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VOLUME 8. NORTH VANCOUVER, B. C., FRIDAY, MARCH 5, 1909. NUMBER 2

CITY COUNCIL

Mayor W. H. May presided and Aldermen McRae, Schultz, Young, Dick and Braim were present at the regular session of the city council, Monday evening.

A letter from Dr. Fagan, provincial medical health officer, notifying the council that anti-toxine can now be supplied in quantities, was referred to the city medical health officer.

Engineer Hanes wrote, to the effect that he is now prepared to submit a report with reference to 3rd street permanent grades. On motion of Alderman Dick, a meeting of 3rd street ratepayers, the contractors, and the council will be held on Wednesday evening, to hear the report.

A letter on behalf of J. C. Keith, re continuation of a drain from his property on the Keith road, was referred to the board of works.

J. P. Mabee, of the board of railway commissioners, in reply to an invitation of the council that the commissioners visit North Vancouver, stated that the board will endeavor to find time to visit North Vancouver upon their return from Victoria Clerk to write the commissioners at Victoria to arrange a date.

Geo. H. Cowan wrote from Ottawa, advising the council that he had carefully considered the terms of the application of the V.W. & Y. Ry. with the solicitors of the waterfront property owners, and was of opinion that it affected the interests of North Vancouver. He had requested Ralph Smith, chairman of the railway committee, to delay consideration of the bill until March 4th. Filed. Clerk to forward thanks.

W. T. Stein & Co. wrote, to the effect that they were at a loss to know why council had arbitrarily decided to dispense with their services, as during their tenure of office no dissatisfaction had been expressed with reference to their services. They further stated that it was impossible to complete the financial statement by March 1st and requested that the motion referred to be rescinded in order to enable them to complete the same. Referred to the finance committee for reconsideration.

A. A. Crowston intends erecting a house on lot E, block 60, D.L. 271, and wishes a roadway to the same; board of works to act.

W. S. Creamer complained of the condition of 2nd street, east of Lonsdale, and asked that it be repaired; board of works to act.

C. A. Lett & Son drew the attention of the council to the bad state of 2nd street, from Lonsdale to Mahon, and requested that it be improved. A petition is on file to have this work done under local improvement; clerk to write that the work will be expedited as much as possible.

A petition from L. Platt et al, asking for roadway and side walk on 14th street from St. Andrew's to Ridgway, was referred to the engineer for a report as to details.

A petition from E. T. Pollock et al, asking for a wagon road and four foot sidewalk on 17th street, from Lonsdale to St. Andrew's, was referred to the board of works to report.

Irwin & Billings Co., Ltd., et al, wrote, requesting that the council publish copies of the assessment roll for purchase by those who might require them; to be notified that the staff now have the work in hand.

On behalf of the owners of D. L. 553, Mr. Bridgman wished to know when the water main will be extended down Queensbury or Sutherland ave.; the work will be done as soon as the engineer has completed the lines on the sidehill streets.

A. R. Steacy, chairman of the school board, again called the attention of the council to the urgent need of a sidewalk along 4th street in front of the school block. He further requested council to appoint an auditor to audit the school board accounts. He also requested that March 17th be appointed a half holiday, to be observed throughout the city as arbor day.

Accounts as follows were ordered paid: Finance committee, general, $641; police, $348.50; schools, $605.50. Board of works, local improvement, $57.; general, $963.99; waterworks committee, $2681.16; fire and light committee, $613. 75; and health committee $90.

Alderman Young read tenders from J. S. Emmerson, the Lynn Valley Lumber Co., and the Diplock-Wright Lumber Co., for 200,000 feet of sidewalk material, the lowest of which was that of the Diplock-Wright Co., namely $2580. Referred to the board of works to draw up specifications and report.

On motion, it was decided to call a meeting of ratepayers for Thursday evening next, to discuss the ferry purchase bylaw.

The school trustees will be requested to confer with the council on Thursday evening, with respect to Arbor Day.

DISCUSS FERRY BYLAWS

Moved by Alexander Philip, seconded by J. R. J. Murray, "That this meeting of ratepayers approve the action and work of the city council in submitting the bylaw for ferry purchase and hope that the ratepayers will heartily support it at the polls on Wednesday next."

The fact that after an extended discussion, the above motion was formulated and carried without a dissentient voice or vote at the ratepayers' meeting last evening, conveys in the most forceful manner the fact that the sentiment of the ratepayers is practically unanimous in favoring the bylaw as submitted.

Mayor W. H. May opened the meeting, and was appointed chairman. In his opening remarks, he called special attention to the fact that bylaws number 61 and 62 complement each other, and that the carrying of both was essential to the effecting of the purchase. He also referred to the indemnity bylaw and commended it to the favorable action of the ratepayers.

Alderman Schultz briefly reviewed the strenuous experiences that the council met in reaching a basis of agreement with the ferry company, and maintained that the price named in the bylaw is, on a conservative basis, $25,000 lower than the price named in the bylaw which was carried last year.

