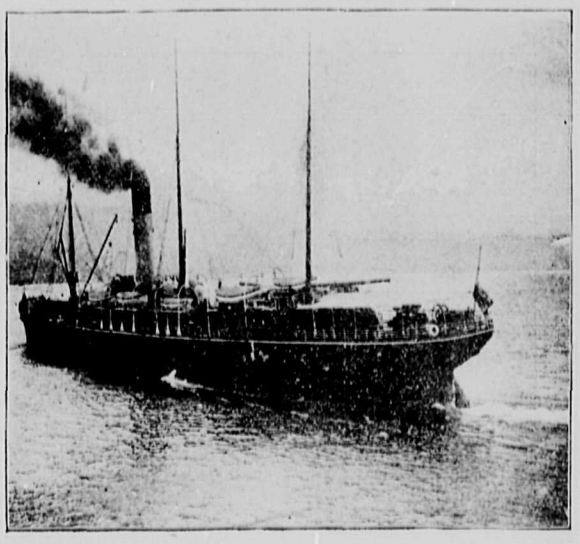
"What about the Vancouver, Westminster and Yukon railroad coming here?"

"The V., W. & Y. would mean to North Vancouver practically what the C. P. R. is to Vancouver, as it would open up some of the richest and greatest areas of B. C. lands—the immense heritage

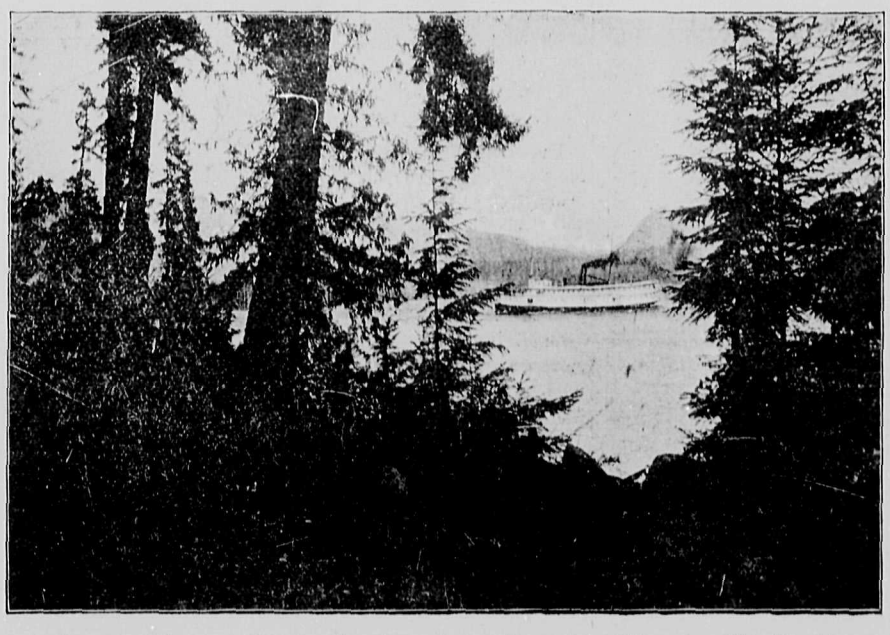


R. G. MACPHERSON, M. P.

Burrard Inlet, First of July—*The World.*



Steamer Outward Bound, Burrard Inlet.



Steamer Charmer Passing Brockton Point, Bound for Victoria—*The World*

to the north of us, all of which is tributary to North Vancouver. The charter for this road runs to Fort George, in Cariboo, passing through the Squamish Valley, by way of Point Atkinson, and the fertile Pemberton Meadows, in Lillooet district, through the Chilcotin country, crossing the Fraser river, running through Cariboo and connecting with Canada's second great national highway,

THE GRAND TRUNK PACIFIC.

"The Pemberton Meadows are in Lillooet district—that part between Port Douglas and Harrison lake, on the old Cariboo road which starts near Moodyville, a mile or so from North Vancouver. Its acreage is estimated at about 40,000, the whole of which is, adaptable for immediate settlement, and many families could easily make their homes there.

"The Chilcotin country includes all that section lying on the western side of the Fraser, between Soda creek and Chilcotin river, and is about 40 miles square. At present very few settlers are located there. The country is generally prairie, with abundance of bunch grass. It is partly used for stock-raising, principally because those residing there are unable to take farming produce to market on account of having no transportation facilities. As it is they drive their cattle some 200 miles for sale. Good grain and root crops can be raised. North Vancouver were the railroad built would have

DIRECT CONNECTION

with this important part of British Columbia.

"Of course, every British Columbian is familiar with the reports coming from Cariboo, but the fact remains, nevertheless, that the vastness in resources of that great gold-mining district is very little known. Cariboo contains in the aggregate the vast area of close on to 100,000,000 acres. It extends from 52 degrees to 60 degrees north latitude and from the 120th to the 126th degrees of west longitude. It is estimated that between $45,000,000 and $50,000,000 in gold has been taken from the creeks tributary to the Fraser river, and still new discoveries are being made.

"Very little is known about the northern portion of Cariboo, but in the northwestern section lies the famous Peace River country, which has an area conservatively speaking of a million and a half acres of land.

"Omineca lies in the western portion, and to the southwest lie the large grazing and agricultural districts, including the Blackwater and Nechaco valleys, which contain

A MILLION ACRES

of pastoral and agricultural land. This is another great place for settlers, but before they will settle there, railroads must be built.

"Large sums of money up in the millions are being spent in Cariboo in hydraulicing enterprises. Some half dozen or so enterprises have obtained extensive leases and are operating on a large scale.

"Railroads have been projected from time to time into the mining districts. One, starting from Ashcroft or Kamloops and connecting with the C. P. R., and another to Bute inlet on the mainland coast, but neither of which would connect with North Vancouver direct. The V. W. & Y., would however."

THE EXPRESS: "The V., W. & Y. ask for government aid?"

"Yes; I do not see any good reason, in the best interests of my constituents, why the usual subsidy of $6,400 a mile should not be given by the federal government to the company, headed by President Hendry, to

BUILD THIS ROAD,

also, I think, the provincial government should give it reasonable assistance. The cost of construction will be enormous, but the results obtainable will more than amply repay the outlay by the government. North Vancouver would be connected by rail with the Grand Trunk Pacific, and, besides, a great country would be opened up for settlement."

"What have you to say about the Coast-Kootenay road, as projected by the McLean Brothers?" asked THE EXPRESS.

"The charter McLean Brothers hold runs from Midway to Vancouver, or strictly speaking North Vancouver, on account of Burrard inlet, and was obtained by them some two years ago. McLean Brothers is at present constructing their line from Midway to Vernon.

"British Columbia must have railroads," suggested THE EXPRESS.

"Yes, the matter of building railroads is the great question of the hour in this province. Just now in British Columbia there are three railways

UNDER CONSTRUCTION,

the Kamloops, Nicola & Similkameen, from Spence's Bridge to Lower Nicola; the V., V. & E. railroad, building between Midway and Princeton and on to the coast without subsidy; and the Midway & Vernon line, between Midway and Vernon.

"The granting of the V., V. & E. charter has greatly stimulated railroad building in British Columbia. It is the connecting link in the southern portion of the interior of the province with the V., W. and Y. and the Great Northern. which means that North Vancouver will be the Burrard inlet terminal for the latter named road and the G. T. P. All roads lead to Rome, so all roads building to-day in this province will be tributary to Burrard inlet, and the Twin Cities the great commercial centres of the Pacific coast," concluded Mr. Macpherson.

President Hendry and the V., W. & Y. Ry.

Starting at the city of New Westminster, situate on the bank of the Fraser river, and connected at the northern end of the government bridge with the great American transcontintental systems, the first section of the railway is completed and in operation into Vancouver city, affording a direct connection via the Great Northern Railway with Seattle and eastern points, reached by this great transcontinental highway and its connecting lines. The Seattle "Flyer", a solid vestibuled train with parlor and buffet car attached, is very popular with the travelling public, between Vancouver, Seattle and intermediate points, and since its inception has been the means of largely increasing the traffic between Vancouver and Seattle, the Canadian and American commercial metropolitan cities of the West.

The credit for the construction of this important railway line must be given to the indomitable efforts of its energetic president, Mr. John Hendry, who will be readily recognised in the accompanying illustration in this article. In the face of almost insurmountable difficulties,

PRESIDENT HENDRY

has succeeded in carrying the first section of this road to a successful issue, and is now bending his energies to the construction of the line northward from Vancouver City. Large survey parties are now in the field, and the line will cross the Second Narrows to the north shore of Burrard inlet by bridge, the line has been located and the surveys completed along the north shore of Burrard inlet through the municipality of North Vancouver. From this point it will proceed through the fertile valleys of the Squamish and Pemberton Meadows to Lillooet, and northward to Quesnell, Fort George and Fort McLeod, near where it is expected a connection will be made with the Grand Trunk Pacific Railway.

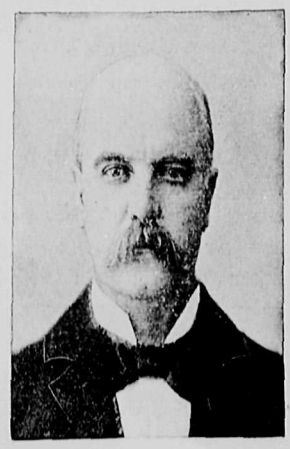
It is confidentially anticipated that the mileage from the point of connection of these two roads will be less to Vancouver City than to Port Simpson, the proposed terminus of this second great Canadian highway. From Fort McLeod, the Vancouver, Westminster and Yukon Railway line will run in a north-westerly line to Hazelton, thence northerly via Teslin Lake and Telegragh Creek to

DAWSON CITY.

The importance of this great railway highway through the northern portions of the Province of British Columbia cannot be over estimated. Exploratory surveys have shown the feasibility and practicability of the route, the construction of which will open up for development some of the richest districts of the province, making available these vast agricultural areas for settlement and rendering possible the development of the rich mineral and timber wealth of this section of the conntry through which the railway will pass.

The company have made application to the Provincial and Federal governments for assistance to aid them in the extention of their line northward, and it is confidently expected that the importance of the construction of this line to the Province, and the Dominion at large, will ensure the granting of the aid applied for, thus enabling the early construction and completion of the remaining sections of the line, at least to a point where connection will be made with Canada's new national highway—the Grand Trunk Pacific Railway.

Ask for Rainier Beer



A. Williams, Ex-Councillor.

Rainier Beer

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

Pacific Bottling Works

Logging Near North Vancouver.

Dominion Exhibition

September 27 to October 7, 1905

Under the Auspices of the Royal Agricultural and Industrial Society

New Westminster, B. C.

Stupendous and comprehensive array of Exhibits representing the resources of all Canada.

$100,000 In Prizes and Attractions

Enlarged Grounds, New Handsome and Spacious Buildings

WORLD'S CHAMPIONSHIP EVENTS in Rowing and Lacrosse, Horse Racing, Broncho "Busting," Military Parades and Exercises

ROYAL IRISH GUARDS and other famous bands.

