Library Legislative Assembly

JUN -6 1910 VICTORIA, B. C.

The Express

Volume 10 | North Vancouver, B.C., June 3, 1910 | Number 13

1st of July Celebration

The various committees appointed in connection with the 1st of July celebration are all working diligently for consummation of one of the largest celebrations which this city has ever witnessed. While no program of the several events has been submitted to the general committee as yet the committee themselves are, nevertheless, framing them up at this early date and the numerous suggestions now being acted upon will doubtless resolve themselves into one grand celebration.

The meeting of the general committee held in the city hall Wednesday evening was well attended. His Worship the Mayor occupied the chair.

Representing the several committees were: Finance, A. G. Perry; sports, Dr. Gibson; industrial parade, G. C. Walker printing and programs, G. J. Phillipo; aquatic sports, J. N. J. Brown, and lacrosse, G. H Morden, besides the several members of each committee.

Mr. Perry reported that it was the intention of the finance committee to raise their standard of collections to $3,000 this year against $1,300 for last year.

W. W. Weston and G. C. Walker, the members of the industrial parade committee, reported that excellent progress was being made along the lines suggested. They believed that they could get up a parade of floats etc., a mile long. The route to be followed had not been decided upon, but on account of the size of some of the floats it was thought advisable to do as little hill climbing as possible. A course thought of was to assemble at the corner of First street and Lonsdale Ave., along First to Mahon Ave., up Mahon Ave. to Third street, along Third street to St. Patrick's, down St. Patrick's to First again and west along First back to Lonsdale.

Mr. Salisbury volunteered a valuable suggestion which was that the sports committee should get in communication with the B. C. A. A. and obtain their sanction to the amateur sports in North Vancouver on July 1st, and in this way athletes from all the B. C. coast cities would be permitted to participate in the local games.

On the suggestion of G. J. Phillippo, the printing and program committee was authorized to have printed circulars to be sent to the various firms in Vancouver doing business in North Vancouver, outlining the proposals of the local committee and likewise request a donation.

G. H. Morden brought up the question of holding a league baseball match at Recreation Park in the afternoon in conjunction with the lacrosse match and this matter was referred to the sports committee to arrange if possible.

Dr. Gibson, chairman of the sports committee, suggested that it would be a good drawing card to hold some horse racing during the day, the race course to be along Third street with the proper protection to the public. The matter will very probably materialize under the experienced management of Dr. Gibson.

The next meeting of the committee will be held in the city hall on Wednesday evening, June 8th, when the various committees will present an outline of their programs and the estimate of the appropriations required by each.

PUBLIC MEETING

His Worship Mayor May, in response to a petition containing about one hundred signatures, has called a public meeting of the ratepayers to be held either in Larson's Pavilion or on the grounds at the front of the hotel this evening at 8 o'clock. The subject will be grades.

Correspondence

A DEFINITE PLEBISCITE

Editor Express:

Sir,—Re grades question, I beg to offer the following solution whereby the wishes of the voters be carried out, whichever side wins (of this we have at present no guarantee), let all the aldermen resign and offer themselves for re-election on the issue "Straight Grades vs Bench Grades." Result, not much time lost, and a definite policy.

Yours faithfully,
T. A. MARTIN.

Editor Express:

Dear Sir,—May I, as a citizen of North Vancouver who does not own property either on Lonsdale or on Third street, suggest that the quickest and most satisfactory solution of the present dead-lock would be for all the council (not necessarily including the Mayor) to resign and appeal to the voters simply and solely on the issue of accepting or rejecting the report of the commission appointed to advise them on the subject.

Yours truly,
W. L. BOULT.

POLICE COURT

A man by the name of C. McGillivray was let out on suspended sentence yesterday morning by Magistrate Kealy. Accused was charged with being a vagrant. The Chief submitted the information that McGillivray had obtained groceries at one of the local stores on credit and had taken them to another store and resold them, using the money thus realized for the purchase of whisky. The magistrate gave him sufficient warning to keep moving or he would have to submit very satisfactory evidence that he was a bona fide toiler, else sentence would be pronounced.

NEW FISH HATCHERIES

Three new fish hatcheries are about to be installed on Vancouver island by the federal government. It is expected to have the buildings and plant in readiness for the reception of fish in time for the coming spawning season. Two of the hatcheries are for commercial varieties while the third is for sporting fish.

The present federal government during its tenure of office has shown great activity in the development of the fishing of the Dominion and in the aiding of the industry.

At the time the government took office there were but three hatcheries in British Columbia and now there are eight exclusive of the three soon to be in operation.

Engineers' Report Not Accepted

Council by Majority Vote Decline to Accept Report as Instructions Were Not Followed

By a vote of four to two—Aldermen Irwin, Fowler, Schultz and Smith against and Aldermen McNeish and McRae for, the motion of the latter two to adopt the commission of engineers' reports on grades in their entirety, was defeated and the question is now in practically the same position as it was before the engineers were invited to report.

The adjourned meeting last evening in the city hall was one of the most interesting and at times the most stormy of any session since the present body took office.

It was called purposely for the consideration of the three reports on the question of the best system of grades to be adopted in this city on the side hill portion south of Eighth street, and was pursuant of a resolution passed in the early part of May to refer the matter to a commission of engineers consisting of Engineer Thompson of Seattle, W. A. Clements of Vancouver, and City Engineer Hanes to decide the matter along the lines laid down in the commission of engineers' report of 1907, when the question was a live issue and was thought then to have been settled by that report.

The meeting was well attended by ratepayers who were attracted from the popularity of the question at issue.

His Worship, in opening the meeting, stated its objects and as the B. C. Electric Railway Company had been asked to send a representative the Mayor asked that he be heard from.

Mr. Moffat, consulting engineer of the Company, was present and said that he had no particular statement to make. He stated that the Company were not so much interested in the system of grades which the city might adopt as long as they did not increase the grade. It was a matter of public safety in which the Company was most concerned and in this connection the lesser the grade the less chance of accident. With regard to increasing the grade on Lonsdale Ave. he intimated that should the council decide to increase the present percentage of grade there his Company would seriously consider the advisability of continuing operating on that street.

Ald. McNeish was the first speaker. He said from a perusal of the engineers' reports that they must have considered the transportation phase of the question. They had given grades of other cities where street car lines were effected and he believed in view of these facts that in the best interests of North Vancouver the recommendations of these engineers should be adopted in their entirety. He moved to that effect and Ald. McRae seconded the motion, at the same time wishing it to be understood that he was not taking a stand either for or against bench grades, but principally that the question might be settled and city work commenced.

On request of Ald. Schultz the letter from Mr. Reid was read which advised as to his opinion on the city's position as to street railway grades. He pointed out that in section 8 of the agreement between the Vancouver Power Co. and the city the council had the right to alter the rails on the street car track for the purpose of laying permanent grades and that the Company was required to construct their tracks to conform with these grades, the company to be given nine months notice in the event of this.

Ald. Irwin laid stress on the amount of improvements that were waiting for the settlement of grades, also sewerage was a pressing necessity which was being held in abeyance for the same reason and it was his desire to have the matter disposed of as soon as possible, but he wanted it to be final. The engineers' reports which they were considering were not, he contended, given in accordance with the instructions under which they were asked, namely the adherence to the report of 1907. It was the basis of settlement upon which the majority of the council had decided upon and in only two of the reports was this referred to and in Engineer Thompson's report it had been almost entirely ignored. He said that the affidavits submitted along with Engineer Thompson's report did not show that the safety on steep inclines would not be decreased by a lessening of the grades. He said the statutes placed no restrictions on councils in changing grades and if the present council should unanimously adopt a certain system the next council would have the power to rescind and adopt new measures.

He suggested, therefore, that this question of grades be left to a plebiscite of the people and that alternate propositions be submitted, one for the adoption of the latest engineers' report and the other for straight grades on car lines and bench grades on all other streets. He wanted to know if any member could gather from the reports a definite plan of grade throughout. Ald. Schultz said the inference would be that the streets between blocks would be on the same percentage of grade to that recommended at the intersections.

Ald. Irwin stated further that it was proposed to do all work under local improvement, and in the case of benching Lonsdale Ave. if the residents there objected to the new system they could restrain the council doing any improvements or changing the grades if 50 per cent. of the ratepayers petitioned to this effect. He said that he acceeded bench grades for all streets except those on which street cars ran and on these he had always been and was now in favor of straight grades. If left to a plebiscite of the people I will accept their decision without hesitation," he remarked.

THE UNIVERSITY SITE COMMISSION.
From left to right (seated) Canon Dauth, Dr. Weldon, Chancellor Jones; (standing) Prof. Skelton, Principal Murray.

Street Numbering

Last Monday evening at the city council meeting Bylaw No. 105 was passed three readings and which in effect provides for the street numbering of the city consecutively from the Esplanade north to the city limits.

When a plan of the city passed in 1893 came into effect the consecutive numbers only went as far as 21st street and from that point on some of the blocks were omitted in accordance with later subdivisions. It was, as a consequence deemed advisable to substitute the following from 21st street north:

(1) The street heretofore known as 22nd street shall hereafter be known as 23rd street.