Alderman Young laid particular stress upon the advisability of ending all litigation once and for all, by voting for the indemnity bylaw, as well as the purchase bylaw and the agreement bylaw. He called attention to the fact that, if the indemnity bylaw did not carry, the case would doubtless be appealed, and the city might have to assume the expense of carrying the matter to the privy council. The carrying of the $3000 would dispose of the whole matter at once and for all time.

R. E. Macnaghten made a strong appeal to the electors to stand by the indemnity bylaw, as the ratepayers were in honor bound to do, and as the interests of the city demanded it.

W. B. Bunbury then read an itemized statement of the liabilities incurred in the operation of the motor boat service, showing that the sum of $3000 would not enable him to pay outstanding liabilities, but would still leave debts to the amount of about $141 against the motor boat service.

Alexander Philip then moved the resolution stated above, and said that he had had opportunity to examine the financial statement of the ferry company for the past year. He was pleased to be able to state that the profits earned represent a return of a little better than four per cent. on the purchase price of $70,000, so that the city would be buying a paying proposition from the start. The motion was seconded by J. R. J. Murray, who stated that the citizens had an opportunity now to settle this ferry problem satisfactorily, and to place the city on the way to growth and prosperity, and the bylaws should carry a big margin over the required three-fifths vote. The resolution was supported by W. Keene, C. F. Jackson, W. Morden, B. H. Balderston, Jack Loutet, A.E.Kealy, and others. The mayor put the motion and it carried unanimously.

It was then moved by W. C. Eisenman, and seconded by R. E. Macnaghten, that this meeting of ratepayers endorse the indemnity bylaw and request the ratepayers to vote for it on Wednesday. This motion was likewise carried unanimously. Regret was expressed that the entire amount of indebtedness was not covered by the $3000, and the statement was made that the deficit should be made good in some other way, in which the meeting agreed.

FERRY ITEMS

Manager T. M. Heard announces that the ferry steamer North Vancouver will be kept on the run during the noon hour on Wednesday next, for the convenience of those who may wish to vote on the bylaws.

An important item of information re the earnings of the ferry company, was brought out at the ratepayers' meeting last evening, when it was stated by Alexander Philip that he had examined a copy of the financial statement of the company for the past year, and that those earnings represent a profit equal to at least four per cent. on the purchase price under the bylaw. As has been observed, if under arrangements prevailing during 1908, a profit of from four to five per cent. was made, it is not difficult to see prospect of much larger returns from a service that will cater to the comfort and convenience of the travelling public. There is no doubt that the traffic can be largely increased both by means of additional residents and more transient trade. It is satisfactory to know that the purchase scheme represents a profitable proposition from the start.

In addition to the itemized statement of liabilities incurred published elsewhere in this issue, Mr. Bunbury has handed The Express a supplementary list as follows: Expenses of delegates to Victoria, $60; telegrams to same, $3.49; printing prospectuses, $23.50; postage paid $5; total, $92.39. This addition renders the deficit $131.70, after the $3000 is accounted for.

Since the above was put in type The Express is requested to make a further explanation, in order that the information given the ratepayers may be strictly accurate. The costs of Messrs, Davis, Marshall & McNeil were rendered at $600, but Messrs. McCrossan, Schultz, & Harper, solicitors for the motor boat company, offset a portion of this by costs of their own, reducing the liability to the former firm to $454.25, the difference being included in the bill of the latter firm for $600. As finally adjusted then, the $3000 provides a few dollars in excess of the actual liabilities of the Motor Boat Company, but makes no provision whatever for manager's salary.

THIRD STREET GRADE

The city council and the property owners of 3rd street held a joint meeting on Wednesday evening, to consider the report of City Engineer Hanes, with regard to the completion of the work of grading the street. The profile prepared by the city engineer showed a perfectly uniform grade on the whole length of 3rd street, from Mahon to St. David's avenue. In order to effect this as between Mahon and St. Andrew's avenues, the cuts and fills required are slight not exceeding one foot in any instance. As between St. Andrew's and St. David's avenues, there will be a fill of five feet between St. Andrew's and St. Patrick's avenues, and a cut of five feet between St. Patrick's and St. David's. The street will come out at the east end, about six inches below the present grade of the track of the B. C. El. Ry.

That portion of the present plans from St. Andrew's to St. David's, differs radically from the plans on which the work was undertaken in the first instance, which showed heavy grades both down and up, throughout this section. On the former plans was written a statement, to the effect that they showed a permanent grade between Mahon and St. Andrew's avenues, and a temporary grade between St. Andrew's and St. David's avenues. In the new plans this feature has been eliminated, and a permanent grade established for the full length of the street as designated.

A careful reading of the local improvement bylaw appears to lead to the conclusion that the city's proportion of the cost of the work has been underestimated, and that in addition to being liable for the work at street intersections, the city will have to pay for all culverts and for all cuts that exceed four feet.

The city engineer was instructed to prepare a new report from the beginning, with original levels, to present a permanent grade and to establish the relative share of the cost of the city and of the property owners in terms of the local improvement bylaw.