GRAND WATER CARNIVAL—Parade of Fraser River Fishing Fleet, Patrol Boats, H.M. Warships, Indian War Canoes, etc.

INDIAN SPORTS.

For all information write W. H. KEARY, Secretary and manager' New Westminster, B. C.

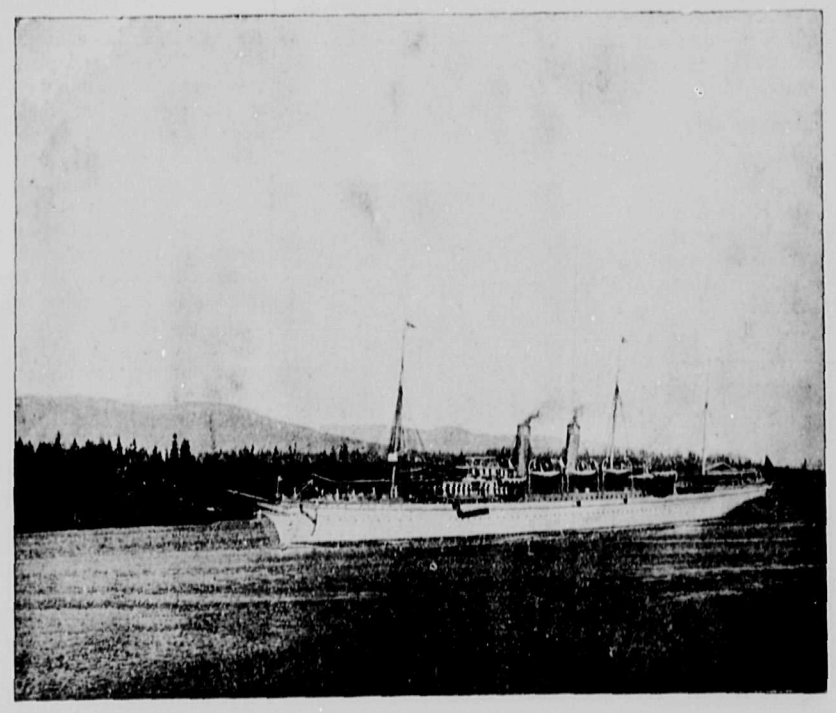
CHARLEY DUNN & CO.

Merchant Tailors, late of Victoria

SPECIAL OPENING SALE

For Two Weeks. Large New Stock of choice Summer and Fall Suitings. Latest Styles. Fit Guaranteed.

100 Hastings Street West, Corner Abbott.



R.M.S. Empress of India, Outward Bound, in Burrard Inlet.

THE EXPRESS,
North Vancouver, B. C.
A Weekly Newspaper Published by
THE EXPRESS PRINTING CO.
Subscription, $1 a year.
GEORGE BARTLEY,
Managing Editor.

FRIDAY, AUGUST 18, 1905.

SALUTATORY.

To make known the advantages and resources of this municipality, as well as the province in general, is the mission of this newspaper. That there are thousands of persons desirous of knowing more about the Twin City and this banner municipality than they now know, is undoubted, and in response to this demand The Express appears.

It will be our aim to make The Express an acceptable and clean journal. Its articles will be carefully written and no attempt will be made to exaggerate or misrepresent. To do so would not be wise or prudent, because there is so much to be said that appeals to the eye rather than to the imagination.

To the pioneers and to the newcomers alike, The Express extends its greeting, and trusts that the current year will witness that advancement that is due to its great extent, to its most salubrious climate, its picturesque environment, as well as to what it really offers to the homeseeker, the man of business, and the manufacturer.

J. BURR GIBBONS,
Advertising Manager Express.

N. VANCOUVER THE AMBITIOUS CITY

CONTINUED FROM PAGE ONE.

September at the milk ranch on Seymour Creek.

At this ranch—the reeve's residence—they met, according to appointment, and at once got down to solid business.

At the next meeting, on the 8th of October, they divided the district into wards, and also took the first step towards financing the work of building the Keith road. This was to instruct the preparation of a by-law for the loan of $40,000 on debentures for 50 years, at 8 per cent interest. This work was intrusted to Messrs. Yates, Jay and Russell, barristers, Victoria, and Messrs. Williams Bros. & Dawson were employed as engineers, and instructed to lay out a road from Howe Sound to the North Arm of Burrard Inlet.

CONTRACTS WERE LET,

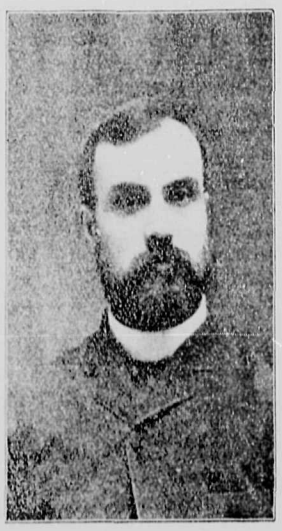
on March 28, 1902, for different roads as follows:

To James Hartney, contract for Seymour and Lillooet roads.

To J. J. Tiernay, contract for Keith road, from North Arm to Capilano river.

To Robert Balfour, the bridges

EX-LIEUT. GOV. DEWDNEY,
President Britannia Mines.



J. C. KEITH,
Ex-Reeve and Councillor.

and that portion of Keith road from Capilano to Eagle harbor.

The carrying out of these works involved raising a further loan of $20,000 in debenatures at 7 per cent interest

The work had not been long carried out when the season of business activity gave out, and a long period of hard times followed. To this was added the loss of the two large bridges, over Capilano and Seymour rivers, which had been imperfectly constructed.

In 1899 attention was given to the urgent need for a good ferry service to connect with Vancouver. Eventually a $12,000 loan was raised, and the good steamer North Vancouver was ordered, and bye and bye she took her place on the road.

DIFFERENT COUNCILS.

The municipality of North Vancouver, B. C., was incorporated in 1891. Following were the different councils from the foregoing year to the present:

1891—Reeve, Charles J. P. Phibbs; councillors, Mr. Thompson, Thomas Turner, Mr. Nelmes, and Mr. Mahon; clerk, M. H. Hirschberg.

1892—Reeve, Charles J. P. Phibbs; councillors, B. Lindsay Phillips, James McCartney, Mr. Scott and Adolphus Williams; clerk, M. H. Hirschberg.

1893—Reeve, James Cooper Keith; councillors, L. H. Calland, W. H. May, John C. Woodrow and James McCartney; clerk, Fred Schofield.

1894—Reeve, James Cooper Keith; councillors, W. H. May, John C. Woodrow, James McCartney, and Charles Mayne; clerk, Fred Schofield.

1895—Reeve, Dr. J. T. Carroll; councillors, W. H. May, John C. Woodrow, Charles Mayne, and Jas. McCartney; clerk, Fred Schofield. Later J. Buntzen was elected to fill the vacancy caused by the retirement of Councillor McCartney.

1896—Reeve, Dr. J. T. Carroll; councillors, W. H. May, John C. Woodrow, C. A. Coldwell and B. J. Cornish; clerk, Fred Schofield.

1897—Reeve, John C. Woodrow; councillors, W. H. May, B. J. Cornish, Walter Irwin and J. Reynolds Tite; clerk, William L. Keene.

1898—Reeve, John C. Woodrow; councillors, W. H. May, B. J. Cornish, Walter Irwin, and J. Reynolds Tite; clerk, William L. Keene.

1899—Reeve, John C. Woodrow; councillors, W. H. May, J. Reynolds Tite, Walter Irwin, and B. J. Cornish; clerk, William L. Keene.

1900—Reeve, John C. Woodrow; councillors, Walter Irwin, W. H. May, B. J. Cornish, and J. Reynolds Tite; clerk, William L. Keene.

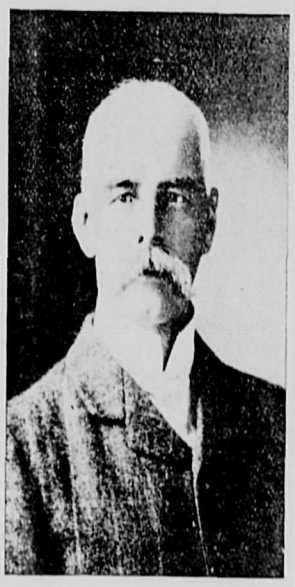
1901—Reeve, C. O. Wickenden; councillors, Walter Irwin, W. H. May, B. J. Cornish, and Patrick A. Allen; clerk, William L. Keene. On 12th July J. C. Gill was elected to fill the vacancy caused by the resignation of councillor Cornish.

1902—Reeve, C. O. Wickenden; councillors, Walter Irwin, W. H. May, James C. Gill, and P. A. Allen; clerk, William L. Keene. Later Alexander Philip was appointed clerk on the retirement of Clerk Keene.

1903—Reeve, William H. May; councillors, J. Balfour Ker, James C. Gill, Arnold E. Kealy, and P. A. Allen; clerk, Alexander Philip.

1904—Reeve, James C. Gill; councillors, Philip N. Thompson, A. Dalton Nye, Arnold E. Kealy, and P. A. Allen; clerk, Alexander Philip.

1905—Reeve, James C. Gill; councillors, W. H. May, William Morden, Edmund Bell, and Thomas Allen; clerk, Alexander Philip. Later Ex-councillor Arnold E. Kealy was elected reeve on the retirement of Reeve Gill.



A. ST. G. HAMERSLEY,
President Ferry Company.

MUNICIPAL STAFF FOR 1905.

Clerk and Treasurer—Alexander Philip.

Office Assistant—Miss M. H. Elwyn.

Constable and Road Tax Collector—David H. Dick.

Health Officer—Dr. J. M. Pearson.

Road Superintendent—J. A. Clandenning.

Road Foreman—Dan Amskold.

Waterworks Foreman—W. A. Gibson.

Caretaker at Waterworks Intake—W. E. Eisemuan.

In recent years the council of the district have been encouraged to take steps in a forward direction, and the result has been eminently satisfactory to all. One of the first movements was to improve the ferry service, as the ss. North Vancouver was found inadequate for it. The late reeve, W. Gill, as

C. DOUGLAS,
Early Promoter of the Town.

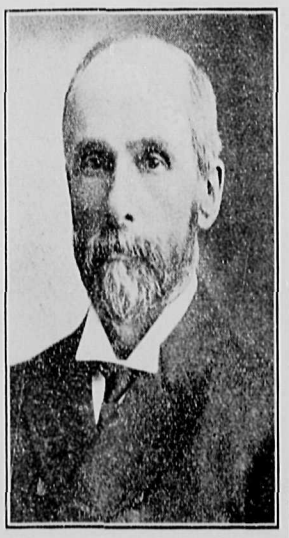
the chairman of the Ferry Committee, made enquiry in every likely direction for a boat that could be acquired and placed on the run at a price within the reach of the council, but the most moderate arrangements possible involved the raising of a further loan of $50,000 at least. And the credit of the district at that time did not warrant an effort to raise that sum. A proposal was in consequence welcomed by the council to have the ferry service handled for a period by a limited company, with enough of capitial to put the service on the best footing possible for traffic. The acceptance of this proposal resulted in the incorporation of the North Vancouver Ferry and Power Company, and the ferry service established is now exceedingly good.