(2) The street heretofore known as 23rd street shall hereafter be known as 25th street.

(3) The street heretofore known as 24th street shall hereafter be known as 27th street.

(4) The street heretofore known as 25th street shall hereafter be known as 29th street.

(5) There is established between the streets heretofore known as 21st and 22nd streets a street 66 feet in width to be known as 22nd street.

(6) There is established between the streets heretofore known as 22nd and 23rd streets a street 66 feet in width to be known as 24th street.

(7) There is established between the streets heretofore known as 23rd and 24th streets a street 66 feet in width to be known as 26th street.

(8) There is established between the streets heretofore known as 24th and 25th streets a street to be known as 28th street.

CALL FOR RESIGNATION OF ALDERMEN

A petition is being circulated today among the ratepayers calling for the immediate resignation of the entire board of aldermen on account of their refusal to accept the engineers' report on grades after pledging themselves to accept it. Knots of ratepayers were engaged at every street corner discussing the popular subject of grades this morning and the gesticulating manifested evidenced the burning nature of the grades question.

Prof. R. E. Macnaghten, formerly assistant professor at McGill University, Montreal, who has been lecturing during the past year at the McGill university college of British Columbia, has now been appointed to the professorship of Greek in that institution. Professor Macnaghten was a scholar of Eton College and exhibitioner and scholar of King's college, Cambridge, graduating in the first class of the classical tripos. Amongst those who graduated in the same class was Mr. Owen Seaman, now editor of Punch, whose 'In Memoriam' poem to His Majesty, King Edward the Seventh is reproduced in another column.

University Commission

The provincial government university commission consisting of six members, are the official guests of the city today and are being shown around by representatives from the city and district councils, the board of trade and other public bodies. The visitors will arrive on this side of the Inlet at about 2 o'clock. They will be taken aboard Capt. Kickham's launch and will proceed up the Inlet along the north shore to some point past Roche's Point. After making an inspection of that section of the district the party will return to Seymour Creek road and will be met with automobiles when a straight run to Hollyburn wharf, West Capilano will be made. A short time will be spent on the west side of the Capilano after which the party will go to Canyon View hotel reaching there about 4.30 o'clock. It is expected that the lengthy memorial which the North Shore public bodies have prepared will be read and presented to the commissioners there. After a luncheon the party will most probably return to North Vancouver.

GENEROUS GIFTS

The North Vancouver Athletic Association is in receipt of two handsome donations in the nature of two $50 cheques from Capt. Tom. Kickham and E. Mahon for the furtherance of the club's interests and to materially assist in the disposition of a portion of the indebtedness which still remains on account of the purchase of the Recreation Park lease.

It is gratifying to know that the club's obligations in this connection are only $100 and that amount is considered a very small item to dispose of in comparison to the valuable asset which the club has in the recreation grounds.

COUNCIL INSPECTS PARKS

Mayor May and members of the city council went as a committee of the whole Wednesday morning to inspect the property in D. L. 547, approximately 38 acres, offered to the city by the North Vancouver Land Co. at the rate of $800 an acre for public purposes. The party was in charge of Coun. Bridgeman who represented the Land Company and showed the officials over the ground.

The property, which has not been subdivided, is bounded on the south by 15th street, Forbes Ave. and 16th street; on the east by Jones Ave.; on the north by 19th street and on the west by a portion of the ravine and Delbrook Ave.

The location and lay of the land is said to be ideal for either park, school, hospital or other public purposes. A great deal of it is practically level with a gentle southern and western slope. A ravine which would be a most valuable and picturesque adjunct to a park area runs along the western side and is so constituted as to be easy of access to the waters in the stream which flows at the bottom.

The aldermen were highly pleased with the land and the location and expressed themselves as being very favorably impressed with the price quoted to the city.

The school board are looking to the future for school sites in the west end of the city and the acquisition of this property by the city would fit in to a nicety with the board's plans.

The matter will probably come up for final disposition at next Monday's council meeting.

PUBLICATION OMITTED

In a communication which the Express regrets was received too late for publication Mrs. C. I. Hall explains the May Day situation and suggests that it be held on Saturday, June 11th. She suggests that all the girls interested meet at the Methodist church on Monday afternoon after school.

JUNE THE MONTH OF BRIDES

It is here once more, the fragrant month of June, the month of roses, the month of brides.

The demand for wedding presents and bridal jewellery will be unusually heavy this month, but, having made ample preparation to meet this heavy demand we are satisfied that none will be disappointed in not finding every and any desire in the line of bridal gifts in our large and superior stock.

For suitable gifts for bridesmaids, we suggest the following:—Bracelets in Roman and rose gold, Lorgenette Chains in cable, rope and plain designs; Pearl and Turquoise-set Pendants and Broaches: Gem-set Necklaces, Lockets, Bar Pins, Waist Sets, and Neck Chains.

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SONGHEES RESERVE

The Songhees Indian Reserve question is agitating the civic authorities of Victoria to no small degree of late and the campaign now entered upon will undoubtedly result in some tangible conclusion being arrived at.

The reserve is situated in Victoria in a somewhat similar manner to the mission in North Vancouver. The Victoria authorities have been wrestling with the problem for years and until recently without apparent success.

The scheme now entered upon is to subdivide the reserve up into town lots and hold a government sale, 50 per cent. of the proceeds to be given to the Indians and the other 50 per cent. to be retained as a trust fund for their hairs and successors.

Senator Riley is acting for the Dominion government in the present proposals.

Two important statements in regard to the position of matters by prominent men gives an idea and to a certain extent a key to the situation. They are:

"In my opinion the offer just made to the Songhees tribe of Indians, for the abandonment of their reserve right in the heart of the city, by Senator Riley, on behalf of the Dominion government is an eminently fair and equitable one. Should the offer be refused the government would be perfectly justified in resorting to drastic measures to secure the opening of the reserve for development purposes."—A. W. Vowell, ex-superintendent Indian affairs and Indian Commissioner for British Columbia.

"Yes, it is obvious that the growth and expansion of Victoria are being retarded by the reserve being maintained in the heart of the city in an undeveloped state. It is equally obvious that the E. & N. Railway Company is handicapped in its efforts to provide adequate terminal facilities to handle the rapidly increasing business."—R. Marpole, general executive assistant of the C.P.R.

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R. Robinson "
H. A. Ferguson, "
J. Doherty "
P. Welsh "
H. J. Liersch "
Mr. and Mrs. J. S. Rogers
Mr. and Mrs. L. P. Spear
R. J. Shepherd "
W. A. McCarthy "
Mr. and Mrs. F. Buck
Mr. and Mrs. M. Freeman, Lethbridge
S. McCharles, Truro, N. S.
L. Carter, Truro, N. S.
C. L. Walker, Wingham
F. J. Moorat, Maple Creek, Sask.
A. E. Jewell, Winnipeg
Mr. and Mrs. J. Rogers, Vancouver
G. T. Brown "
A. H. Pollard "
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A. Barber "
W. J. Leppitt "
J. O. Thomas "
T. Lyons "
Miss M. Skinner "
Pat Conray, Baltimore
G. Hoffhedt "
A. Reid "
Mr. and Mrs. J. L. Burke, Spokane
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Palace Hotel—
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Mrs. W. T. Boulsen
Mrs. J. E. Cowan "
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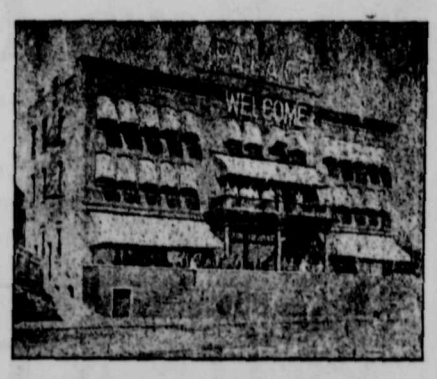

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NORTH LONSDALE RATEPAYERS

A meeting of the North Lonsdale Ratepayers' Association was held on Wednesday evening in Jack Loutet's office, corner of Nye street and Lonsdale Avenue. There was a large attendance, and the last comer, Mr. Sargent, had to take a seat on the door step. The report of the provisional committee was received and the constitution and bylaws prepared by them were with minor changes, adopted.

Office bearers were elected as follows: President, Thomas S. Nye; vice-president, Capt. F. O. Ferris; secretary-treasurer, Jack Loutet; executive, the above three ex-officio, along with Messrs. B. J. Cornish, E. Adamson, O. Lifton and T. A. Bone.

A delegation consisting of 20 of those present at the meeting was appointed to interview the council and bring before them matters of vital interest to this district.

Among the matters discussed were tramline, lighting (street and house) and sidewalks. It was also decided to ask what had become of the $3,000 expropriated last year for a road from North Lonsdale to Capilano.