The above illustration shows the Steamer St. George which, if the bylaws carry, becomes the property of the city.

LOCAL NEWS

March came in as a lion, the morning of the first being greeted with a fall of snow.

The public schools started on Monday on their summer schedule, going in at 9 a.m.

It is expected the new Anglican church at Lynn creek will be opened in about three weeks.

The Merry Widow club dance, held Friday night last, was one of the most enjoyable of the whole series of the season.

Vancouver City authorities have lodged a protest against the granting of water rights to the City of North Vancouver on Capilano creek.

P. E. Gregory removed to this city this week and will reside with his family, on 14th street, between Mahon and Jones avenues.

The new residence of A. E. Pollock, on 17th street east, is now completed, and Mr. Pollock and family have taken up their residence therein.

The C.P.R. are figuring upon running three daily trains this year to Burrard Inlet, in order to handle the crowds attracted to the coast by the A.-Y.-P. fair at Seattle.

Lost.—Between 17th street and the ferry landing, a pair of gold brimmed spectacles, in a case, with name "Blackburn," on it. Finder kindly leave at The Express office.

William Cumming, the local dealer in boots and shoes, gents' furnishings, and clothing, has rented a house on 3rd street east, and he and his family are settled in their new home.

A large deputation will wait upon the government at Victoria, at the close of the present session, for the purpose of inducing them to undertake extensive road building operations in Capilano.

The Ladies' Aid of the Methodist church purpose holding an At Home next Tuesday afternoon, at the residence of Mrs. W. H. Braim, cor. 3rd and St. George's, from 3 to 5 p.m. Refreshments will be served.

Just before going to press The Express received the following telegram from Ottawa, signed by the president of the board of trade: "Delegation all here and well. Business hopeful, but not yet definite. D. G. Dick."

Messrs. Campbell & Miller, builders, have taken a two years' lease on a store on Lonsdale, between 2nd and 3rd aves., and will build a number of houses in the city this season. At present they are building three houses on Ridgway ave.

F. K. Bennett has removed to this city from Chilliwack and has taken up his residence on 1st street east. Mr. Bennett is a son of E. J. Bennett, steward at the Badminton club, and is employed on the telephone line that is being run to Granite Falls.

The Vancouver deputation to Ottawa has extracted promises from the government for extensive improvements to the harbor. One of the principle items will be the widening of the entrance at the First Narrows. The total government expenditures, including dredging False creek, will approximate $6,000,000.

Friday evening last Miss Edna May, 6th street east, entertained her young friends, the time being spent in social intercourse, games and music. Those present were: Miss N. Philip, Miss A. Pitt, Miss L. Lindsay, Miss B. Gavin, Miss M. Hay, Miss K. Day, Miss M. Hall, Miss N. Woods, Miss L. McNair Miss M. Fugler, Miss G. Peacy, Messrs. G. Baxter, M. Woods, C. Hay, G. Gavin, R. Wheeler, and W. Philip.

Fourteen men are employed at the Swayne group of mines, Lynn creek.

J. J. Woods & Co., the new real estate firm, opened for business this week.

An inebriated Indian from the Mission was assessed $10, in the local police court this week.

According to dominion government statements, there are close to 40,000 Asiatics in British Columbia.

A daily freight and passenger service is to be established by the C.P.R. between this port and Ladysmith.

C.P.R. improvements to its system in this province call for the expenditure of several million dollars this year.

Before the end of the month, three large vessels will arrive in Burrard Inlet, to take export cargos of Alberta wheat.

Thomas S. Nye is building ten new houses on Lonsdale avenue north, with a view to selling them to residents.

The tug Etta White and the steam barge Claxton are being hauled on the ways at the Wallace shipyards for repairs.

The local lodge of Pythians contemplate holding a ball, in the Horticultural pavilion, towards the end of the month.

Miss Murcutt, the noted temperance lecturer, was married at Vancouver last Monday, to Rev. A. T. Robinson, of Summerland, B. C.

Special services have this week been held at the Presbyterian church, at which ministers from Vancouver have assisted Rev. J. D. Gillam.

It is expected that fully 60 men will be employed at the local establishment of the Wallace shipyards. A very busy season is ahead of the firm.

According to the new harbor regulations, all vessels awaiting cargos, must anchor on this side of the Inlet, leaving the fairway to the Vancouver wharves clear.

The Maple Leaf pedro club held their regular session Tuesday night. In two weeks' time the final session for the season will be held and the competition prizes awarded.

Reports current during the week credit the C.P.R. with the intention of erecting steel works at Westminster Junction, with the avowed purpose of manufacturing locomotives at this end of the line.

The C.P.R. contemplate the erection of large elevators close to Coal Harbor, west of their present wharves, in order to handle the grain trade. They are to be ready to handle this year's crop from Alberta.

Many people fall into the habit of looking so far afield for strokes of good fortune that they entirely overlook valuable advantages right at their hand. Read the news of the stores in this issue and avoid this error in your buying.