The relief from the risks and speculative business of the

FERRY SERVICE

had a very marked effect on the public credit of the district, with the result that it was almost immediately possible to arrange a loan of $100,000 to consolidate the old debt, and to provide funds for

P. A. ALLEN,
Ex-Councillor.



EDMUND BELL,
Councillor.

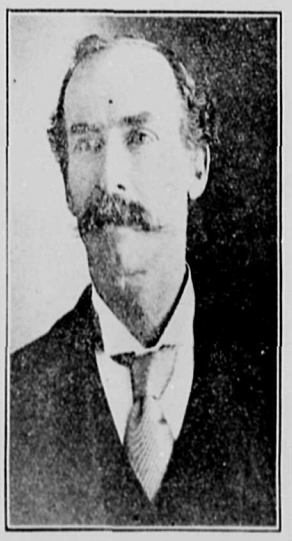
a municipal hall, and for the erection of bridges across Seymour and Capilano rivers. This consolidature was effected, and it had the result of reducing the levy for loan rate from 8 mills on the dollar to 6 mills. The new bonds were for 50 years (with right to redeem at any time) and bore interest at 5 per cent.

The opening up of the Lonsdale estate in 1903 was a most important factor in the development of the place, and the lots were bought up with great eagerness, and many new citizens have come in to take a hand in moving the town forward.

The urgent need for a water system was evident to the council, and early last year they again entered the money market—this time they got a loan of $50,000 to enable them to at once construct a municipal water system,

A WATER RECORD

was got at Lynn creek of a supply sufficient for a large population. A system has now been



THOS. ALLEN,
Councillor.

constructed, which has five miles of a main pipe, and about eight miles of a distribution service. The pipes used were wooden-stave, and they give great satisfaction. Already the water system is taken advantage of by nearly all the citizens, and it has proved most timely this dry season. It is expected that it will soon be self-sustaining, and particularly if large public works are started.

Recently another important forward movement was made by the council, with the assent of the electors, when they entered into an agreement with the B. C. Electric Railway Company for a tramway and an electric light service. That enterprising company has now an enormous reserve of electric power at command, and plenty of capital to extend their system. They have large property interests on the Capilano river, also to develop, hence it may be expected that they mean very serious business. The exact form their plans will take has not yet been fully defined, but they enter in a field of

GREAT POSSIBILITIES

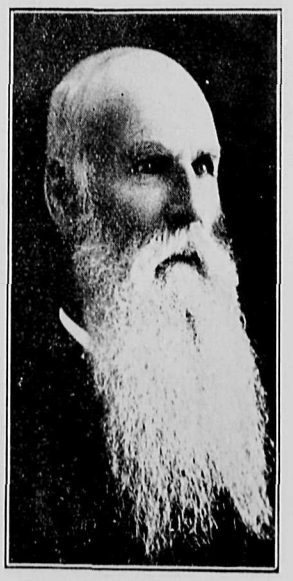
The advent of that company and the rapid growth of population has made it urgent to get the streets and roads in order. This is no ordinary task, as the townsite is studded with the stumps of forest giants; to meet this call, after careful consideration, the council, with assent of the ratepayers, has again entered the money market. This time for a loan of $25,000 at 5 per cent interest. Contractors will soon be at work to carry out the scheme on hand to make the place more city-like. Already Lonsdale avenue is taking shape, but there is much to be done there before it can be truly called a street, and it would not have been wise policy to locate a tramway on that avenue before the road was brought to a proper and permanent grade. Not a few are inclined to grumble at what they call the high rate of taxation in the district, but they do so under a misunderstanding of the facts. The policy of the council has ever been a uniform rate of taxation in land values only, and on a very

MODERATE VALUATION.

The valuation at the present time is particularly low, having been made before prices stiffened. It may be confidently asserted that in many cases the land is actually selling at three and even four times the assessed value. Yet withal, the general rate levied for management, roads, streets, etc., is only 13 mills—with 1/6 off for early payment. The loan rate last year was 6 mills on the dollar, and next year with the increaed valuation that levy should be ample for the new loan as well as the old.

The water loan rate on the townsite looks large, but it should not be overlooked that this provides the capital for acquiring a property of great value which will soon be no burden on the rates, but instead a direct revenue-producing concern to the municipality. Looking to the future and the uncertain—there is no uncertainty about taxes—high hope is entertained of the

CAPT. C. CATES,
Owner Wharf.



D. G. DICK,
Real Estate.

early advent of a railway to the district from Vancouver, crossing the inlet by bridge at the Second Narrows. The undertaking is a large one, but already one company has made a careful

SURVEY OF A ROAD

and filed its plans. But governments are shy about granting aid in these days, and railway companies are not yet above doing their utmost to get such aid. The railway when it comes, will at once make North Vancouver a very important industrial and commercial centre. It has a great wealth of locations for harbors and it has also a resource of immense importance in its many streams, large and small—all available for industrial works.

We understand that a movement is not unlikely to be made next year by those interested to have a city formed out of the district; this step, if taken, will have to be the subject of a private bill before the Legislature, and, of course, all interests will be carefully considered there—and justice will be done.

ADVERTISE. ADVERTISE

NORTH VANCOUVER

For A Quick Lightning

Sale

Two Lots on Second Street

for $500

This is the greatest snap that I have ever offered, and is only open for a couple of days.

S. GINTZBURGER,
163 Cordova Street.

The North Vancouver Specialist

Favorite Tooth Powder

Cleanses and Beautifies the Teeth.
Imparts nice odor to Breath.

Put up and sold only at

McDowell's Drug Store
North Vancouver.

Western Corporation, Ltd.

Accountants, Auditors, Real Estate Agents. | Plumbing and Tinsmithing. | Hay, Cattle and Chicken Feed

Lumber and all kinds of Building Material.
Lands Cleared and Buildings Erected.
Contractors and Valuators.

412 Hastings Street West, Vancouver, B. C.

NORTH VANCOUVER HOTEL.

This hotel, which has beautiful grounds and picturesque surroundings, is extremely nice, well appointed and well managed. Good table and moderate charges make it a desirable place at which to entertain friends, and the music during dinner is exhilarating. The well prepared bathing beach, with boating and fishing accessories, makes it an exquisite objective point for pleasure parties. The spot has long been a favorite one for church and school picnics, and is a seaside Mecca to the holiday keeper and excursionist. For the annual dinners, suppers or societies it associates the benefits of an outing and sea air with reasonable tariff. The view from the large verandah is magnificent, comprising mountain, forest, sea and city, with the passage of the entire shipping that enters and leaves the port. This hotel supplies the desideratum of years, just what a progressive coast city requires, a charming family resort, and a credit to the neighboring city of Vancouver. Conveyances are furnished for the forest and canyon drives, where the scenery would make a reputation for a European hostelry. The trout fishing of the higher Capilano waters is excellent and sea fishers may take 150 or 200 whiting and other fish in a few hours during the season within a quarter of a mile of the hotel, where the requisite appliances may be had.

P. Larson, the proprietor of this beautiful tourist resort, spares no pains or expense in catering to the wants and requirements of his guests, and is one of the enterprising men of the new city. P. Conway, the clerk of the house, is one of the best and most favorably known hotel men on the coast, and always is ready to accommodate patrons of the house.

THE FERRY.

The steam ferry, owned by the North Vancouver Ferry & Power Co., crosses in 15 minutes, runs all day from early morning until late at night—carries passengers, carriages and wagons. Vancouver business men now can and do live in North Vancouver with convenience and comfort, attending business in the city and having country homes of several acres, increasing in value every year, steadily becoming a reserve of capital, constituting a virtual life insurance, and equivalent fifteen years hence to independence for individuals and fortunes to their heirs. One can live in North Vancouver, cross to Vancouver if one likes at 6:30 o'clock in the morning, and return after the theatre between 11 and 12 o'clock at night. The ferry crosses without stoppage, whereas electric cars may stop for passengers at every block, say twenty or thirty times between Granville street and Mount Pleasant. Those living in North Vancouver can use the ferry all day, if they choose, for less than 6 2-3 cents per day. Non residents can get 20 tickets for $1.00, making the fare 5 cents a trip.

LONSDALE GARDENS.

One of the prettiest spots in North Vancouver is that of the Lonsdale Gardens. This beauty spot of the inlet is owned by the Vancouver Ferry and Power Company, and is a few blocks east of Lonsdale avenue. It comprises six acres, slopes up from the water and includes every charm of grassy knoll and shady tree, wild wood and flowing stream.

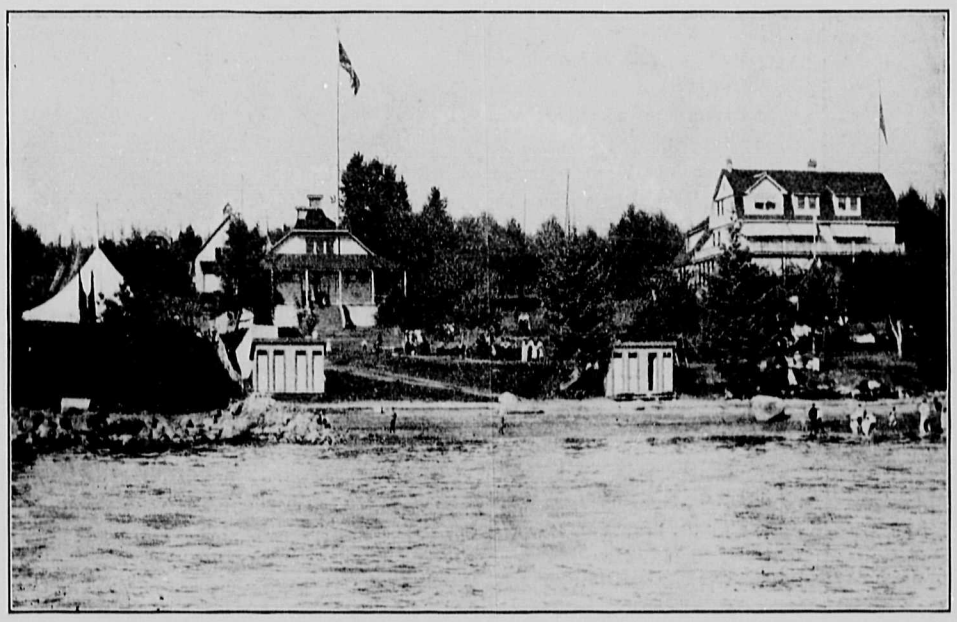
The company showed foresight and good judgment on the enterprise that led it to acquire this land and convert it into a park. Close to the water, Lonsdale Gardens have a charm that is almost unique in this district, the charm of age and mellowness, for there stand a number of fine spreading fruit trees, the occupants of an orchard planted thirty years ago by an old-timer who little expected that the picnics and frolics of strangers would be held in the shade of the trees he tended so lovingly. The old orchard with its charm of grassy carpet and hanging fruit, occupies two pretty slopes that are separated by a ravine cut in long centuries of labor by that brook that runs through it. From the orchard the gardens slope back up the hill covered with green trees and bushes, among which seductive trails lead the visitor into shady nooks. Down the sides of the ravine, which runs the length of the gardens, the company is having winding paths cut and dams will be put across the course of the mountain stream that will make pretty pools at intervals. The whole will form a sort of mountain landscape in miniature that will charm the eyes and nerves from the streets of a bustling city, while lacking the somewhat strenuous rigor of detail that is found in real mountains.