The desirability of having the municipal hall in a more central location than the proposed Lynn Valley site was also discussed. It was the unanimous feeling of the meeting that North Lonsdale should be as soon as possible included in one ward instead of two as at present. Great enthusiasm was shown throughout and as a result of this meeting North Lonsdale is likely to progress rapidly in the future.

After the meeting it was decided to have a "bee" on Saturday first to raise the new residence of Mr. Christie which was blown from its temporary foundations on Wednesday and badly damaged. The executive, along with several of the members who are carpenters will endeavor to have the house in its old position by Saturday night.

"IDYLE WYLD" CASE ADJOURNED

Reeve McNaught and Engineer Cameron of the district of North Vancouver returned from Victoria on Wednesday, where they were in attendance at the hearing of the appeal of the proprietor of the "Idyle Wyld" subdivision to have the plan of their subdivision which was rejected by the district council, passed.

The case came up before the executive committee on Tuesday. G. H. Cowan represented the appellants and the reeve represented the district in objecting to its passage.

After hearing both parties the court adjourned the hearing for two weeks in order that the opposing factions might arrive at an amicab,e settlement by that time.

WILL OPEN OFFICE

Dr. J. B. Gibson, son of Mr. Alex. Gibson of Lonsdale Ave., and late of Cordova, Alaska, arrived in the city a few days ago from the north. Dr. Gibson spent over a year in the north in charge of a very large railroad camp and his field of duty was spread over a long stretch of territory. His trip south was in the nature of a vacation, but since arriving back to his home town he has decided to locate here permanently where he will open up an office at an early date in the pursuance of his profession in veterinary science. The doctor had phenomenal success with his large charge in the north and his experience thus gained and his intimate knowledge of the latest developments in the art will be of considerable advantage to him in his new sphere and his location on the North Shore will be invaluable to the many patrons on this side of the Inlet.

Mr. A. B. Stevenson has let the contract for the construction of a large building for business purposes on lot four, block 215, D. L. 545, Lonsdale Ave., opposite the Horticultural Hall. The ground floor will be divided into two spacious stores and the first floor into modern suites for light housekeeping.

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Board of Trade

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Artistic decorative features with low cost
Result in homelike cozy residences
That make the standard of quality
In the houses that we build.
Nothing is omitted. Our plans
Show everything necessary for the completion
Of the store, residence, etc., that we build.
None of the objectionable extras, and

THE

people for whom we have built in North Vancouver show their appreciation by advising the intending home

BUILDER

to come and see us. Don't accept the statement of another that they can give you the same results, if you want the best consult

MATT. B. MARTINSON

CONTRACTOR

Horne Block, Lonsdale Ave. Phone 173 P. O. Box 72

PIONEER BAKERY

WALKER & HUNTER, Proprietors

BREAD CAKE PASTRY

Try our XXX Brown Bread. Daily delivery to all parts of city

Phone 8 and 54

Stores: 71 Lonsdale Ave. Cor. Lonsdale & 8th St.

THE LONSDALE PHARMACY SELLS DRUGS AND MEDICINES AT VANCOUVER PRICES....

TRADE AT HOME

GIVE US A TRIAL ON YOUR NEXT ORDER. PHONE 29

P. S. THOMAS, Phm. B DRUGGIST

"JUDGE FOR YOURSELF"

North Lonsdale

Is the best residential property in North Vancouver

Three Good Buys

300 x 132, Corner on Nye $2100
1 1-5 acres near Lonsdale 1500
66 x 159 on St. Georges 425

JACK LOUTET

213 LONSDALE AVE., TEL. 47 COR. NYE, TEL. 87

SEE US FOR

SASH DOORS MOULDINGS BRACKETS VERANDAH POSTS, ETC., ETC.

BURRARD SASH & DOOR FACTORY, foot of St. George

We solicit a trial bid on your Orders small or large

THE EXPRESS

NORTH VANCOUVER, B C

RATES OF SUBSCRIPTION:

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

United States and Foreign, $1.50 per year

ADVERTISING RATES

TRANSIENT DISPLAY ADVERTISEMENTS—50 cents per inch each insertion.

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

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

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

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

CONTRACT ADVERTISEMENTS—Rates arranged according to space taken.

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

NORTH VANCOUVER, JUNE 3, 1910

THE CO-OPERATIVE PLAN

That which is commonly known as "co-operation" as applied to the conduct of mercantile enterprises, embodies a scheme which presents very many attractive features, theoretically considered. There are, likewise, conspicuous instances in which these theories have been carried out to unqualified success. At the same time the instances in which the scheme has been tried and has resulted in only partial success or in decided failure are so numerous as to lead to the conclusion that the plan is one which requires peculiarly favorable conditions in order to give any tangible assurance of reasonable success.

In British Columbia experiments along this line have not resulted thus far in encouraging results. There are instances in which the departure has succeeded in holding its ground and has been able to survive, but the movement has nowhere shown any tendency to extend and to assume the commanding proportions it has attained in other countries. On the other hand there have been local instances in which conditions were supposed to be particularly favorable to success, but in which failure has been the result, notwithstanding faithful and persistent efforts to maintain the institution. The latest example of an unfortunate ending of such a venture is found in the winding up of the affairs of the co-operative association in Chilliwack. This concern has been in business for a period of years and had drawn to itself considerable attention upon the part of those who are interested in such problems. The conditions were thought to be very favorable and the institution had the reputation of being upon a prosperous basis. At a recent meeting of the shareholders, however, called for the purpose, the report of the management showed that the affairs of the association were in a critical condition. It was explained that through some unavoidable losses both in the store and in the handling of produce, the company had become involved financially and was being carried along by the personal credit of the directors. The matter was stated plainly to the shareholders that it was a case of closing out or being forced to close. Fortunately the association was the owner of realty and buildings of considerable value and by disposing of this they were able to discharge all liabilities and to return to the shareholders a fair percentage of the money originally paid for stock. The net result appears to be that after a courageous struggle covering a number of years this co-operative association was compelled to go out of business with the loss to the shareholder of a large portion of the money originally invested.

In strong contrast with results such as these, stands the magnificent record of the co-operative movement in Scotland. In that country co-operation has taken root and has extended in all directions. The number of societies is large and is steadily increasing. The amount of capital paid up is very large and the financial returns are of a very gratifying character. The eleventh annual convention of these co-operative societies was recently held at Kilmarnock and was attended by 300 delegates. The reports submitted give an excellent insight into the proportions and the success of the co-operative movement in that country. There are now in Scotland some 295 co-operative societies having a membership of 405,129. The total trade of these societies last year was over $113,000,000, which, however, was lower than that of 1908 by $2,000,000. This decrease in trade was attributed to the prevalent business depression. The invested capital stands at about $26,000,000 and the total profits during the year reached nearly $16,000,000. Out of these profits bonuses were paid to workers, grants were made to educational and charitable purposes, and over $14,000,000 was allotted as dividends to members. Evidently the members are satisfied with small profits, as those amounted to a little over 50 per cent. upon their capital. Calculated in another way it would mean a discount upon the purchases of the members of over 12 per cent. The societies have reserve funds totalling about $6,000,000 and their assets in land, buildings and machinery are estimated at $16,000,000. The total investments are placed at over $28,000,000. The wages bill alone for last year reached nearly $8,000,000.

In whatever way it may be sought to explain this discrepancy in results, whether on the score of difference of temperament in the people, density of population, efficiency of management, or other causes, it is certain that in Scotland, co-operation is an unqualified success and impartially considered, the principles involved must be recognized as of the most commendable nature, irrespective of the success or the failure of the plan in individual instances and in different countries or communities

---

A. V. Markle of 12th street is contemplating erecting a residence on 8th street and will occupy the premises himself.

Double Corner 4th and St. George

Price $7,500. Terms: 1-3 cash, bal. 6 and 12 months.

Third Street

Lot 9, Block 137, D. L. 274. Price $2100. Terms: 1-3 cash, balance 6 and 12 months.

These prices are far below the market and only for a very short time.

ELDER MURRAY CO.

Phone 37 North Vancouver — Phone 3492 Vancouver

Office Hours 9 a.m. to 5.30 p.m. Open Evenings by appointment

After office hours, phone L112

G. R. Nicholson has in course of construction a residence which he and his family will occupy on completion on 15th street near Chesterfield Ave.

Women's Woes

North Vancouver Women Are Finding Relief at Last.

It does seem that women have more than a fair share of the aches and pains that afflict humanity; they must "keep up," must attend to duties in spite of constantly aching backs, or headaches, dizzy spells, bearing down pains; they must stoop over when to stoop means torture. They must walk and bend and work with racking pains and many aches from kidney ills. Kidneys cause more suffering than any other organ of the body. Keep the kidneys well and health is easily maintained. Read of a remedy for kidneys only that helps and cures the kidneys and is endorsed by people in Moose Jaw.