A special general meeting of the members of the Horticultural society will be held in the Horticultural hall on the evening of Tuesday, March 16th, for the transaction of important business. All interested are requested to reserve this date.

The latest word from Ottawa is that an agreement has been arrived at between the North Vancouver delegation and the V. W. & Y. Railway, to the effect that extension of time for the branch lines is not to give the company any claim morally, legally, or otherwise to an extension of time for the construction of the main line. Upon this agreement being reached, a clause to that effect was inserted in the bill and it passed in the railway committee.

THE EXPRESS

NORTH VANCOUVER, B. C.

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

UNITED BROTHERHOOD OF TRADES UNION LABEL COUNCIL VANCOUVER B.C. 51

NORTH VANCOUVER, MAR. 5, 1909

THE FERRY PURCHASE

It is a regrettable fact, but undeniable, that a large proportion of ratepayers customarily treat with indifference such bylaws as may be submitted from time to time for the opinion of the electorate.

The failure of the average ratepayer to realize his responsibility, or to exercise his privilege of voting upon such occasions, very frequently places corporate interests of the greatest importance in the control of a number of electors, which is, comparatively, very small. One result of such a condition is, that while the result is legal and final, there is nevertheless a doubt remaining as to whether that result was really an expression of the opinion of the electorate as a whole. Another result is, that when a small vote is polled, only a few ballots are required to swing the result one way or the other, and it therefore becomes comparatively easy for any coterie of individuals, who for any reason happen to be particularly interested, by putting forth a little systematized and energetic effort, to control the result to their satisfaction. On general principles and for cogent reasons, it is always desirable that the largest possible vote be recorded upon all bylaws submitted to the people for their verdict.

On Wednesday next, the ratepayers of the city of North Vancouver will have opportunity to record their votes upon a measure, with whose fate the welfare and the future progress of the city is closely linked. The largest and best interests of this city have not only nothing to fear, but have every advantage to gain from the fullest and freest expression of the opinion of the electorate through the ballot upon the ferry purchase bylaw. Every ratepayer, however, owes it to himself and to the civic corporation of which he is a member, to see that his vote is cast in accordance with his mature judgment, reached after a careful consideration of the principles and facts involved. When a voter holds in his hand a ballot upon an issue of such great importance to his city, it is his bounden duty to free his judgment resolutely, from all prejudice, from all personal considerations, from all petty influences, and to exercise his franchise upon broad principles of citizenship, having reference only to the inherent merits of the issue in its relation to the community as a whole.

The terms of the ferry purchase bylaw are the result of the careful consideration and of the best judgment of the board of aldermen, upon whom it devolved in this instance to look after the interests of the ratepayers. It is safe to say that the most ardent supporter of the bylaw would not claim that each of its clauses is altogether all that could be desired, and it is perhaps needless to observe that no reasonable citizen would think of exacting any such standard of excellence in order to accord the bylaw his support. The ratepayer who singles out some item of detail of which he does not approve, and who votes against the bylaw because of that single item, thereby puts the brand of inefficiency upon his exercise of the ballot. The fact should be clearly recognized and kept forcibly in mind by the ratepayers, that the city can well afford to assume many minor disadvantages, in order that the great end may be gained, namely, a permanent and satisfactory solution of the ferry problem. The defects of the bylaw would require to be of the most radical and formidable character, in order to counterbalance the far reaching benefits involved in the solution of this vexatious problem, and to render it advisable for the ratepayers to throw out the opportunity which is now within their grasp, of placing this city on the highway of growth and prosperity.

So far as the principle of the purchase of the assets of the North Vancouver Ferry & Power Company is concerned, it is evident that there is practical unanimity upon the part of the ratepayers that this is at once the most expeditious and satisfactory, and probably the only feasible solution of the ferry problem upon a permanent basis. This being the case, the whole question is reduced to this, "Is the bargain set out in the bylaw a fair and reasonable one to both the city and the ferry company"?

The Express has maintained throughout this long-drawn-out controversy, and still maintains that the City of North Vancouver, as represented by her broad minded and right thinking ratepayers, wishes to extend to the ferry company even-handed fairness in this matter, but to secure the best possible price and terms upon that basis. Looked at in this reasonable frame of mind, it is difficult to see just what concessions the city could have expected the ferry company to make, in addition to those which are embodied in the by law as it goes to the people. It is reported on sound authority that those concessions roused the strongest opposition upon the part of a section of the directorate, who are of opinion that the city is getting more than should be granted. The conclusion is, that if the ratepayers would ever buy the ferry company's assets, now is their opportunity. If they would solve this ferry problem once and for all, now is the time to do so.

THE INDEMNITY BYLAW

In response to the request of a subscriber, as contained in a letter in this week's issue, The Express has made careful inquiries and is pleased to submit the fullest information obtainable with reference to the indemnity bylaw. In reply to questions one and two, in the letter referred to, The Express is informed that Mr. Bunbury received no money whatever out of the motor boat service, but on the contrary he lost the cash which he invested at the inauguration of the service. Mr. Braim originally invested one hundred dollars in cash, which was repaid him, in addition to which he received the amount agreed upon as hire for his boat, but no other monies whatever.