The resources of civilization have been requisitioned, lest the unaided beauty of the spot should prove too primitive for the advanced people of Vancouver. The refreshment privileges are ably handled by an enterprising Vancouver man and whenever nature's charms fail to sustain human nature the pleasure seeker is able to command any kind of refreshment from the latest breakfast food to pate de foi gras. Seats have been erected in all sorts of nice shady places and there are swings for the children. The beach has been cleaned up in readiness for bathers and bathing houses are in course of erection.

The approach to the Lonsdale Gardens is a well built pier 360 feet long. At the seaward end of this will be a bridge 30 feet long connecting the pier with a float that extends another 58 feet into the inlet. The pier will make a splendid promenade and band concerts will be held on it during the summer.

To the Lonsdale Gardens the ferry company runs a special service during the summer in addition to the regular service to the present North Vancouver wharf at the foot of Lonsdale avenue. The gardens are particularly popular with Sunday school and other similarly organized picnics.

The return fare has been reduced for the occasion and a large crowd is expected to explore the new pleasure grounds.



HOTEL NORTH VANCOUVER

BIRT CAMPBELL

has opened a barber shop on the Esplanade, near Larsen's creek. He is a first-class workman and a thorough tonsorial artist in all respects, having had a wide experience from Bath, Me., to Seattle, Wash. He also ran a shop in the webfoot state for a number of years, and finally decided that North Vancouver will in future be the place for himself and his family.

MRS SHAW.

One of our successful store keepers is Mrs. Shaw, whose premises are on Lonsdale avenue. This place was opened last July and has done a good business ever since. It practically leads in drygoods and fancy goods. The stock includes all the latest novelties in these lines. Mrs. Shaw is progressive and painstaking and fully merits the share of success she has achieved here.

W. P. HOGG'S RESTAURANT..

This place is located on the Esplanade, and for a light lunch or a square meal it cannot be outclassed in the municipality. Everything is kept in apple-pie order, and your orders are promptly and cleanly put up at moderate prices. Mrs. Hogg oversees the dining room and cuisine department, which is in itself a guarantee of satisfaction to the customers. The venture was started on April 10th last. Mr. Hogg hails from Oakland, Man., where he owned a farm.

H. A. SHAW.

A recent acquisition to our real estate interests is H. A. Shaw, who opened his office in June last on Lonsdale avenue. He conducts a general real estate business, buying, selling, leasing and exchanging improved property, collecting rents, securing good tenants, effecting insurance, and in fact assuming entire control of estates. He also negotiates loans on good securities. Mr. Shaw is a man of excellent business qualities and has great faith in North Vancouver, and consequently is among the enterprising men of the Twin City.

WALDEN BROTHERS.

This flourishing enterprise now so widely known hereabouts under the style of Waldon Bros., was established in May last by R. and I. Walden, on Lonsdale avenue. Next month, however, they intend to remove to more commodious premises, which they are now erecting near the municipal hall. They are retail dealers in shelf and heavy hardware, paints, oils, grates, tiles and house furnishing goods, etc. Particular efforts will be made to cater successfully for a share of the town trade. The store is large and thoroughly modern and a complete stock carried. This includes the choicest products of the leading wholesale firms and manufacturers. The firm is consequently in a position to meet all competitors, and R. Walden, who is at present at New Westminster, will be here as soon as he can straighten his affairs in that city.

W. A. RUSSELL.

Among the popular business men of our town none are more worthy of mention than W. A. Russell, who established his store here in February last. He came from Manitoba, where he ran a general store for 20 years, and consequently is thoroughly master of all the details which are necessary to operate a successful venture. The stand is situated on First avenue, and is of ample dimensions and well equipped. Mr. Russell handles only the very best, and receives constantly fresh supplies of fruits, fish, butter, eggs, and all kinds of general groceries. He has built up a good trade, and holds the same against all competition.

M. S. M'DOWELL.

A popular druggist—and the only one whose premises are located in North Vancouver—is M. S. McDowell. On March 6 he opened his premises on the Esplanade, now occupied by **The Express** office, where he did a thriving business, and in July removed to his present location on Lonsdale avenue, opposite the municipal hall, and here he also has enjoyed exceptional prosperity. His store is large and tastefully arranged and equipped. This well appointed store is heavily stocked with everything in the line of pure drugs and chemicals, perfumes, toilet articles, druggists' sundries, etc. A full stock of stationery is also carried. Special attention is given to compounding prescriptions. All goods are sold at the lowest possible prices. Mr. McDowell was formerly with the Vancouver firm of McDowell, Atkins & Watson for two years, and with J. K. Sutherland, of Westminster avenue, Vancouver, for two and a half years. He also taught school in British Columbia for three years. He is a member of the Pharmaceutical Association of British Columbia, and one of the pushing men of the town.

JAMES MURRAY.

The rapid growth of North Vancouver has brought to the fore many business enterprises. One of the foremost of these, though modest in its dimensions, is Murray's Tea Rooms, which Mr. Murray opened on the Esplanade on May 24, 1904. The choicest confectionery and edibles are kept as well as a conveniently appointed lunch room, where light lunches are served at all hours.

R. H. EVANS.

Established his business as baker and confectioner on Lonsdale avenue on April 1, 1904, and does a good business. Bread, cakes, pastry and all kinds of plain and fancy confectionery are made daily and sold to well satisfied customers. Mr. Evans is a thorough workmen, and followed his occupation, prior to locating here, at Vancouver, being employed at Muir's bakery and other concerns.

P. BURNS & CO.

Few cities can boast of a more complete meat market than that of P. Burns & Co. Of course everybody knows what that famous combody knows that that famous company has many branches all over Western Canada, but none more thoroughly equipped than the one we are here referring to. This branch was opened in October, 1904, with C. McKenzie as manager, who, by the way is favorably and well known to the residents hereabouts. A big business is transacted and a full line of hams, bacons and meats at city prices.

D. G. DICK,

whose portrait appears elsewhere, is among the brokers dealing in North Vancouver real estate. His office is on Lonsdale avenue, and is regarded as being among the best judges of both present and prospective values of property in the town. He is one of the pioneer settlers of Lonsdale, North Vancouver; was born in the County of Lanark on Feb. 7, 1846; and is one of the volunteer veterans who assisted in suppressing the Fenians in their raids on Canada during the third quarter of last century. He moved to Manitoba in the early days of Dominion control, where he held many important positions both public and private. He came to the Pacific coast eighteen years ago, and with four sons were among the first to go north in 1897, during the rush to the Yukon, where they spent several years in search of the precious yellow metal. Few people have become more familiar through personal observation with all parts of North America than has Mr. Dick, and after having seen all, has decided that British Columbia is the best place in North America and that North Vancouver is the "gem" of the province.

J. A. McMILLAN.

One of our prosperous business houses is that of J. A. McMillan, dealers in general groceries, fruits, and provisions, at the corner of Lonsdale avenue and the Esplanade. In March, 1903, this enterprise was started, and from the beginning has been very successful, owing to the liberal and reliable methods characterizing all its dealings. Mr. McMillan was the first grocer to locate here. The premises he occupies are large and spacious, and is one of the most attractive business stands in the town. The stock carried is an unusualy fine and well-selected one, including everything in the nature of staple and fancy groceries, teas, coffees, provisions, produce, table delicacies, etc. Mr. McMillan transacts probably the largest retail business in the town. He is a native of Prince Edward Island, and has been in the general merchandise business for the past 25 years. Prior to his coming to North Vancouver he was in the United States, thence with his brother in the Ideal Grocery, Vancouver, for 10 years. Besides his business, Mr. McMillan runs the post office. He has won his success on the basis of fair and straightforward dealing.

GRADED SCHOOLS

The North Vancouver public school opened, in keeping with the regulations, on 14th of August. All week a goodly number of pupils were present which promises, with expected additions, a large attendance during the ensuing year. From the smiles on the children's faces as they returned after the vacation one might rightly suppose they had thoroughly enjoyed their holidays, and were ready to commence another year of earnest work.

The principal, Mr. Templer, who has had charge since midsummer, 1904, deserves considerable credit for keeping the school up as he has, being single handed with at one time nearly 60 children from the "a b c" class to that of high school entrance work, under his control. All will be glad to note that the school has been graded, and that an able assistant, Miss. Clapp, of Vancouver, has been placed in charge of the junior department. Better work can now be accomplished, which will be more to the satisfaction of the trustees, who have the oversight of the school management, to the principal, who has had the worry of a large school, to the parents who are anxious for their children's advancement, and to the scholars who have to climb the way that is not a royal road to fame.

The School Board is now triumphant at last. It would seem at once while waiting for a second teacher that the cloud was dark and heavy; That the second teacher was never to come. But the frequent and earnest prayers of the local board to the education department have at last been answered, and an amount of credit is due our local board for its persistence in the matter, for it has not been the inspiration arising from their remuneration that prompted them to do their duty. No pains, neither in time nor in labor, has been spared, and is spared to make our school what it ought to be. But it requires time and the motto must be *Festina lente*.

The next work of the board is the clearing, grading, and fencing of the school grounds. Actual work will be commenced shortly and be reasonably pushed to a finish. It is the intention of the trustees and teachers to make this place one of the attractive and inviting spots of North Vancouver, a child's home among nature,

The day is not far distant when Vancouver's suburb will have grown to such proportions that will demand more school accomodations which the present residents are pleased to think will be on the east side of Lonsdale avenue.

PEOPLES THEATRE

SAPHO.

Monday, Tuesday and Wednesday matinee and night.

THE DANITES.

The Great Western Drama.

Thursday, Friday and Saturday, matinee and night.

GRAND THEATRE

Week of Aug. 21, 1905.

THE DE COMAS,
The World's Greatest Acrobats.

EDDIE LESLIE,
The Greatest of all Mimics.

ROSCOE & SIMS,
Comedy Instrumentalists.

MLLE. CARRIE,
The Belle of Belles.

CASTON & MARVEY,
The Human Scarecrows.

WALTER FARNSWORTH,
Illustrated Song.

GRANDISCOPE.

Prices: 15c and 25c.

FENCES IN JAPAN.

Only the rich have fences round their farms in Japan. The Japanese do not like to spare the square feet a fence would take up. If a border around a field is necsssary, it is made of mulberry trees, the leaves of which are good for silk worms. It is said that 190,000 acres, that would otherwise be taken up with fences, are thus used. You are not wasting a cent of your money in advertising in The Express. You make money.

District of NorthVancouver

The Council invites tenders (1) for the work of clearing and grading over two miles of the Lynn valley road to a width of 20 feet, and laying plank thereon, all to conform to specification, a copy of which can be had at the municipal office.