Mrs. C. W. Hammill, of 100 Manitoba Street, Moose Jaw, Sask., says: "We are very much pleased to recommend Booth's Kidney Pills for what they have done for us. I had suffered for months with my back. It was so lame and sore that at times I could scarcely stand up. My husband had been greatly troubled in the same way. He also complained of a very weak stomach and felt all run down. On learning of Booth's Kidney Pills we procured a supply and after a short treatment with this medicine we have found more relief than we did in any other remedy. We are both feeling better in many ways.

For sale in N. Vancouver by The Lonsdale Pharmacy.

MORRISON'S SIGN WORKS

Keith Block 1st Street W.

H. E. KRUGER

Expert on Fireplaces and all classes of Brickwork

All Work Guaranteed.

Corner Fifteenth St. and Mahon Ave

Phone 198

North Vancouver Coal and Supply Co.

Dealers in Coal, Brick, Sand, Gravel, Lime, Cement and General Builders' Supplies.

All Orders Promptly Filled and Satisfaction Guaranted. Prices on Application.

Office: Lonsdale, near City Wharf

Warehouse: Forman's Wharf

Wallace Shipyards, Ltd.

SHIP BUILDER, ENGINEERS & Boilermakers. . .

Marine and Stationary Engine and Boiler Work promptly executed.

Telephone 103

North Vancouver

THE BRACKMAN-KER MILLING CO., Ltd.

Lonsdale Avenue, at Ferry Landing

FEED MERCHANTS

ALL KINDS OF FEED AT THE LOWEST PRICES

We also handle the following in POULTRY SUPPLIES:

B. & K. Chick Food.
B. & K. Chicken Chop.
Swifts' Beef Scraps.
Myer's Poultry Spice.
Lees' Lice Killer.
Wheat in two grades.
Sold in any quantities.

TRY SWIFTS' ARSNATE OF LEAD

The Best Summer Spray on the market.

ALL KINDS OF **Fertilizers** FOR LAWN AND GARDEN

I. O. O. F.

North Vancouver Lodge, No. 55, meets every Thursday evening, corner Lonsdale avenue and First street, at 8 o'clock. Visiting brethren cordially invited to attend. J. Kelly, N.G.; A. T. Kennedy, Rec.-sec.; J. H. Pilling, Fin.-sec.

The KANDIE KITSHEN

"IT'S THE PLACE"

F. K. Bennet, 63 Lonsdale

N. V. Artistic Cabinet Maker Upholsterer and Decorator

Manufacturer of all kinds of Mission and Antique Furniture Store, Office, Bank and Bar Fixtures. Repairing in all its branches.

Picture Framing. Furniture Storage.

173 THIRD STREET, W.

MAIL ORDERS given prompt attention

The Sherwin-Williams Paints Cover the Earth

Paint Now!!

TIME to Paint. Make your buildings bright and clean this Spring. We have the best and most economical paint for you to use.

SHERWIN-WILLIAMS PAINT, PREPARED, the paint that spreads farthest, wears longest, looks best. Made of purest materials. A record of forty years of good paint making behind it.

SHERWIN-WILLIAMS PAINTS HAVE THE LARGEST SALE OF ANY PAINTS IN THE WORLD

Sole Agents for North Vancouver

Paine & McMillan

The Pioneer Hardware

The Sherwin-Williams Paints Cover the Earth

North Vancouver

NOW IS THE TIME TO BUY HERE. BELOW ARE A FEW SPECIAL BUYS—

Block 19, D.L. 273; FIVE 50 ft. LOTS, HIGH AND DRY at $1,200 each. Terms: ⅓ cash, balance 6, 12 and 18 months. THIS IS EXTRA GOOD BUYING.

A FINE TRIPLE CORNER, cleared and graded, 150 ft. by 147 ft., high elevation and close to BOULEVARD. Price $2,500; $1,000 cash, 6, 12 and 18 months

A MONEY MAKER.

A 50 ft. LOT ON FIFTH STREET, first block east from Lonsdale, at $2,250. Terms ⅓ cash, balance 6, 12 and 18 months. THIS IS A SNAP.

Chas. E. Lawson & Co.

G. S. SHEPHERD — C. E. LAWSON

Real Estate Specialists 15 Lonsdale Ave. Phone 70

Some Seasonable Suggestions

The growing popularity of our 1910 Hot Point Electric Iron has been demonstrated during the past week, our large stock being sold out entirely. Another large shipment arrived today and we are prepared to fill all orders in rotation. Remember 10 days' free trial. Yours for asking.

Those Electric Toasters we spoke about last week seem to appeal to the breakfast table epicure in no uncertain way, as our sales of that handy little article testify.

B. C. Electric Railway Co., Ltd.

50 Lonsdale Avenue.

THE BRIDGE

IS COMING SURE—NOW IS THE TIME TO BUY BEFORE PRICES ADVANCE AGAIN.

NORTH LONSDALE

IS GOING TO BE ONE OF THE FINEST RESIDENTIAL SECTIONS OF NORTH VANCOUVER.

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

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

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

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

If you want any of the above act quickly.

G. W. Vance — A. V. Markle

G. W. VANCE & CO.

Cor. 8th & Lonsdale Phone 176 Branch Office-Lynn Valley

$6000 Lot on First Street, just off Lonsdale, only $6000 Third cash, balance 6 and 12 months.

$13000 Lot on Lonsdale, between 2nd and 3rd Streets. ¼ cash; 6, 12 and 18 months.

$20000 Triple corner, Esplanade and St. George's Avenue; $7000 cash, balance over two years.

$2800 Lot on 4th Street in Block 134, D. L. 271. We will guarantee this investment. Price $2800; 1-3 cash, 6 and 12 mths.

$1500 50 foot lot in Block 70; D.L. 271, on 6th street; the cheapest lot in this vicinity. Price $1500; $600 cash, 6 and 12 months.

THE CANADIAN FINANCIERS, LTD.

14 Lonsdale Avenue. R. L. Thompson, Local Manager

Head Office 632 Granville Street, Vancouver, B.C.

TREMENDOUS CASH PURCHASE OF

Good Stylish MENS' SUITS

Manufacturers' Realization Co.

1800 Suits

Bought for Cash, most of them

made by Style Craft Co., Toronto.

SEVEN DAYS FURIOUS SELLING! SALE STARTS TO-MORROW!!
NEW STYLES! NEW PATTERNS!! NEW CLOTHS!!!

We have just bought for spot cash, from three of the best clothing makers in Canada, over eighteen hundred fine, fresh, handsome, well-made and stylish SUITS FOR MEN. These tremendous purchases are now to hand by Dominion Express, and we shall put the lot on sale at SPECIAL PRICES FOR SEVEN DAYS.

Sale Starts Saturday. 100 Tweed Suits for $4.90

These suits are every one of them $15.00 values. They are made from imported tweeds; are finished in first-class fashion; they will retain their shape to the very last, being made with first-class hair-cloth fronts, as good as any custom tailor can put in. Worth $15.00. SATURDAY - - - - - - - - **$4.90**

400 Fancy Worsted Suits, $12.50 These four hundred suits are all made from fancy imported worsteds. The colorings are all the newest colorings worn for the present season; slates, greys, fawns, bronzes, browns, and other shades. Some made perfectly plain, others with fancy cuffs and fancy pockets. Altogether they are the prettiest lot of suits we have ever placed on the market. The cut and fit are absolutely perfect. Worth $18.00 and $20.00. - - - - **Saturday Sale, $12.50 Suit**

Shop early, we close at 10 o'clock, sharp. Watch the papers next week for further bargains

Manufacturers' Realization Co.

"THE HOME OF QUALITY" COR. HASTINGS AND ABBOTT STREETS

Engineer Thompson's Report to City Council

Seattle, Washington,
May 28th, 1910.

To His Worship, the Mayor, and the Honorable City Council of the City of North Vancouver, B. C.:

Gentlemen,—On May 3rd, I received from Mr. Thos. Shepherd, City Clerk, the following telegram:

North Vancouver, B. C.
May 3rd, 1910.

R. H. Thomson,
City Engineer,
Seattle, Wash.:

North Vancouver City Council invite you and City Engineer Clement, Vancouver, along with City Engineer Hanes to fix system permanent grades to be adopted in this city, all city work being delayed pending return of this report. Imperative you come soon as possible. Wire date, reply paid.—Thos. Shepherd, City Clerk.

This telegram was supplemented by a note from Mr. Shepherd, dated May 5th, 1910, accepting May 11th and 12th as the dates for my visit to your city, and by a further note from Mr. Shepherd, dated May 11th, postponing the date to May 14th, 1910.

I interpreted this telegram to mean that the commission, consisting of Mr. Clement, Mr. Hanes and myself, had full authority and power to frame a report to your honorable body upon the best system of grades to be adopted by your city, in accordance with the dictates of the best engineering practice, and that we would be in no wise limited in our investigations and conclusions. Inasmuch as I have accepted an appointment on this commission with the understanding that I give you my best judgment on the matters submitted by your honorable body, I beg to submit herewith the following report upon the problem under consideration.