In submitting further the considerations which led to the drawing up and submitting of this indemnity bylaw, The Express desires to state that it has no interest in this matter, either directly or indirectly, other than to be of service to the ratepayers by placing them in position to vote with full knowledge of all facts and conditions.

It is generally conceded that the carrying on of the motor boat service conferred the following benefits on the city: 1, The city was delivered, to a large extent, from the harm and inconvenience which would have resulted from a merely hourly service; 2, the loyal support given to the motor service by the citizens conveyed, as nothing else could, an expression of the keen resentment of the people against what was held to be the unfair treatment extended by the ferry company; 3, the rival service engendered a willingness upon the part of the N. V. Ferry Company to come to reasonable terms with the city; 4, consequently a much lower price was obtained, with better terms, upon the assets of that company than would otherwise have been possible.

While it is agreed that the motor boat service was inaugurated as a business venture, the fact is cited that had it remained upon that basis, it would have been discontinued shortly after it was begun, because it was a losing venture from the start, and its originators could not have continued it. It is stated that in point of fact it was continued at the instance of the ratepayers and residents as follows: 1, An agreement was circulated and largely signed, whereby leading citizens agreed to pay specific amounts to reimburse the promoters against their losses; 2, a large body of citizens gave persistent encouragement and assurances that they would see the project through; 3, time and again at ratepayers' meetings, authoritatively called by the mayor, the statement was made, and invariably received with applause, that the promoters of the motor service must not be allowed to suffer any financial loss; upon motion at one of these meetings a subscription list was started and trustees appointed; at another time, the matter was referred to the city council for their consideration.

By these acts, the promoters were induced to hold on and to even assume expensive litigation in defense of their position, and as a result of that litigation they find themselves mulcted in heavy costs and damages, their only remedy lying in their right to appeal to a higher court.

Meantime, however, the city has carried out negotiations for the purchase of the assets of the N. V. Ferry & Power Co., and the pressing of this right to appeal would embarrass the situation. In order that the way might be clear for the city to proceed with the purchase, the motor boat promoters have agreed as follows: 1, To refrain from appeal proceedings; 2, to forego their privilege of applying to the government for a cancellation of the existing license; 3, to desist from their efforts to procure a second ferry license. All of which has been done, with the understanding that the city would protect them against these heavy damages, and would indemnify them against their actual losses and liabilities incurred.

In order that the ratepayers may be able to satisfy themselves as to the component parts of the $3000 called for by the bylaw, The Express has arranged for an itemized statement which will be found in another column.

LYNN CREEK NOTES

A census of Lynn Valley, recently taken, places the population at 400.

Every encouragement is given by the B. C. El. Ry. management, that the extension of the tramline to Lynn creek will not be long delayed.

The ratepayers' meeting, held in the Institute hall, on the evening of Feb. 25, was largely attended. The proposed extension of the tramline was discussed at length, and the following committee was appointed to confer with the B. C. El. Ry. Co., Ltd.: J. M. Fromme, A. M. Duval, Charles Nelson, J. Neat and Percy King.

The question of the formation of a ratepayers' association was then taken into consideration, and it was decided to proceed at once with organization. The following officers were elected: President, Charles Nelson; vice president, T. A. Allan; treasurer, J. M. Fromme; secretary, Percy King; executive committee, Messrs. Duval, Earle, Neat, Buckley, Worth, Thompson, Burrows and Burrill. A resolution was passed, warmly endorsing the stand taken in the council by Councillor Westover, relative to road improvements in the valley.

The substructures of Seymour creek bridge are now about completed. The steel superstructure is to hand and it is expected that the bridge will be in readiness for traffic in about one month.

The provincial government is building a bridge, some 700 feet in length, on the continuation of 3rd street east.

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Phone 24 House Phone 22

FATALITY AT CAPILANO

On Monday the body of J. T. Maxwell, a youth of 17, was found in the Capilano river at the second canyon. Chief of Police Davies of this city was notified and he had the body brought here. Coroner Diplock held an inquest on the remains on Tuesday, and the evidence submitted showed that deceased had been last seen alive on Sunday, Feb. 21. He had left his home, corner of Dundas and Keefer streets, Vancouver, that day with the intention of taking a tramp up the creek. Not returning, his people instituted inquiries, but no word could be obtained and it was felt some disaster had occurred, which was unfortunately proven true by the finding of the body.

The latter had been found about 500 feet down the river from the bridge and was lying face downwards in two feet of water. It had apparently been in the water several days. Young Maxwell had left his coat and vest on the bank, with the evident idea of climbing out the canyon and in doing so had slipped and fell to his death. A verdict of "Found drowned" was returned by the jury.

Deceased was a bright young fellow and was a student at the Sprott-Shaw business college.

OTTAWA DELEGATION

Alderman McNeish, Reeve McNaught, and D. G. Dick and J. Balfour Ker, comprising the North Vancouver delegation to interview the government at Ottawa, arrived in that city on Tuesday evening. In anticipation of their arrival, Geo. H. Cowan, M.P., had made an appointment on their behalf with Hon. G. Perry Graham, minister of railways, by whom the delegation was received on Wednesday, being introduced by Mr. Cowan.