(2) For the work of clearing and grubbing the Esplanade and First street throughout.

Sealed tenders must be lodged at the municipal hall not later than 7:30 p. m. on Wednesday, August 30th, current.

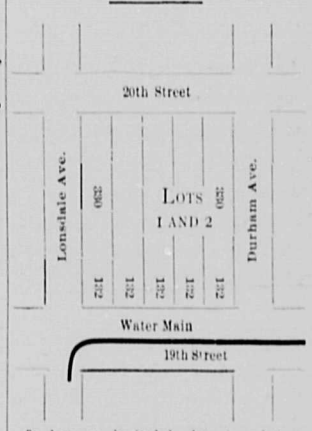
PIPER & CO.

Real Estate, Mining, Insurance, Loans, Farms, Etc., Timber Limits.

Propeaty for sale all over the City Suburbs and North Vancouver.

Office : 404 Granville St. Vancouver, B. C.

Tenders Wanted



Tenders are invited for lots 1 and 2, as shown in above diagram. There are no more desirable lots for residential purposes in North Vancouver. Each lot contains exactly one acre. The nearest corner is only 264 feet from the corner of Lonsdale avenue and 19th street, to which point the tram cars are to run

Please give price per acre which you will pay and terms desired. I reserve the right to reject any or all tenders. Address

L. E. D., Post Office box 76,
Vancouver, B. C.

LOTS FOR SALE

IN DISTRICT LOT 2026, ON LONSDALE AVE., 1 1-2 MILES FROM FERRY.

Lots Sell at from $75.00 to $150.00 on terms.

This is a good buy. The site cannot be excelled in the Municipality, a full view, not only of the Municipality itself, but the whole of the Inlet and English Bay can be viewed from this point. Apply to

T. S. NYE, ON THE GROUND.

MEN:

The Belfast Clothing House

IS THE MONEY-SAVING STORE FOR YOU

Their Stores are Crammed Full of Bargains in Men's Wear. Everything Going for the Next Two Weeks at Big Reductions.

THE BELFAST CLOTHING HOUSE

42 Cordova St. and 245 Carrall St.

An Ideal Summer Resort

Where Mountain and Seashore Meet.

Splendidly situated, overlooking Burrard Inlet, with the City of Vancouver fifteen minutes away by ferry. The hotel embodies every convenience with livery in connection. Rates $2 per day.

Hotel North Vancouver

P. Larson, Proprietor.

B. C. ELECTRIC RY., LIGHT & POWER CO.

About the Company That Will Operate the Tram Service in This Municipality—A Good Record.

North Vancouver recently passed by-laws negotiating agreements with the B. C. E. R. Company, limited, to build and operate a tram line, five miles in length. This line will be in full operation next year, as it takes about eight months to fill an order for rails, rolling stock, etc. In a few months this company will also install electric lighting and power service. The electricity for all these undertakings will be generated at the station on the North Arm of Burrard Inlet, (see the accompanying illustration where), where the water power for which is developed at Lake Buntzen. The capacity of the power house is 12,000 h. p., and the water is supplied under a static head of 400 feet.

For the information of those not familiar with this company it may be pointed out that this is one of the most notably successful of the organizations operating with

BRITISH CAPITAL

in British Columbia enterprises, and it is a fair example of what can be accomplished by a happy combination of means and capacity.

It ranks in this province, in the importance and magnitude of its operations, second only to the Canadian Pacific Railway. It owns and operates the electric street railways in Westminster, Vancouver and Victoria, and the inter-urban line between Westminster and Vancouver—one of the longest and best equipped electric roads in Canada. The company also supplies power for factory and other purposes in all three cities, and performs their lighting service, street and indoors, with the restrictions that in New Westminster the municipal corporation buy the lighting current from the company at a central station, and distribute their already superb lighting equipment.

The company operates a 5,000 h. p. water plant for the Victoria services, and has now installed a 30,000 h. p. plant for Westminster and Vancouver. This is the greatest hydraulic proposition on the Pacific coast, and entailed the tunnelling of a 5,000-foot mountain for a distance of two and a half miles. The company also builds its own cars, and in this respect again leads all electric roads on the coast. The carshops are located in New Westminster, and give employment to a large number of skilled mechanics. The product of the shops, more particularly the large interurban cars, will bear favorable comparison with the most palatial electric coaches produced anywhere.

The interurban service between

WESTMINSTER AND VANCOUVER

includes freight as well as passenger business. Cars are run half-hourly between the two cities. An average of 70 interurban cars a day arrive at and leave Westminster station.

The managing director of the company is Mr J. Buntzen, whose ability as a railway manager is widely recognized. Under his able direction the financial position of the company has been vastly improved, and the lines, equipment and service brought thoroughly up-to-date in every respect.

One of the remarkable features in connection with the British Columbia Electric Railway Company, and becoming more noticable as the years pass, is the cordial sympathy and friendly relations existing between the management and the employees. The credit for this happy atate of affairs is largely due to the absolute confidence instilled by Mr. Buntzen's

BUSINESS-LIKE

but considerate methods, and the conviction that the interests of the humblest employee are as carefully guarded by him as the interests of the share holders themselves. It is safe to say that the shareholders have not suffered by this policy, and particularly by a new feature put in force over two years ago, this being a profit-sharing arrangement by which every employee of a year's standing shares in the prosperity of the company. The basis of the arrangement is that as the profits of the shareholders increase, the bonus of the employees increase likewise. The amount so received by the employees have constituted a substancial addition to their salaries.

THE OFFICERS

of the company are as follows: Chairman, R. M. Horne-Payne, London, Eng.; secretary, B. H. Binder, London, Eng.; managing director, J. Buntzen, London, Eng.; manager, R. H. Sperling, Vancouver; assistant manager, F. Hope, Vancouver; comptroller, W. F. Gitchell, Vancouver; local managers, A. T. Goward, Victoria, F. R. Glover, New Westminster.

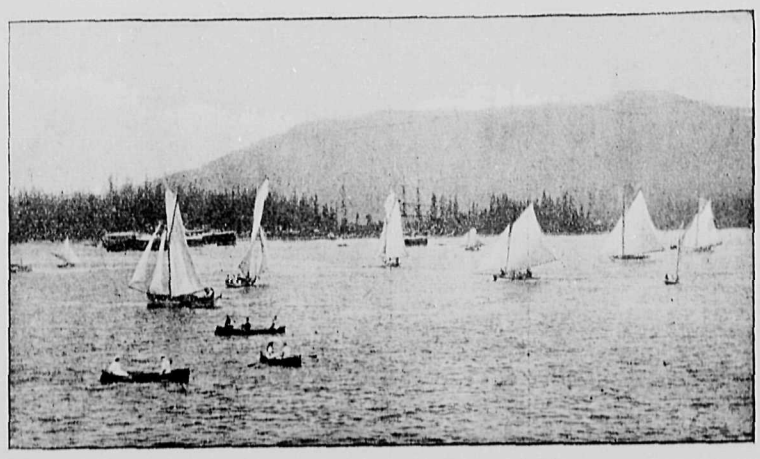
Westminster Branch—Miles of track, including Westminster-Vancouver interurban line, nineteen. Traffic manager, D. A. Shiles. Works, power house and car building shops.

Vancouver Branch—Miles of track, 12.3. Traffic superintendent, J. B. Rannie; works, power house and car-repair shops.

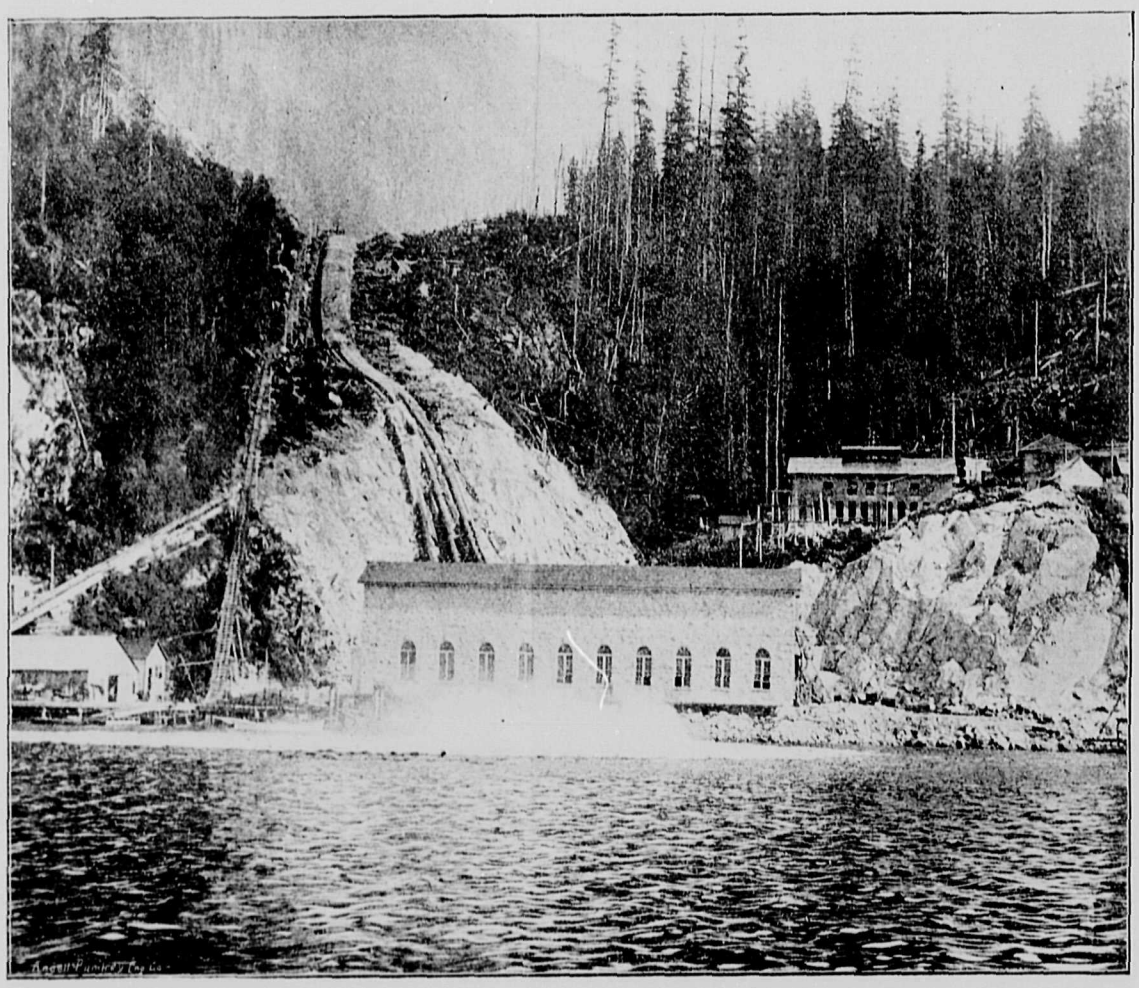
Victoria Branch—Miles of track, twelve. Works, water power plant, sub-station and car-repair shops.