I have had the pleasure of being acquainted with the site of North Vancouver for something more than twenty years, and have made a number of visits to your locality in the past; some of these visits being of a professional character, some as a visitor studying the commercial development of the Pacific northwest. As a result of some of these visits referred to, I, at one time, interested myself in an effort to form a company to take over and exploit the railroad franchise conferring the right to construct a bridge at the Upper Narrows and to construct the railway through your city toward Howe Sound and to the northward. As a result of these studies, I had formed a very high opinion of the certainty of a great commercial future for North Vancouver. In fact, I have no doubt, that just as New York, Boston and other cities have extended their boundaries by incorporating Brooklyn and other suburbs, so Vancouver and North Vancouver will soon unite to form one municipality, your location being such that you are destined to become one of the great cities of the Pacific coast.

In many respects the location of your city is very similar to that of Seattle. The earliest settlements in Seattle were formed at a point where the hillside came somewhat steeply down to the water's edge, there being a level area of tide flats to the south and another reasonably level area, or what is in process of being made level, to the north. In your city Lonsdale Avenue, which is now your principal north and south street, comes down to the water's edge at a very much flatter grade than the corresponding streets in Seattle. You have to the west the level tide lands at the mouth of Capilano river, to the east you have the level lands at the mouth of Lynn Creek and Seymour river.

In the commercial development of your city, the factories, warehouses and railroad stations will of necessity occupy these level lands, and the main lines of travel will, therefore, be east and west between these two districts.

The north and south streets will be important as reaching the residence districts, but the great bulk of heavy travel will be parallel with the waterfront. This is the case in Seattle and is a direct consequence of the location of the city as described aboye. It seems to me, therefore, that every facility in the way of easy gradients and properly designed cross sections should be given to these east and west streets along which the traffic of the future must of necessity flow. As your city grows, there will be need for more and more lines of communication from east to west. Your car lines will occupy successively one street after another, as has been the case in Seattle. It is true that there will be, also, more car lines on the north and south streets to bring the people from your attractive residence districts to the business centre. These, however, will not carry so heavy a traffic or be of such great importance in the commercial development of your city as the car lines running east and west along the main thoroughfares.. If easy gradients and proper cross sections are not provided for this east and west traffic, you will throttle the growth of your city.

Another reason for believing that the east and west thoroughfares are by far the more important is the fact that you are already considering the construction of a bridge at Second Narrows to form a connection with the city of Vancouver. When this bridge is constructed there will be formed a new centre of business at the end of this bridge demanding communication with the older business centre at Lonsdale Avenue. The people of your city who have business in Vancouver will also prefer to take the street car to that city by way of the bridge, rather than to make two transfers at the ferry landings in order to go by boat. The development of West Seattle was hindered for many years owing to the fact that the only communication therewith was by means of a ferry operating over a distance almost exactly the same as in your case. When the street car line was built across the tide flats, although the route was more than three times as long as the water route, there came a large influx of population and a tremendous enhancement of property values. The construction of this bridge is, therefore, of vital importance to your city, and would alone be sufficient to determine the main lines of travel east and west.

Now in figuring the cross sections of these east and west thoroughfares, there are three considerations to be borne in mind:

1st. Utility or accommodation to the needs of traffic.

2nd. Aesthetics, or the presenting of a pleasing appearance to the eye.

3rd. The effect on the cross streets.

The first consideration would demand an absolutely level cross section. This, however, would conflict with the second condition, inasmuch as an absolutely level section for a street running along a side hill never looks just right. It would also conflict with the third condition because it would make the gradients on the cross streets a maximum. The most aesthetic design for a side hill street is one which slightly elevates the upper side along its whole length. This elevation of the upper side decreases the gradients on the cross streets, and if not excessive, does not materially interfere with the practical use of utility of the street. To make the warp of these streets conform to the general gradient of the side hill is a physical and aesthetic impossibility. The physical limits of the warping which may be allowed, I have found by experience to be about as follows: On very important main thoroughfares, carrying heavy traffic, it should not exceed one per cent. If, however, any particular cross street is of considerable importance, this may be increased to a maximum not exceeding two per cent.; the particular percentage to be used being of course a matter of judgment in each particular case within the limits set forth above. I have found that where a transverse slope exceeds two per cent. there is danger in wet weather of horses slipping sideways on the pavements, and this is the most dangerous way in which a horse can fall. The objection to this system of flattened or benched street intersections that it will increase the gradients of the cross streets, is of slight importance in comparison with the advantages which accrue from this system. Your city is fortunately so situated that the gradients of these north and south cross streets are not, to a Seattle man, excessive. The increase of the rate of grade on the two steepest blocks on Lonsdale Ave. will, I understand, be less than two per cent., or from about 8.7 to 10.5 per cent. This slight steepening, theoretically, would decrease a load a horse could haul up the hill, by about ten per cent. Practically, however, this result does not follow. It is well known that a horse can exert for a short time, a tractive force of double the amount he can exert steadily. If, therefore, a team has a practically level intersection on which to rest, it will be much easier to overcome the inertia and get the wheels started on this comparatively level spot than it would be on a gradient of eight per cent., and taking this start the horse will be enabled to carry the load to the next intersection. Again, it affords an easy resting place for the teams which would otherwise be compelled to cramp the wheels against the curb in stopping for a rest.

The effect on street car transportation of this increase in gradient is of no particular importance. The modern electric street car, properly equipped with air brakes, is able to safely traverse much steeper gradients than any over which the cars of your system will be compelled to run. The Seattle Electric Company operated cars over Jackson street in this city for a number of years on a grient of more than fifteen per cent. It is operating today over numerous grades of 9 to 12 per cent. It is preparing to electrify Madison Street cable and operate its heaviest electric cars over a gradient of 14 per cent. as a permanent proposition. With the magnetic brake, it is the experience of practical street railway managers that cars can easily be operated on gradients as high as fifteen per cent. In Seattle, a car equipped with this brake was able to operate on Queen Anne Hill over a maximum gradient of 18.5 per cent. It appears possible to run cars safely down any gradient which they can climb with the ordinary equipment of motive power. Theoretically, with magnetic brakes, it should be possible to descend a grade on which the friction or adhesion between the car wheels and the rails would be insufficient to permit an ascent. The magnetic brake has not yet come into common use, but it has been in continuous service in Portland, Oregon, on the Portland Heights line for about seven years. This tends to show, however, that there are no difficulties in the way of operating electric street cars on steep gradients which cannot be successfully overcome by modern engineering practice.

I append to this report copies of affidavits made by Mr. Geo. P. James, chief civil engineer of The Seattle Electric Company, in regard to the successful operation of street cars on grades exceeding nine per cent.

On my visit to your city on May the 10th, 1910, I was handed by His Worship the Mayor, a copy of a report to the city council, made in 1907 by Messrs. W. A. Clement, G.

(Continued on Page 9)

For Singer and Wheeler and Wilson Sewing Machines and accessories, call at our office, The J. J. McAleece Dry Goods Store, 95 Lonsdale Ave. Machines sold for cash or on easy payment system. The Singer Sewing Machine Co.

CHURCH SERVICES

Methodist church, corner 6th street and St. George's avenue:

Services at 11 a.m. and 7.30 p.m. Sunday School and bible class 2.30 p.m. Class meeting 10 a.m. Sunday. Prayer meeting 8 p.m. Wednesday. Moodyville Sunday school 11 a.m.

Pastor, Rev. B. H. Balderston B.A.

Lynn Valley Institute Hall:—Services every Sunday morning at 11, and evening at 7 p.m.

St. John the Evangelist, 8th and 13th streets:—

Holy communion, 8 a.m.; morning prayer 11 a.m.; evening prayer, 7.30 p.m. On the first Sunday in the month there will be a second celebration of the holy communion at 11 a.m. Rector: Rev. Hugh Hooper.

Services at St. Clement's hall Lynn Valley: Morning prayer 11 a.m.; evening prayer 7 p.m. Priest-in-charge: Rev. H. H. Gillies.

North Vancouver Catholic Indian Mission:—

Sunday Services—Mass at 9 a.m. Sunday school at 2.30 p.m. Benediction at 3 p.m. Pastor: Rev. E. Peytavin, O.M.I.V.G.

Baptist Church, cor. 5th and St. George:—

Sabbath school at 2 p.m. Services at 3 p.m. and at 7.30 p.m.

St. Andrew's Presbyterian church, 6th street:—

Services at 11 a.m. and 7.30 p.m. Sunday school 2.30 p.m. Prayer meeting on Wednesday, at 8 o'clock. Pastor: Rev. J. D. Gillam, M.A.

North Lonsdale Presbyterian Church—Services in Exhibition Hall every Sabbath, forenoon at 11 o'clock, evening at 7.30 o'clock. Sabbath School and Bible Class, afternoon at 2.30 o'clock. Rev. J. W. Mills, missionary.

E. DOWIE

CONTRACTOR AND BUILDER
Plans, Specifications, Estimates

P. O. Box 27, North Vancouver

Just Opened

CLAVERIE & ARCAND
have just opened on First Street, East, an up-to-date
GROCERY STORE
Where the public will be sure to find a good and fresh assortment of Groceries and Provisions, Fruits and Vegetables in season.
Mr. Arcand was with F. Filion of Vancouver for the last eight years.
CLAVERIE & ARCAND

Parisian Sage Cures Dandruff

If it Don't The Lonsdale Pharmacy Will Give You Your Money Back.