J. Balfour Ker ably presented the case of the city and district, relative to the proposed extension of the charter of the V.W. & Y. Ry. as to its branch lines, submitting that in case this extension were granted, it should be on condition that at least ten miles of the main line connecting North Vancouver and Vancouver should be constructed within a reasonable time (say two or three years) after the granting of the extension. He also pointed out the inequity of the clause in the charter, which was designed to confer upon the railway company the power to expropriate waterfront property at prices that obtained at the times of the filing of the plans, several years ago.

After hearing the other members of the delegation, the minister expressed himself favorably with reference to both points submitted, stating that in his opinion it would be but reasonable to exact the construction of at least ten miles of the main line along the lines suggested by the delegation, and also that in equity the railway should pay for their right-of-way at present values and not at prices prevailing four or five years ago.

SACRED CONCERT

A large audience gathered in the Presbyterian church on Thursday night, Feb. 25, for the concert which A. B. Stevenson had arranged, and it was most unfortunate that the programme was completely upset by the nonappearance of all the men whose names were published. This most reprehensible and not infrequent practice of promising to contribute to an entertainment, and not appearing, cannot be too severely commented on, and the audience were greatly indebted to the two ladies, Mrs. Angel and Miss Ross, who gave their assistance at the last moment to fill up the breach.

The principal musical items were contributed by Mrs. E. J. H. Cardinall and Miss Eileen McGuire. Mrs. Cardinall played two violin solos, Dvorak's well known "Humoreske," and a "Mazourka" by Boronsky. Her technique is exceedingly good, and her tone full and sympathetic. Her subsequent numbers, which included two encore pieces, were really fine. The Mazourka was played with the needful rhythmic accentuation, and the Bach-Gounod Aria showed the player at her best, in a broad and dignified tone. Miss McGuire is to be complimented on her excellent taste in the choice of her songs, Allitsen's "Song of Thanksgiving" and Aylward's "Beloved, it is Morn." Her rich mezzo-soprano voice is of good power and quality, and her singing showed artistic restraint and fine temperament. She was enthusiastically recalled after both songs.

Mrs. Angel sang two songs, and she will certainly be heard with pleasure on future occasions. Her middle register notes are rich in harmonics and essentially vibrant, and her range is unusually good. She has the true singer's temperament, but on this occasion was palpably nervous.

Mr. and Mrs. A. B. Stevenson acted the courtship scene, from "Richard III," and the quarrel scene from "Lady Teazle," in their usual finished manner. In the former, Mrs. Stevenson gave a fine portrayal of the bereaved widow, scorning the addresses of her husband's murderer; and in the latter, Mr. Stevenson was a most interesting and infatuated Lord Teazle.

Miss Ross recited the verses, apostrophising the "Snow" and "The Last Hymn" very well, and quite tickled the audience with her encore piece, "Outspoken confidences."

The accompaniments to the solos were played by Mrs. A.B. Lamberton.

CALEDONIAN SOCIETY

On Monday evening a meeting of the Scots of the city was held, to organize a St. Andrew's and Caledonian society. Jas. Graham occupied the chair. The objects of the meeting were explained and a resolution was adopted to proceed with organization and the election of officers.

The officers elected were: President, J. Grahame; vice president, A. B. Stevenson; secretary, C. E. Lawson; treasurer, Jas. L. Dodds; chaplain, Rev. J. D. Gillam; trustees, A. Philip, T. S. Nye, and A. Law. It was decided to hold a day of sports during the coming summer, as well as a series of entertainments next winter.

A NEW FIRM

J. J. Woods and E. J. H. Cardinall have formed a partnership, under the firm name of J. J. Woods & Company, for the purpose of carrying on a real estate and insurance business. The premises of the new firm are on 1st street, just east of Lonsdale and adjoining The Express office on the west. Mr. Woods' extended experience in the city hall at Vancouver and as treasurer of the city of North Vancouver, gives him an experience and an established connection which should prove a valuable asset to the firm, while Mr. Cardinall's legal studies, together with his acquaintance with local conditions, will greatly assist.

DISTRICT COUNCIL

A special meeting of the district council was held on Wednesday evening, at which the tender of J. T. O'Connor, for the extension of Doran road, at $130, was accepted. No tenders for the Deep Cove road having been received, the matter was referred to the engineer to report on Friday evening, as to the best manner in which to proceed with the work.

The reeve and councillors' indemnity bylaw, as finally adopted by the district council, provides for an indemnity of $300 for the reeve and $200 for each of the councillors, instead of $250 in the latter case, as formerly stated in The Express.

BOARD OF TRADE

The regular meeting of the executive council of the board of trade was held Tuesday evening, at which considerable business was transacted. Arrangements are being made for a rousing meeting on Tuesday the 16th, when the topic for discussion will be the widening of the First Narrows, plans for a graving dock and wharves along the north shore, the proposed tunnel under First Narrows, and belt railway crossing Second Narrows bridge, and affiliated subjects.