Steveston Branch—Miles of track, fifteen. Works, water power plant. Local manager, H. Hemlow.

The company's payroll aggregates about $60,000 a month.



Sailing on Burrard Inlet, Opposite North Vancouver.



Generating Station and Pipe Line on North Arm of Inlet, from which North Vancouver will Obtain its Electric Light and Power.

Capilano Canyon

On the Keith Road

FONGOUN'S

High-Class Ladies' and Men's Tailors

100 Hastings St. East, corner Columbia Ave.

We Make the Finest Clothes in the City at the Lowest Prices.

FIT AND WORKMANSHIP

H. J. ANSTIE,

Manufacturing Jeweler & Engraver.

P. O. Box 328. 112 Hastings Street West.

VANCOUVER, B. C.

MANUFACTURING IN ALL ITS BRANCHES.

Special attention given to the Making Over of Jewelry, and Repairing of all descriptions. Watch Repairing by Skilled Mechanics. Designs and Estimates Furnished on Application.

MAIL ORDERS RECEIVE PROMPT AND CAREFUL ATTENTION.

Highest price allowed for old Gold and Silver

TWENTY-FIVE YEARS PRACTICAL EXPERIENCE.

Lodge Jewels, Medals, Charms etc., a Specialty.

Subscriptions, Only $1.

EDWARD FALCH. ROBERT SEELEY.

Royal City Hotel

FALCH & SEELY, Props.

Choicest Brands of Wines, Liquors and Cigars. Rates, $1 per day.

COLUMBIA STREET WEST

NEW WESTMINSTER, B. C.

☞ Everything up-to-date, the house remodelled, and accommodation for all.

PATENTS

promptly obtained OR NO FEE. Trade-Marks, Caveats, Copyrights and Labels registered. TWENTY YEARS' PRACTICE. Highest references. Send model, sketch or photo, for free report on patentability. All business confidential. HAND-BOOK FREE. Explains everything. Tells How to Obtain and Sell Patents, What Inventions Will Pay, How to Get a Partner, explains best mechanical movements, and contains 300 other subjects of importance to inventors. *Address,*

H. B. WILLSON & CO. Patent Attorneys

738 F Street North, WASHINGTON, D.C.

SELF-FILLING PEN

"The Pen That Fills Itself"

White & Bindon

Booksellers and Stationers

VANCOUVER, B. C.

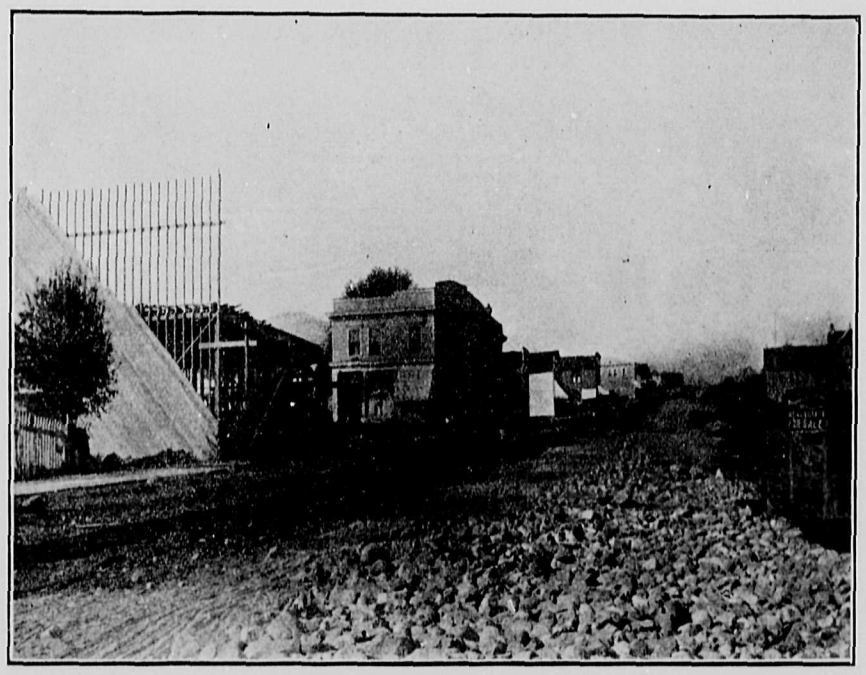
TELEPHONE 172.

The Old "Cos."

J. T. ABRAY, Prop.

101 CORDOVA STREET WEST

VANCOUVER, B. C.



Lonsdale Ave., Present

WESTERN CORPORATION, LIMITED

One of the Enterprising Institutions of North Vancouver—New Departure in Machinery—The Officers.

Prior to the advent of the Lonsdale estate, sub-division 274, as a marketable property, in 1903, there was no attempt at the formation of a town in North Vancouver. The whole district embraced by the municipality was virtually a terra incognita to the great mass of Vancouver citizens who inspected the opposite shores very much as Moses of old viewed the promised land, *i. e.*, from a distance; but with this important difference, that they were not to be denied an early participation in the development of its resources. For when Lonsdale was open for selection there was a keen demand for sites, both business and residential, and from that date the progressive history of Vancover's vis-a-vis may be said to have commenced. In this connection it may be desirable to explain that this Lonsdale property commanded the key to the whole municipality. and, by reason of its position as

AN UNPURCHASABLE QUANTITY,

had prevented the speedier settlement of the whole district. Forseeing the great possibilities which lay in store for the place, and the opportunities an enterprising firm would command for doing business, Mr. Diplock, the present managing director of the Western Corporation, limited, organized a company, which was incorporated in November, 1902, with a capital of $10,000. The objects of the company as set out give it a wide scope, and embraces land-clearing, house-building, lumber and real estate business, these being augmented as the demand arose, by a plumbing and general agricultural supply department. As time passes it becomes necessary in order to cope with the situation to increase the capacity of the company, which was

INCREASED TO $100,000

in the early part of this year.

The company has always devoted itself to the best interests of North Vancouver, and in fostering the settlement of the community, one of the particular branches being the domiciling of people on the land. When the number of residences, now occupied by happy and thriving families, is taken into account, it will be admitted that this policy has resulted in a striking success, benefically both for the company and the individual. With a pay-roll of $2,000 a month, all circulated locally, it can be seen that the company has large interests at stake, and are a very powerful factor in the support of this young town. The employees of the company are naturally all residents, and through it many of them have been able to secure homes for themselves.

In land-clearing, which is so important an item in this heavily-timbered country, Mr. Diplock introduced

A NEW DEPARTURE

with good effect in the application of machinery. The donkey engine was requisitioned, and the combination of steel cables and steam superseded the horse as motive power in removing the gnarled and twisted stumps from mother earth. So much impressed with the work were several visiting Vancouver aldermen that the city has since introduced a similiar scheme for road clearing with equally satisfactory results. It is noteworthy that the first business block erected in North Vancouver, namely McMillan's store and THE EXPRESS office, on the corner of Lonsdale avenue and the Esplanade, was built by the Western Corporation for a syndicate, organized by Mr. Diplock. At the time this pretentious edifice was rather cynically alluded to as a "white elephant," but subsequent events have amply justified it, as it must remain the principal business site in the town and no longer stands in isolation.

THE ACTIVE OFFICERS

of the Western Corporation, limited, comprise: Managing director, A. B. Diplock; secretary, Arnold E. Kealy; and H. C. Wright, manager of the North Vancouver office, besides the following directors, well known Vancouver business men: Messrs. S. Cooper Keith, A. D. Taylor, and C. Wentworth Sarel, It is interestiug to know that Mr. Diplock has resided in North Vancouver continuously for eight years. When he brought his family here the district was practically unknown, and the very lumber which was required to build the house had to be transported up the hill from the landing on the sturdy backs of Japanese. It is needless to refer to the transformation as evidenced today, nor to the fact that Mr. Diplock is the fortunate possessor of one of the prettiest homes around Vancouver for his enterprise, and the many obstacles cheerfully overcome have entitled him to this reward. He recalls the times when the old ferry, the steamer Senator, wearily plodded her way across the harbor at uncertain and infrequent intervals, and remarks that even she has since been

REMODELLED

which is only in sympathy with the district which she served so faithfully in its early and memorable days,

Mr. Kealy is also an old resident of six years standing and has taken an active interest in municipal affairs since his arrival, being a member of the council. He resigned therefrom last year owing to pressure of business, but upon the retirement of Mr. Gill last June he was elected to the vacant reeveship by a large majority. Mr Kealy, in addition to his business occupation, is an ardent horticulturist and his gardens are an evidence of much care and attention.

Mr. W. H. C. Wright hails from Australia, where he formed for many years one of the band of Argonauts which discovered, and developed probably the greatest gold-mining country in the world, namely, Western Australia. He was in business there for some years, but the climate and other conditions compelled him to seek a more temperate zone, and he turned his attention to British Columbia as towards the rising sun.

All departments of the Western Corporation work harmoniously, and the attitude of all concerned is characterised by that courtesy which should exist between all members of a company and the public with whom business is ransacted.

Siwash Rock, English Bay

FROM CHILCOTIN.

Transportation by rail appears to be the essence of the development of British Columbia, and, without it, the dotted fertile valleys and prolific terraces, or benches, which abound throughout this most favored province of the Dominion would remain in its almost primitive state.

To the average British Columbian, who dwells on the sun-kissed salt waters of the Pacific, the interior of the province is as little known to him as the Patagonia region; and, more, the wholesale business man shows as little regard or aptitude for the interior development as they did for the outfitting of parties to the North during the famous Klondike stampede in 1897. They sit down, play whist ad lib., and wait for the prospector to file into their offices, or corridors of hotels, to show their "wares," or proffer advice in respect to the possibilities of the interior.

To the prospector is due the construction of the present road into the Similkameen. It was the prospector who first came to the Coast with

A PIECE OF COPPER

ore, pleading for a retainer, with which to prosecute his work during the following winter. Then followed the store-keeper, and in turn came the politician, or legislator, to urge the governmental recognition of a district abounding in natural wealth, and only awaiting more facile movement in transportation. After years of hammering on the anvil of indifference the road is now being built. The same indifference on the part of Coast people applied to the town of Nelson.

A good many British Columbians remember the strenuous times the building of the Nelson & Fort Sheppard went through. But the road was built, nevertheless. However, the two above named districts do not include the whole area of undeveloped British Columbia. Not by any means. There are other sections; sections as prolific in agriculture and stock-raising as the beautiful Okanagan valley, and as rich in mineral as the famous copper-stained Similkameen, which, long neglected, have forced themselves to the front through the sheer weight of

PROFITABLE FIELDS

for railroad invasion.

These sections are Cariboo and its adjacent territory to the north; the Chilcotin, with its most perfect stock-raising district to be found in British Columbia; and, lastly, the Lillooet and Pemberton Meadows. These are names to conjure with, every one of them, and the lucky tiller, herdsman and miner who, in the past, found it a hardship to pay 2 1-2 and 3 cents, and sometimes a great deal more, on freight will have his dream realized by the construction of the Vancouver, Westminster & Yukon Railroad.