Yes, Parisian Sage, the most invigorating hair restorer, cures dandruff and grows hair. The women of Canada, who have luxuriant hair, know it does, and that is why thousands of attractive women throughout the land are regularly using it.

For years this almost marvellous grower of lustrous and beautiful hair was confined to the elite of Europe and New York City, but about two years ago it was given to a select list of druggists, and today can be obtained in any city or town in America where society women of refinement dwell.

Parisian Sage is the most delightful hair tonic in the world. It makes the hair soft, lustrous and luxuriant in a few days. It is perfumed most daintily and is not sticky or greasy. It stops falling hair, cures dandruff and itching scalp in two weeks or money back.

The Lonsdale Pharmacy sells it for 50 cents a large bottle, and guarantees it, or direct, all charged prepaid, by Canadian makers, Giroux Mfg. Co., Fort Erie, Ont.

THE NORTH VANCOUVER SCHOOL OF MUSIC

Pianoforte	Mrs. W. S. Burmester A.R.A.M.
Organ	Mr. T. W. Ward
Violin	Mr. L. Davies, L.V.B.M.
Singing	Mr. Paul Edmonds
Violin Cello	Mrs. Grace Harding Pratt
Cornet	Mr. L. Davies, L.V.B.M.
Flute	Mr. L. Davies, L.V.B.M.

We are here to establish a first class School of Music and have, regardless of expense, obtained the service of musicians who have the highest diplomas for teaching on the Pacific Coast.

Call at our establishment at 443 Lonsdale Ave., interview our teachers and judge for yourself.

TERMS MODERATE

North Vancouver Piano Co.
Phone 114. 443 Lonsdale Avenue.

NORTH VANCOUVER FERRY TIMETABLE

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

* Not on Sunday.

Time Table subject to chan ge without notice.

56 Lonsdale

Bressey Peers & Boult

REAL ESTATE
Insurance
Notary Public
Phone 88

Canyon View Hotel

CAPILANO

Extensive Grounds. High-class service at moderate rates.
Family Rooms en suite with special rates. House Greatly Enlarged.
Easy trail to summit of Grouse Mountain, altitude 3000 feet.

Scenic Delights Fishing Hunting Mountain Climbing
Unequalled for Holiday, Long or Short

F. CANCELLOR, Manager. SEASON 1910 P. LARSON, Prop.

A Few Snaps for Profitable Investment
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SPECIAL

Recently subdivided and placed on the market for the first time---Cleared Lots, size 50 x 140 feet each, in the easterly portion of Block 61, District Lot 549, situated between Lonsdale Avenue and St. George's Avenue, fronting on 13th and 14th Streets.

Lots fronting on 13th Street, $1,000 each — Lots fronting on 14th Street, $900 each

Lot 54 x 140 feet, corner 13th Street and St. George's Avenue - - Price $1,600
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Terms, one-fourth cash, balance in 6, 12 and 18 months.

PLEASE NOTE the central situation of the above lots, close proximity to center of population, walking distance of ferry landing, one-half block from principal carline of the city. Electric light, telephones, and city water available.

Compare these prices with the higher prices of property which is much less favorably located, and you can only arrive at one conclusion. **Make Your Selection Without Delay.**

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Cor. Lonsdale Avenue and 5th Street **North Vancouver, B.C.,** **Telephone 15**

Provincial News

VICTORIA

The annual Victoria Rose Show will be held on Friday, June 24th. It is expected that the finest display that has ever been made in the Capital City will be on exhibition on that day.

Work is progressing very rapidly at the new Grand Trunk Pacific dock. In order that the work may be completed for the northern trade this year another large derrick has been erected in addition to those already in position.

The Victoria City Council has offered to give the Board of School Trustees 3½ acres of land at Spring Ridge and expend the sum of $13,000 in regrading work and hand over the property in shape ready for building to commence if the trustees will agree to set aside the sum of $30,000 for site purposes.

NEW WESTMINSTER

On the acquisition about six weeks ago of the end of 10th street, New Westminster now owns all of the street ends fronting on the Fraser river and the north arm of the Fraser river.

A special train of five coaches arrived at the Fraser mills on Saturday night with a party of 166 persons from Quebec to work in the mills in the place of Orientals, particularly Hindus. Included in the party are 73 experienced mill men. In one family on board there were 12 children and in another there were 10 children.

A large shipment of sewer pipe has just been received by the city of New Westminster from Glasgow, Scotland for the new sewer system on Eighth street. The shipment made record time from the old country.

The plans and profiles of the new 24-inch water main from Coquitlam lake to this city have been practically completed and tenders for laying the main will be called for.

At the assizes in New Westminster on Saturday a verdict of guilty was brought in by the jury in the trial of the Japanese, Nishimaru, charged with the murder of a countryman, Nishizawa, at White Rock last year.

CHILLIWACK

The provincial government has given the city council of the city of Chilliwack until the 1st of September to vacate the provincial court house building and arrange for a building of their own. Heretofore the city and township have occupied the court building as their offices and the cells underneath in which to confine their prisoners.

At a meeting of the shareholders of the Chilliwack Canning and Preserving Company it was decided to make an effort to secure an additional $30,000 of subscribed stock in order that the business may be carried on successfully this season.

Contracts have been let by the Chilliwack Fair Association for the construction of barns and stables for the accommodation of the live stock at the fall fair.

FISHERY OVERSEER

Mr. Samuel North, for many years chief of the Vancouver city police, has been again this season appointed by the provincial government to act as fishery overseer and police head in charge of the salmon centres of the Fraser, and as far north therefrom as the southern boundary of the River's Inlet officer's jurisdiction.

EN ROUTE TO COAST

The second train load of French-Canadians enlisted for work in the Fraser River Mills at New Westminster left Ottawa the latter part of last week for the west and will arrive on the 3rd or 4th of June. There are on board 200 people including 40 families and 75 experienced mill men. The party, which is travelling on a special of five coaches, is in charge of Rev. Father O'Boyle and an employee of the Company.

ASSESSOR WANTED

Applications will be received by the undersigned up till 12 o'clock noon on Saturday, June 11th, 1910, for the position of Assessor of the City of North Vancouver for the year 1911.

The time within which the Assessor shall begin to make and at which he shall complete the Assessment Roll in accordance with the statutes shall be that period between 2nd July, 1910, and 30th November, 1910.

Salary offered $500.

THOMAS SHEPHERD,
City Clerk.

11

NOTICE

NOTICE is hereby given that I intend to apply to the Board of License Commissioners for the Municipality of North Vancouver at the next statutory meeting of the said Board to be held in June, 1910, for a license to sell liquor by retail on that certain premises in the Municipality of North Vancouver and known and described as Lots One (1) and Two (2) in Block numbered Fifty-One (51) in subdivision of District Lot numbered Two Thousand and Eighty Seven (2087) Group one (1), New Westminster District, commonly known as the Lynn Valey Hotel.

Dated this 4th day of March 1910.

WALTER GIBBS,
Applicant.

14

NOTICE

NOTICE is hereby given that thirty days after the first publication of this notice, I intend to apply to the Superintendent of Provincial Police for a renewal of the Hotel license for the Moodyville Hotel situated at Moodyville, B. C., on Lot 273, group 1, New Westminster district, for the term of six months commencing July 1st, 1910.

(Sgd.) TOM BOOTH,
Dated at North Vancouver,
May 12th, 1910. 14

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BOULEVARD

Cleared Lots
50 foot in width and over

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Ladies' Stripe Suits, similar to above style, in blue and white, and brown and white 8.50

Ladies' Plain Copenhagen Blue Suit, well made, price 7.95

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All new houses should be piped for gas in order to save the heavy expenditure for this convenience at a later date.

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Very cheap

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Corner Lonsdale Avenue and Second Street Phone 53

OPENING ANNOUNCEMENT

Having purchased the business hitherto carried on by Mr. H. A. Shaw, we desire to state that it is our intention to carry a complete stock of general dry goods and gent's furnishings.

We have had 17 years' experience in all branches of the dry goods business in Vancouver and in other eastern and western cities and are therefore in position to understand and to supply the wants of the public in these lines.

Our aim will be, by strict attention to business, to give the purchasing public of the North Shore, the very best facilities for good buying and to carry a full selection of dry goods at prices as low as Vancouver. In order to accomplish this, it is our intention to conduct the business on a cash basis.

Dressmaking a Specialty

THE CURRY CO.

POLICE COMMISSIONERS

The Board of Police Commissioners held their regular monthly meeting in the office of the Chief of Police yesterday morning.

The Mayor was unavoidably absent and Commissioner Jackson took the chair with Ald. McNeish present.