CATHOLIC CONCERT

A dramatic entertainment and concert, in aid of the new Roman Catholic church, will be given on the evening of March 17, in St. Paul's school, Keith road, by the pupils of that institution. A capital programme has been prepared for the occasion, which will undoubtedly attract a large audience.

City Clerk Thomas Shepherd assumed his new and more responsible duties on Monday. In future Mr. Shepherd will rank as city clerk, city treasurer, city assessor, and will have full charge of the city offices. Mr. Humphrey will act as assistant and Miss Laing as stenographer. By means of this new arrangement, the council has effected a saving of somewhat more than $100 per month.

Church Notices

ST JOHN'S THE EVANGELIST, SEVENTH AND THIRTEENTH STREETS.

Holy Communion, 8 a. m.
Morning prayer, 11
Evening prayer, 7.30
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.

ST. ANDREW'S PRESBYTERIAN CHURCH SIXTH STREET.

Services will be conducted as usual on Sunday by the pastor.
Sunday school, 2:30 p. m.
Service at Moodyville school at 7:30 p. m.
Prayer meeting on Wednesday 8 o'clock.
All are welcome.
Pastor: Rev. J. D. Gillam, M.A.

METHODIST CHURCH, N. W. CORNER FOURTH ST. AND ST. GEORGE'S AVENUE.

Morning service, 11 a. m.; Sunday school, 2:30 p. m.; evening service, 7:30 p.m.
Prayer meeting on Wednesday evening at 7:30 o'clock.
Preaching in Lynn valley on alternate Sunday afternoons.
Sunday school at Moodyville at 11 a. m.
Rev. B. H. Balderston, B. A. pastor.

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, CORNER FIFTH AND ST. GEORGE

Sunday school at 2 o'clock p.m
Service at 3 o'clock p.m.
Pastor: Rev. David Lang.
All are welcome.

North Vancouver Mails

Mails close for despatch as follows: For Vancouver and all points 8 a. m., 11:15 a. m., 5:15 p. m.; for Lynn creek, 11:15 a. m.

Mails arrive: Vancouver and all points, 9:10 a. m., 12:45 p. m., 5:45 p. m.; from Lynn creek 2 p. m.

Outgoing mails for Lynn creek after 11:15 a. m. should be delivered at the wicket.

B. BLAND
Horne Block Lonsdale Ave.
SPECIAL FOR MONDAY
3lb Ridgways 40c Tea $1.00

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

Application for Liquor License

TAKE NOTICE that at the next meeting of the Board of License Commissioners for the City of North Vancouver, I intend to make application for a bottle license for the sale of spirituous, fermented, or other liquors, for the premises situated on Lot 18, Block 163, D.L. 271, Group 1, Vancouver District.
JOHN BENSON
Dated this 1st day of February, 1909.

Application for Shop License

NOTICE is hereby given that at the next meeting of the Board of License Commissioners for the City of North Vancouver, I intend to apply for a retail liquor or bottle license, for the premises situated on the south one-half of lot 15, block 125, district lot 274, in the said city of North Vancouver, B. C.
JOHN McRAE
Dated, February 5th, 1909.

Who Says Fresh Eggs?
You will find them in plenty at the
WEST END STORE
Choice Cured Meat always on hand . . .
T. HUTCHISON
Cor. Keith and 13th St. Phone 28

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Dependable Pianos . . .
at Bargains
Some at half real value.
We are taking many good pianos in exchange for the
BELL AUTONOLA
the greatest mechanical player on earth.
Some of these used pianos are as good as the day they left the factory.
To reduce this stock we have selected a number of bargains, beautiful upright pianos for
$200 $225 $250
warranted to be good as new.
Terms:
$6, $7, $8 per month
Montelius Piano House
LIMITED
439-441 Hastings Street

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B. ANSON, PROP.
First-Class Light Rigs Tallyho
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For Boot and Shoe Repairing and Custom Work . . .
go to THOS. O. MILLS
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Lonsdale Ave., opp. City Hall

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Opp. Palace Hotel - Second street E
—J. W. TAYLOR—

NORTH VANCOUVER HOSPITAL
CONDUCTED BY
THE MISSES DAWSON
Certificated Surgical, Medical and Maternity Nurses
Nurses Sent Out on Application
For terms apply at the Hospital Cor. 15th Street & St. Andrew's Ave.
PHONE 69

Ten Elegant Dinner Sets
given away every month
See the sample set in window at C. R. HICKMAN'S. Lonsdale ave and 8th street
A coupon in each sack of Royal Standard Flour. The fortunate number takes the set of 110 pieces.
This Flour is superior in quality and moderate in price as are all our goods.
Try Us for your next Grocery Bill
C. R. HICKMAN
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17th Street, North Vancouver
Phone 30
Dimension Lumber
Shiplap
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etc, etc.
Our prices are right. Let us give you a figure on your Lumber Bill
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Plans and Specifications Prepared. When thinking of building let us give an estimate.
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Seeds, Trees, Plants & Bulbs
Home grown and thoroughly tested
140 Page Catalogue Free
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NURSERIES