The above remarks brought out by a correspondent who recently made a three-weeks' trip through the Chilcotin and Cariboo, and lays special emphasis on a little incident which struck him as peculiar while driving over the Chilcotin prairie. It has bearing on the most damnable road extant, says he. The occupants, two, in a dog cart, were approaching the long hill in the descent to Chilco river, almost opposite Hanceville.

THE CART UPSET,

and the occupants landed some thirty feet below. One landed on an empty and dismembered nail-keg, nails being strewn down the hill most lavishly, in an up-turned position. Several were withdrawn from that part of the anatomy so susceptible to tacks and pincushions. One nail, however, was allowed to remain embedded in the flesh to serve in the ocular as an object lesson of bad roads in the Chilcotin. On arrival at their destination—Franklin's store—they discovered that these storekeepers had missed the keg of nails in the checking up of their goods. And all this after paying three cents a pound freight from Ashcroft. Is it any wonder these fertile regions are unpeopled? None. They will ever remain thus unless access is afforded by modern transportation facilities.

Speaking of Chilcotin, our informant says it is purely a stock country. There are three or more ways of entering it. From

THE CARIBOO ROAD

three roads lead to it. At Soda Creek, crossing is effected by wire-rope ferry, and at Chimney Creek an excellent bridge has been erected. These two routes are more commonly used by traders and residents in the northerly section of Chilcotin. The Chilcotin mail and stage coach leaving the 150-mile house, takes the Chimney Creek route. The third route is not so commonly travelled but is used extensively by residents in the southern part, as a saving of some fifty miles is effected thereby.

Leaving the Cariboo road, in the vicinity of the 70-mile, a drive is made to Joseph Pigeon's ranch—a French Canadian, by the way, who has resided there 22 years—thence skirting Alkali lake, Canoe creek through the B. C. ranch property, and crossing the Fraser by wire-rope ferry to the celebrated Gang ranch. Twenty miles of a drive brings you to what is known as the Home ranch. This is part of the Gang ranch property, and as the name indicates, was used as headquarters at one time It fell into disuse as a supply centre, so residents say, when

"CATTLE KING" WILSON

woke up one morning $50,000 poorer than he was the previous night, owing to cold and shortage on hay.

From the Home ranch, ascent is made slowly to an elevated plateau, which, for 20 miles, is as level as a board, the end dropping into Big creek. From this point to Chilco river, a distance of 25 miles, the descent is gradual; and Hanceville, the "hub" of that section is reached. At Hanceville, two roads converge—one in a southerly and the other in a northerly direction—the former on and through what is known as the Anna Ham reservation, Alexis creek, Tatla lake and out to the Coast by Bella Coola. The latter road is the southern end of the Chimney creek route and is used by the stage. During the Klondike rush stockmen, within a radius of 50 miles of Hanceville,

SHIPPED CATTLE

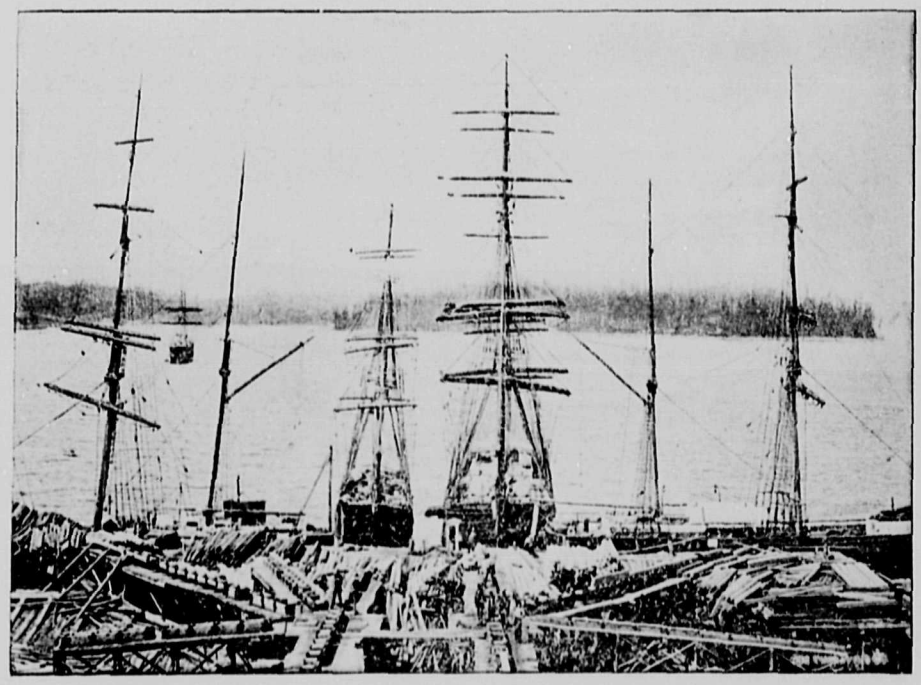
by way of Bella Coola, but it never proved remunerative owing to steamboat irregularities and other causes more fitly termed "monopolies," although the distance, as a look at the map will show, is less than one-half. Another bad feature was the lack of nutritious forage on the trail. Most of the stock is now driven out by the route above described.

The prevailing wage today is: Cowboys, $40 and board; farm help, $40; cooks, Chinese (exclusively), $30. Indians (in this section) supply the labor and are very industrious. In the northern section and along the Cariboo road Chinese preponderate over all other classes.

Women are almost as scarce as schoolhouses in the Chilcotin. Of the latter there are none.

W. J. M.

Lonsdale Ave., Past



Loading Lumber Vessels at Moodyville in Early Days—*The World.*

Corner Lonsdale Avenue and the Esplanade.

Walden Bros.

North Vancouver

Dealers in

General Hardware, Oils, Paints, Etc. Tinners and Plumbers.

Agents for

Guerney's well known Chancellor Steel Ranges.

We sell and deliver goods cheaper than Vancouver firms can.

Note—Our express wagon meets the 1:00 and 5:30 p.m. boats.

VANCOUVER HAT FACTORY

E. A. Duckenfield, Manager.

HATS BLOCKED AND RENOVATED

CAPS MADE TO ORDER

323 Cambie St., Vancouver, B.C.

P. O. Box 759 Phone 357

H. C. FRITTS

Driller of

Oil, Gas and Artesian Water Wells

From 4 to 18 inches in diameter. All work guaranteed.

344 Granville St., Vancouver, B.C.

M. A. Russell

The Up-to-date Grocer

Complete line of

Groceries, Tobaccos Etc.

1st. Ave., East Lonsdale Ave., North Vancouver

H. J. ANSTIE

Manufacturing Jeweler, Diamond Setter and Engraver

Medals, Lodge Jewels and Emblems Made to Order. Repairing done with accuracy and dispatch.

112 Hastings St. W., Vancouver, B.C.

P. O. Box 329

Vancouver Gunsmith Shop

Gun Repairing. Hand made springs, brazing, brass and copper work and all kinds of light repairing, re-boring a specialty. All work guaranteed.

Hand Loaded Shells to Order
Fishing Tackle and Cutlery

W. S. FOOSHEE, 26 Cordova W
Vancouver, B.C.

PATRONIZE LOCAL TALENT
The best Tonsorial work done at the
Pioneer Barber Shop
Opposite Hotel North Vancouver.

SMOKE THE
TERMINUS CIGAR
CLEAR HAVANA FILLED

TOWN AND COUNTRY

Mr. Egan, of the Herald, has taken rooms at the Hotel North Vancouver.

W. P. Hogg has returned from Steveston, where he has been spending a few weeks.

Ex-Reeve Dr. Carroll was present at Wednesday night's meeting of the municipal council.

Miss McLean, of Vancouver, was visiting the family of Capt. Stevens at Moodyville this week.

If this catches your eye your advertisement in this pace will catch the eye of some one else.

M. A. Russell, master of the Orange lodge here, says that the order is gradually becoming stronger.

Mr. Ceperley and daughters started for a trip up Grouse Mountain Friday morning about 6 a. m.

One bad advertisement will kill a business man's prospects. Try The Express—it's good advertising.

Mr. and Mrs. McKee held a corn party in their tent Tuesday evening. A very jovial time was spent.

If you expect-to-rate as an enterprising business man you should get-the-rate of this valuable advertising medium.

The ferry company has for the past six weeks been giving their employees a half-holiday each week, which is much appreciated by them.

Miss Kate Macnab, of Southampton, Ont., and Mrs. Alex. Macnab, of Portland, Oregon, paid The Express a visit on Saturday.

On Friday evening the steamer St. George went out for a moonlight excursion, many people being on board. All had a real enjoyable time, returning home at 11 o'clock.

Rome was not built in a day; nor can you build your business with one small ad., but constant advertising in this paper will greatly benefit your business prospects.

Dan Martin, well known on the coast, has a gang of men at work at his boat house in front of the North Vancouver hotel, and at the old crab factory, building a big tug boat.

The fire hose has arrived for the municipality and Constable Harry Dick is very busy getting a lot of young men together, so that a volunteer fire brigade can soon be organized.

Mrs. Bell, wife of Dr. Bell, who has been located in Vancouver for some time, was a visitor here yesterday. She visited the Mission, where she purchased quite a collection of Indian baskets and curios.

The other day W. T. Farrell, superintendent of the sawmill above the Capilano dam, slid some 80 feet in the canyon, and fell about 15 feet on a rock, sustaining severe injuries. He was engaged at the time on the flume.

The ferry company is having the beach in front of Lonsdale Gardens cleared and put in fine shape. It is anticipated that the place will be ready for bathing and boating by next year.

Wallace's shipbuilding yard will soon be re-opened. Mr. Wallace has formed a company, shares $100 each, and will operate both his concerns, here and at Vancouver. North Vancouver will most certainly profit by this move.

Alexander Macnab, of Portland, Ore., with his uncle, John Pearcy, of Vancouver, was in North Vancouver the other day, with a view to purchasing a few blocks of land. Mr. Macnab is very sangume as to the future of the Twin City.

G. D. McKay, Provincial Fire Warden, Coast District, Vancouver, paid The Express a visit Friday. He said he had just returned form Alert Bay and found a few small fires, which had fortunately been put out by the rain. He is doing a good work.

Many American tourists arrive daily and visit the Indian mission. They also have a good look at some of the big stumps which are gradually being burnt and cleared up. They are in great praise of Lonsdale avenue, and think that the new 12-foot sidewalk is all that is desired.

Prof. Frank Brookes, the balloonist, who ascended from the Hotel North Vancouver last Saturday, and who has ascended many a time in many other places, says that the sight he allowed himself for the few minutes he was up in the air was positively the greatest bird's eye view he ever saw.

The annual butchers' picnic, which was held on the grounds of the North Vancouver hotel, was a very successful event. The best of order and good fellowship were the order of the day. Great credit should be given to the committee for their untiring services. The ferries plied half-hourly and about 2,500 people were present.