The following report was submitted by Chief Davies for the month of May: Complaints received and attended to, 26; places of business found open, 10; street lights reported not burning, 4; fires attended by the police, 7; inquiries for missing persons, 5; inquests conducted, 2; articles reported lost, 3; articles found, 4, and larceny, 10.

The Chief further reported that the police had a series of petty larceny cases reported in the vicinity of 20th street, which he was of the opinion was the work of boys, as the majority of the articles taken were of small value while other articles of much more value were left untouched. The matter will be sifted out by the police at the earliest possible moment as these depredations and others of a more serious nature have been committed very frequently during the past month.

The new uniforms which had been purchased from the local tailor were put on exhibition by the force which lined up for regular inspection. It was noted that they were entirely satisfactory and were a credit to the local establishment.

The question of enlisting the services of another constable on the force for the uncovered section of the city was considered and will be dealt with at a later date.

IN MEMORIAN

His Majesty
King Edward The Seventh
Bord 1841. Died, May 6, 1910.

At midnight came the Majesty of Death—
Kings of the earth abide this King's decree—
Sudden, and kindlier so, to seal the breath
And set the spirit free.

And now the Peace he held most near his heart,
That Peace to which his country's steps he led—
So well for us he played his royal part—
Broods o'er him lying dead.

Thus passes Britain's crown from King to King,
Yet leaves secure a nation's deathless love,
Dearer than Empire, yea, a precious thing
All earthly crowns above.

—O. S.

FRUIT PROSPECTS GOOD

Reports from the various fruit centres in the Okanagan Valley indicate that the 1910 crop is going to be exceedingly good and up to the present no set-back has been given the crops in that section of the province. Following are a few of the reports made:

SALMON ARM

Fruit prospects for 1910 are exceedingly bright.

SUMMERLAND

It is estimated that 150 car loads of fruit will be shipped out of Summerland this year. Apples, pears and plums will be a bumper crop and peaches in certain localities have apparently suffered no material damage.

Editor Express:

Dear Sir,—It seems that the question of grades in North Vancouver is to be settled to suit the opinions of three Aldermen whose property is situated on Lonsdale Avenue, in opposition to the unanimous wish of the ratepayers and the advice of the consulting engineers. Their motives are too transparent, say what they will. I, for one, protest against such high-handed mercenary policy. Mr. Irwin said to me in my office last week that if Mr. Hanes could not be brought to their way of thinking, there were plenty of engineers that could. In my opinion those three aldermen are ruining the City of North Vancouver by their selfish policy.

Yours truly,
GWYNNE R. HUGHES

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NORTH SHORE PRESS, LTD.

119 First Street, E Phone 80

ENGINEERS' REPORT

(Continued from page 8)

H. Dawson and others. A careful perusal of this report shows that its authors believed that where your east and west streets were either already provided with, or might hereafter be occupied by street car lines, the intersections should be benched. I heartily concur in this view, and would again repeat my mature judgment that by far the most important streets in your city are the east and west thoroughfares. For these reasons I recommend that all streets be graded with benched intersections.

If North Vancouver should remain for all time to come merely a suburban village of small population, dependent only upon ferry communication with Vancouver, and ambitious to possess nothing better than good, ordinary country roads, then it would make but little difference how your streets are graded; but if you have faith in the future development of your city, faith that it will become not only an attractive residence district, but a busy hive of industry and an integral part of the great commercial metropolis of the Northwest, then you will lay out your east and west thoroughfares with the best possible gradients and the most advantageous cross sections to accommodate the traffic which will inevitably flow along them. You can arrange these gradients, fortunately at this time, with but slight expense and thus fix forever a permanent basis for the development of your city. If you fix these gradients and cross sections in any other way, the time will come when you will change them at great expense. It is easily possible at slight expense in the re-adjustment of buildings, to change Lonsdale Avenue to conform to this system, and this should be done before any more permanent buildings are erected.

I have also received from Mr. Thos. Shepherd, city clerk, copies of letters addressed to the city council by Mr. R. H. Sperling, general manager, and by Mr. George E. Moffatt, consulting engineer, respectively, of the British Columbia Electric Co., conveying their views on this question. I regret very much that I did not meet these gentlemen on my recent visit and have the pleasure of ascertaining their views in person. Mr Shepherd's letter, however, of April 30th, 1910, contains the following sentence:

"He, (Mr. Moffatt) led me to understand, however, that his company would not stand for the grades being altered on those streets where street cars are at present being operated and that if such were to be done, his company would fight the matter to a finish."

Now, of course the relations yourselves and the British Columbia Electric Company are no concern of mine. I am simply advising you as to the proper methods of putting your streets in shape to permit the proper development of your city. I mention this matter only because these letters were unofficially transmitted to me.

Since my visit to your city, I have had the benefit of attending a very exhaustive hearing relating to the question of the safe and practical operation of heavy street car traffic upon grades varying between nine and sixteen per cent. At this hearing, it was demonstrated by engineers of the highest ability and especially by men officially representing the General Electric Company, that in the present state of the art it is not only safe and practicable to operate heavily laden electric cars upon gradients as high as 16 per cent., but that it was safer to operate such cars by electricity than by cable.

I have had the pleasure of discussing this matter in all its phases with my assistant, Mr. Dimock, who visited North Vancouver with me, and, after the fullest examination into the matter, he concurs with me that the recommendations hereinabove set forth are the only recommendations which could be conscientiously presented in conformity with the best engineering practice.

Very respectfully,

(Sgd.) R. H. THOMSON.

Appended to Engineer Thomson's report are the two affidavits referred to by him of Geo. P. James, chief civil engineer of the Seattle Electric Company. The cases are entitled Oliver C. McGilvra vs. The Seattle Electric Company, in which the plaintiff contends that it is unsafe to change the cable system on Madison street, Seattle, to an electric service, the grade there being 14 per cent. In Mr. James' affidavit he deposes that "it is not a fact that it is unsafe to operate an electric railway on a grade exceeding nine per cent., nor is it a fact that a grade in excess of nine per cent. will not permit of adequate service and heavy travel. As a matter of fact The Seattle Electric Company has been operating electric lines for a number of years past where the grades are as follows:

On Dearborn street, between 29th Avenue South and Yakima Ave., 14.8 per cent.

On East Union street, between 18th and 19th Avenues, 12.3 per cent.

On Taylor Avenue, between Aloha street and Ward street, 12.9 per cent.

On Taylor Avenue between Ward and Prospect streets, 12.8 per cent.

On Boston street between 5th Avenue north and Bigelow Avenue, 10.7 per cent.

On East Pine street between 12th and 13th Avenues, 11.6 per cent; and before Jackson street was regraded in certain sections from 13.0 per cent. to 15.3 per cent.

On the same case in the Superior Court of the state of Washington for King county George P. James, being first duly sworn on oath deposes and says:

The Seattle Electric Company, during the past week, has caused inquiry to be made in a number of cities as to the maximum grades over which electric cars are operated without counterweights, and the following are the grades:

In Cincinatti, on Milton St., 12.14 per cent. for a distance of 471 feet.

In the same city on Brighton Place, a distance of 240 feet, 11.31 per cent.

In the same city, on Warsaw Ave., a distance of 1505 feet, 9.23 per cent.

In Quebec, on Crown street, a distance of 90 feet, 14.15 per cent.

In San Francisco, 16 per cent.

In Portland, Oregon, 12 per cent. In Portland the grade is complicated by curves and reverse curves.

In Knoxville, Tenn., 13 per cent.

On Hagerman Division, Amsterdam, N.Y., line 14 per cent.

In Ithaca, N. Y., 13 per cent.

In Schenectady, N. Y. 13 per cent.

FAVOR WOMAN'S SUFFRAGE

The Methodist ministers of Seattle at their last meeting passed a resolution endorsing equal suffrage and urging the passage of the amendment to the constitution of the state of Washington which comes before the voters in November. The women who are making an active campaign for the right to vote are one by one winning over influential organizations in their behalf.

J. L. Cripps has commenced the erection of a house on 4th street in block 25, D. L. 273.

F. W. Brooks has started the construction of a fine residence on 16th street west of Lonsdale Ave.

Buy at the

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We positively guarantee all our groceries to be the highest in quality and lowest in price.

For Groceries, Dairy Produce, Vegetables and Fruit.

Highlands Potatoes $1.50 to $1.50 per sack.
Best J. & M. Coffee, fresh roasted and ground, 3 lb $1.00, also a grade at 25c.
Indian and Ceylon Tea, 3lb $1. also all standard grades.
Chilliwack Butter, 40c.
Also Butter at 30c.
Fancy Apples:
Wine Saps $2.75 per box.
King Apples $2.00
Oranges all sizes from 20c. up to 50c. per dozen, guaranteed not touched by frost, and sweet and juicy.
Large assortment of English Candies imported and domestic from 15c. up to 50c.
Also Fancy Chocolates up to $1.00 per lb.
New laid Eggs daily, 3 dozen for $1.
Also Soft Drinks, all flavors.
Ice Cream, the very best.

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17.00 p.m.	"	22.00 p.m.

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The habit of laying aside regularly a small amount from the weekly wage, is one of the most valuable habits a man or woman can acquire.

The amount is not missed, the sum rapidly increases, interest accumulates steadily; and soon you have enough to start a small business of your own.

The Bank of Hamilton welcomes and encourages the account of the small depositor.

All formality has been dispensed with.

Inquire for the Manager, at any of the Bank's hundred branches. Beyond your own signature for future identification when withdrawing money, routine is eliminated.

C. G. Heaven, Agent

North Vancouver

Head Office, HAMILTON

Capital Paid-up	$2,500,000
Reserve and Undivided Profits	2,900,000
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English practical watchmaker; Established 1889

Specialty, repairing

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CLASSIFIED AD. COLUMNS focus the wants and the offerings of current local advertising.

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Single Insert. 10c per line
One Week 7½c " per insertion
One Month 5c " " "

COSTS LITTLE

Accomplishes Much

A two cent stamp does a lot for very little money, but it would require thousands of two cent stamps and personal letters to make your wants known to as many people as a 25c. investment in our Classified Want Ads.

Jack Loutet and N. Lonsdale

Elder Murray Co. fire insurance

Room, furnished or otherwise required by a lady. Apply Mrs. W. S. Burmester, care North Vancouver piano store. 11

For Singer and Wheeler and Wilson Sewing Machines and accessories, call at our office, The J. J. McAleece Dry Goods Store, 95 Lonsdale Ave. Machines sold for cash or on easy payment system. The Singer Sewing Machine Co.

FOR SALE or trade for real estate, piano, Bell make, cost $750. Apply 328 10th street east, North Vancouver.

NOTICE

Notice is hereby given that all persons indebted to the estate of the late W. P. Peacey, who died on the thirteenth day of March, 1910, at the city of North Vancouver, B. C., are required to pay the amounts owed by them respectively, to the undersigned on or before Wednesday, June 15th, 1910.

Dated at North Vancouver this thirty-first day of May 1910. E. A. PEACEY, Administratrix

J. H. BUSKINS

Cor. 3rd St. & Lonsdale

Successor to W. A. Gibson

HORSESHOEING and General Blacksmithing

Special attention given to lame and interfering horses. Also carriage work and steel sharpening. All work guaranteed. Prompt attention. Give me a trial.

Nelson Manf'g Co.

ESPLANADE, EAST OF N. V. LUMBER CO.'S MILL

AWNINGS
TENTS
SAILS

N. NELSON. Proprietor

CITY COUNCIL

(Continued from page 1)

"You promised to abide by the decision of the engineers," broke in His Worship.

"I repudiate that statement," declared Ald. Irwin.

Ald. Fowler could not accept the engineers' report for the reason that they did not abide by the instructions given. He was not in favor of benching streets on which there were street lines. On other streets he was in favor of benching. He said he was willing to leave the matter to a plebiscite of the people and would not as a councillor care to decide on a settlement.

Ald. Smith had always been and was now in favor of benching all those streets except those on which there were street car lines. He said there were 40 streets north of Eighth street and only about five or six south of that street and "are we going to sacrifice those 40 for the 5 or 6?" The speaker said that in Vancouver there were only two car line streets running north and south and both of these were straight grades. He did not see, therefore, when North Vancouver had three north and south car line streets why one at least should not be straight grade.

Ald. Schultz said that he would have been prepared to support the engineers' report if they had adhered to the tenor of their instructions but this they had not done he contended.

He looked with apprehension on the statement of the B. C. E. Ry. Co. that in the event of increasing the grade on Lonsdale Ave. they would consider the advisability of removing their lines from that street. He also anticipated a great hardship for the property owners along Lonsdale Ave. if it was benched and inquired if the east and west streets, those to be benefitted, would be prepared to make reparation for any losses sustained by the street in question.

His Worship thought the speaker was needlessly borrowing trouble.

Ald. McNeish stated that a plebiscite would only mean more delay. "If you refer it to the people you know the result," he declared. He said further that the council was being advised by a commission of engineers who were far more capable to decide than the people were.

Ald. McRae said he would vote against anything that would delay work 24 hours longer. He wanted to know what the B. C. E. Ry. Co. had to do with the streets. "Those who threaten are sometimes afraid themselves," quoted the speaker.

His Worship believed that the the railway company and any differences could be easily settled by referring to their franchise. The Mayor objected to dealing with any other question other than the reports and until those were accepted or rejected he did not care to consider a motion to refer the matter to the people.

Ald. McNeish: "There is no assurance that the people's wishes will be followed."

Mr. Perry, local manager of the B.C.E.Ry. Co., asked that permission be granted Engineer Moffat to speak again. The Mayor and Ald. McNeish objected on the grounds that he had been given an opportunity before and it was not in order that he should be given another hearing. The majority however, ruled and he took the floor. Mr. Moffat again reiterated his former statement in regard to safety. He said the engineers who composed the commission were biased. Engineer Thomson was an out and out bench grade man and knew nothing else. Engineer Clements was in favor of both and Eng. Hanes had taken his stand for benching and was rightly sustaining his position. Mr. Moffat declared that he had laid more lines of railway than any other man on earth and knew what he was talking about. He asked the council in conclusion not to increase the danger element by increasing the grades.

Ald. Irwin moved an amendment to Ald. McNeish's motion in effect that the question be submitted to a vote of the people, that a committee composed of Ald. Fowler, Schultz and Smith be appointed to get the advice of a commission of engineers to draw up two alternate plans for grades, namely, adopt the engineers' report as submitted or adopt bench grades on all streets on which there were no street car lines and on those having car lines that the grades be straight and at the same time given due notice in regard to the matter of public safety. The motion was not seconded and Ald. McNeish called for the question to his motion to adopt the engineers report in its entirety, the result of the vote taken being against receiving the report.

His Worship proclaimed in a loud voice "The engineers' report is thrown in the waste paper basket by the very same council who voted for the commission of engineers to report."

Ald. McRae added "and after expending $600 of the city fund for that purpose."

Ald. Fowler offered to turn his aldermanic salary back in to the treasury to apply against the loss if Ald. McRae would to which remark the latter replied in scathing terms.

The discussion was closed and other business proceeded with.

NOTICE

Under Bylaw no. 7, every person in the City of North Vancouver who is the owner, possessor or harborer of a dog or bitch, is required to procure a license, the fee for which is $2 for a dog, and $3 for a bitch.

All persons are hereby notified that this bylaw will be strictly enforced and any violation of said bylaw renders the person violating the same liable to penalty of $100 and costs.

By order of the Board of Police Commissioners.

ARTHUR DAVIES,
tf Chief of Police

J. W. BALMAIN

CIVIL ENGINEER
Quantity Surveyor and Architect
NORTH VANCOUVER.

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TAKE NOTICE that the Council of the Corporation of the City of North Vancouver intends to construct as a work of Local Improvement the grading (to permanent grade) of Lonsdale Ave. from the south line of Thirteenth Street to the North line of Eighteenth street and to construct a macadam roadway with suitable curb, and a 6-foot concrete sidewalk on each side of said avenue between the points above mentioned; Under sub section (22) Section 256 of the Municipal Clauses Act and intends to assess the final cost thereof upon the real property fronting or abutting thereon and to be benefitted thereby, and that a statement showing the lands liable to pay the said assessment and the names of the owners thereof, so far as can be ascertained from the last Revised Assessment Roll is now on file in the office of the Clerk of the Municipality and is open for inspection during office hours.

The estimated cost of the work is Twenty-Four Thousand Three Hundred and Ninety ($24,390) dollars, of which $5,063.25 is to be provided out of the general funds of the Municipality.

THOMAS SHEPHERD,
City Clerk.

North Vancouver, B. C.
May 18th, 1910.

There is set forth in the following foot note the names of the owners or occupiers who have not signed the requisition presented to the Council calling upon them to construct the work of Local Improvement above mentioned and upon whom a notice similar to the above advertised notice has been served by mailing the same by prepaid registered mail to the last known place of abode of such owners or occupiers, with the estimated cost of the work and the proportion thereof proposed to be assessed against each of such owners or occupiers whose property affected is as undernoted:

Owner or Occupier's Name and Address	Property Affected D.L.	Block	Lot	Frontage	Estimated Total Payment	Estimated Annual Payment
Mrs. Cummings, 1071 Barclay Street, Vancouver.	549	37	B.	44	$369.60	$18.48
Geo. Taylor, 303 Cambie Street, Vancouver.	548	30	9	60	504.00	25.20
	549		10	60	504.00	25.20
			11	60	504.00	25.20
Jas. F. Rait care of Guintzburger, Vancouver.	548	19	4 6	60	504.00	25.20
	549					
F. J. Burd, care of Daily Province, Vancouver.	548	19	5 3	55	462.00	23.10
	549					
Miss Minnie Logan, 1249 Georgia Street, Vancouver.	549	18	8 A	50	420.00	21.00
			B	50	420.00	21.00
			C	50	420.00	21.00
			D	50	420.00	21.00

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