On Thursday evening, the 10th instant, the Vancouver Band played at the Lonsdale Gardens, many people from Vancouver bringing their supper baskets with them. The women had everything ready and in fine style for the men folk, who arrived on the 7:30 boat from the city. Eating and drinking as the band plays is becoming quite a fad these fine evenings.

Hilton Keith, secretary of the Liberal-Conservative Union of British Columbia, has gone to Allison, where he will remain to look after the interests of the townsite company for some months before returning to the coast. Just before he left he resigned the treasurership of the Vancouver Conservative Association against the wishes of a large circle of friends. Mr. Keith was a shining light in the ranks of his party and was always looked upon by the leaders as a strong and influential personage, inasmuch as he had been private secretary to the Hon. Mr. Dewdney, at one time Lieutenant-Governor of this Province, and also Minister of the Interior in Sir John A. Macdonald's government during the stirring times of the rebellion of 1885. Mr. Keith is a very popular man and highly respected by all who have the pleasure of his acquaintance, regard less of party affiliations.

North Vancouver Town

The Proposition of the Day on the Northwest Pacific Transformation Scenes Just Begun.

1,000 Acres of Primeval Forest to be Swept Aaway By Gigantic Steam Engines.

The Vancouver, Westminster & Yukon Railway, sanctioned by the Dominion Authorities to connect land and ocean highways, and make the North shore a shipping base.

The B. C Electric Railway Co., to supply street cars, light and power.

Prosperity bathes the town like sunlight—Progress continuous. Watch North Vancouver's advance. It will be the kinetiscope of the Coast.

Official Agents for all the original townsite lands. (1,000 acres still left.)

Mahon, McFarland & Mahon

541 Hastings Steet, Vancouver, B.C.

Residence at Moodyville.

Subscription. $1.

THE FALL FAIR.

The North Vancouver Horticultural Association and Farmers' Institute will hold its annual exhibition on September 16th next. The show will be held at the Pavilion at the North Vancouver Hotel, and will consist of fruits, flowers, vegetables, poultry and live stock, ladies' and children's wares, etc., etc. Already a large number of exhibits have been promised, and it is believed by those who ought to know that it will be one of the finest fall fairs held in the Province, as was the case last year. The day will be Saturday and in the evening a concert will take place.

It is requested that all exhibits, excepting live stock, be on the grounds not later than Friday, so as to be ready for the judges on Saturday morning. Entry forms and prize lists may be had on application to any of the officers of the Society. They are as follows: President, Ed. Bell; vice-president, D. W. Elder; secretary-treasurer, Robert L. Docherty; directors, B. J. Cornish, Wm. Morden, Alex. Gibson, A. E. Kealy, W. L. Keene.

The admission will be only 10 cents.

Mr. Hamersley's Residence

The King of Whiskies And the Whisky of Kings

USHER'S SCOTCH

BENWELL, PEART CO. VANCOUVER

Sole Agents for British Columbia.

COUNCIL MEETING

The council met in the municipal hall on Wednesday night. Reeve Kealy was in the chair and Councillors Bell, Allan and May were present, and Clerk Phillip in his place. After the reading of minutes of the previous meetings

Communications

were read as follows

From the Good Roads Machinery Company, Limited, Hamilton, Ont., enclosing new catalogues and soliciting patronage. Filed.

Kemp & Simpson, Vancouver, stating that they would accept the sum of $50 in full settlement, re Mrs. White's funeral, replying to the council's previous offer of $25. Motion passed that the previous offer still stand.

From James P. Fell, for trustees Lonsdale estate, re road allowance in lot 261, wrote that the roads at present gazetted in district lot 266, together with the 100-foot road recently expropriated from the Keith road to its waterfront exceeds the 5 per cent. allowance under the municipal clauses act. To adjust this it will be necessary to reduce this last mentioned road to a width of 66 feet. In any case to avoid a jog in this road it will be necessary for the council to expropriate 33 feet along the west boundary of the Indian reservation, the greatest part of which is the existing road. If this is done there will be a straight road 99 feet wide from the Keith road to salt water, 69 feet of which will be on lot 265.

Councillor Bell spoke of the blowing up of the stumps on the Park reserve. One or two should be retained, he said, as mementoes, especially a very large one which would be of interest in the future.

Ex-Reeve Carroll asked the clerk regarding the foreshore question referred to. He said he was willing to pay a share of same at the corner of the Indian reserve, as they needed it for timber for the flume. He did not wish, however, to intrude on private or public property.

The Reeve assured Dr. Carroll that his proposition would receive consideration.

Mr. Nye wanted to know when Lonsdale avenue would be extended.

The Reeve said that the matter was under consideration.

Mr. Walden stated that the Plumbing by-law was not being lived up to. He thought that something should be done to enforce the taking out of licenses by plumbers doing work in the town.

The Clerk—Mr. Walden has taken out his license.

The Reeve—It's no use having a by-law unless it is enforced. The matter will be looked into.

The assessment by-law passed its third reading. Valuation to be made between Nov. 1st and Dec. 10th next. Assessment roll returned by Dec. 31st. Real property to be estimated at its actual cash value.

Regarding the construction of the Lynn valley road, Councillor Bell said that Mr. McNair could not supply the lumber for it.

Councillor Allan—Not the quality Councillor Bell wanted.

Councillor Bell — Mr. McNair strongly objects to the council's inspector.

Councillor Allan — That should not be a reason to prevent the calling for tenders, which was later decided to do.

The Beautifying Association of North Vancouver has tendered the municipal council the magnificent gift of two fountains, which will formally be opened on Sept. 16 next. The council tendered the association a vote of thanks for same and instructed the water committee to select proper locations.

The municipal council voted the Horticultural Society the sum of $50 towards its prize list.

AT THE HOTEL.

The following visitors and guests were at the Hotel North Vancouver during week ending Aug. 18: M. K. Jordan and wife, North Vancouver; F. C. Hains, Maud Shaw, Myrtle Shaw, Bill Shaw, Edith and Ethel Krom, Vancouver; T. D. McLean, Miss McNeil, F. Wise, Vancouver; Leo Wilki, H. M. S. Newton; R. A. Dunlop, New York; Raymond De Lanzing, Chicago, Ill.; A. H. Kuntson, Lincoln, Neb.; F. L. Simpson, Minneapolis; J. N. Gilliveay, Winnipeg; Louis Erichsen, Vancouver; K. Harfor, Dunedin; W. G. Collins, London, Eng.; E. Hutchinson, A Dawson, Nestor Erickson, Mr. and Mrs. McBeath, Nanaimo; P. N. Thompson, John H. Ellis, Calgary; E. Granville Gorgon, Victoria; J. B. Meeger, Frank Brooks, Geo. M. Berry, Seattle, Wash.; Albert Ellwood, A. Saunders, H. J. Saunders, Mr. and Mrs. A. H. Peilford, Winnipeg; J. S. Chisnell Eagan, S. B. Crawford, R. S. Horne, Red Deer, Alta.; A. R. Gumwade, H. T. Ceperley and wife, Miss Ceperley, G. L. Betts and wife.

THE DANCE.

A very enjoyable gathering attended the dance held in the Pavilion on Wednesday night. The following were among those present: Mr. and Mrs. Campbell, Mr. and Mrs. G. Scott, Mr. and Mrs. R. Leckie, Mr. and Mrs. Morrow, Mr. and Mrs. H. P. Gilmour, Mr. and Mrs. G. Trorey, Mr. and Mrs. McLaughlin, Mr. and Mrs. Lougheed, Mesdames Templeton, Cooper, Findlay, Taylor, McGeachie, F. Evans, F. Findlay, Hamilton, the Misses Macfarlane, Evans, Butler, Morrell, O. Evans, Fowler, Baker, Dinwoodie, Keayes, Edwards, McGeachie, Keiler, T. Keayes, Gibson, Smith, Messrs. Damer, Lumsden, Walker, Matthews, Stevens, J. J. Trorey, Allan, W. McGregor, Macfarlane, Cripps, Clarke, Thomas, McDougall, Edwards, Wilkinson, Evans, Beggs, Shaw, McHattie, F. Wright, C. Millard, Western, Dr. McDairmid, Scott, Moore, Stewart, and Lougheed.

CLARK-FOSTER.

A very pretty wedding was solemnized on Wednesday morning at St. Andrew's Presbyterian church by Rev. Mr. Gillam, the pastor. A large number of personal friends of the young couple, who are well known and very popular hereabouts, were present. The contracting parties were Ed. M. Foster, son of B. F. Foster, of the B. C. Leather Company, of Vancouver, and Miss Jean W. Clark, daughter of James Clark, of H. M.'s customs, of North Vancouver. The groomsman was Russell D. Clark, brother to the bride, and the bridesmaid, Miss Minnie Foster, sister to the groom, both of whom took their part in the ceremony in a very creditable manner. The bride's father gave her away. She looked most charming in her wedding attire, which was a dark blue Panama traveling costume. The happy couple then drove to the home of her parents, on Fourth street, where all sat down to the wedding breakfast. After this had been disposed of Mr. and Mrs. Foster took their departure amid a shower of congratulations and caught the ferry for Vancouver, where they took the steamer Princess Victoria for the Portland Fair and the Sound cities, where the honeymoon will be spent On their return they will reside at 803 Hamilton street, Vancouver. With a host of others The Express tenders its hearty good wishes for a long and prosperous life.

FACTS ABOUT NORTH VAN COUVER.

Be sound in your business calculations and reason for yourself before you make a move. Most of the grounds on which you would act in this matter are known to the residents hereabouts and are as follows:

Burrard Inlet is THE great port of Canada on the Pacific, handling the Canadian commerce with Asia and Australia. As the population of Canada increases this commerce will increase.

Vancouver City is about 20 years old.

North Vancouver wharfage is much nearer the main channel of the harbor than Vancouver wharfage, and the two townsites are equidistant from the centre of the harbor.

The position of North Vancouver to Vancouver is as that of Oakland to San Francisco or Brooklyn to New York.

North Vancouver is sheltered by the mountains from the north winds, has southern exposure, milder air and earlier vegetation than Vancouver; and blocks of five acres for detached residences, gardens or orchards can be had in North Vancouver townsite, but not in Vancouver. Remember the further fact that these acre blocks are being divided into town lots at a rapid rate.

The district of Burrard Inlet will become more populous.

Vancouver west-end lots on high ground, with good view, have risen from nominal figures to about $2,000 each, and a compact acre can hardly be bought for $7,500.

Similarly situated large lots in North Vancouver can be had at less than an eighth of this price, if one acre be bought at one time.

It is reasonable to consider that in ten years these lots will have grown in value equal to Vancouver lots.

We handle nothing but good goods, and we are ready to compare prices with any grocer.

Why pay 25c. for Chloride of Lime when you can buy it here for 15c. per tin.

Royal Crown Soap, 6 Bars for 25c.

Hazel Oil Toilet Soap, per box, (3 pcs.) 10c.

Tomatoes, 2 tins for 25c

Something new and delicious for lunch or picnics, Libbey's Melrose Pate, 2 tins for 25c.

J. A. McMILLAN

Corner Lonsdale and Esplanade

NORTH VANCOUVER