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

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

NORTH VANCOUVER HARDWARE Company, Ltd.
New Store
New Lines
Right Prices
We carry a full range of
GRANITEWARE
TINWARE
POCKET AND TABLE CUTLERY
SPORTING GOODS
PAINTS, OILS, ETC.
North Vancouver Hardware Company, Ltd.
J. W. JACKSON - Manager
Foot of Lonsdale Ave Telephone 88

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THE BRITISH COLUMBIA TRUST CORPORATION
Acts as Executor, Trustee, Liquidator Receivers and Assignees
Court Bonds Issued
4% INTEREST 5%
Paid on deposits, compounded four times yearly.
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F. S. BARNARD, Chairman
HON. F. CARTER-COTTON, Chairman of Executive
F. J. P. GIBSON, Manager I. G. WAINWRIGHT, Secretary
Granville Mansions Block, corner Robson and Granville
P. O. Box 903 Phone 589
Safety Deposit Boxes to Rent. Safety Deposit Boxes to Rent.

British Columbia Electric Railway Co., Ltd.

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

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

☞ All boats are met by the cars.

BY-LAW NO. 61

A By-law to authorize the execution of an agreement to purchase from the North Vancouver Ferry & Power Company (Limited), the whole Ferry assets belonging to them

BE IT ENACTED by the Mayor and Aldermen of the City of North Vancouver in Council assembled (with the assent of the Electors of said City duly obtained) as follows, viz:—

1. Authority is hereby given to the Mayor and City Clerk in name and on behalf of the Corporation of the City of North Vancouver to sign and seal with the Corporate Seal of the City and deliver an Indenture of Agreement between the North Vancouver Ferry & Power Company (Limited) of the One Part and the said Corporation of the other part in terms to conform to schedule appended to this by-law for the purchase of the Ferry assets of the said company by the Corporation.

2. This By-law may be cited for all purposes as "The Ferry Purchase By-law 1909."

Passed by the Council on the Twenty-fifth day of February, 1909.

Received the assent of the Electors of the City of North Vancouver at an Election held for the purpose on the
day of 1909

Reconsidered, adopted and finally passed by the Council, signed by the Mayor and City Clerk and Sealed with the Corporate Seal on the
day of 1909.

SCHEDULE REFERRED TO IN BY-LAW No. 61.

THIS INDENTURE dated the day of February, One Thousand Nine Hundred and Nine between THE NORTH VANCOUVER FERRY AND POWER COMPANY LIMITED (hereinafter referred to as "The Company") of the one part and THE CORPORATION OF THE CITY OF NORTH VANCOUVER (hereinafter referred to as "The Corporation) of the other part.

WITNESSETH that the Company which plys a Ferry Service between the City of North Vancouver and the City of Vancouver has agreed to sell to the Corporation and the Corporation has provisionally agreed to purchase of and from the Company for the consideration hereinafter specified, all and singular the whole assets of every kind and description whatsoever and wheresoever the same may be situated, including certain damages awarded by the Supreme Court of British Columbia in a certain action wherein the Company is Plaintiff and W.B.Bunbury and others are Defendants, and including the two Ferry Steamers "St George" and "Surrey" and the wharves, buildings and appurtenances at either terminus of said Ferry service and including all real estate now owned by the Company (save and except Lonsdale gardens, particularly known and described as Block One Hundred and Seventy-two (172) in District Lot No. Two Hundred and Seventy-four (274) Group One (1), in the City of North Vancouver) together with all agreements, leases, deeds, decrees and documents constituting titles to all or any part of the said assets hereby sold, saving and excepting all cash in hand and any and all money payable to the Company for book debts or otherwise and all costs awarded to the Company in the above mentioned action of the Company against W. B. Bunbury and others and that at and for the price or sum of Seventy Thousand ($70,000) dollars of lawful money of Canada, payable as follows, viz.—The sum of Fifteen Thousand ($15,000) dollars in cash and the balance in Debenture Bonds of the Corporation or of a new Ferry Company to take over the said Ferry assets which the City Council may be empowered to organise or to take stock in, said Bonds to be made payable in seven years and to bear interest at the rate of six (6) per cent. per annum, payable half yearly, and said last mentioned Bonds to be guaranteed as to principal and interest by the Corporation or such balance of Fifty-five Thousand ($55,000) dollars may be paid by the Corporation in cash.

Upon payment of the said agreed on price by the Corporation or its assigns in cash or by delivery of Bonds as aforesaid the Company agrees and binds and obliges itself and its representatives or successors to forthwith execute and deliver to the Corporation or its assigns, such deeds, assignments, bills of sale or other writings necessary to vest the said assets hereby sold or any of them in the Corporation or its assigns containing the usual and necessary clauses including an undertaking or warranty that the Corporation or its assigns shall have free and unencumbered possession of the whole of said assets hereby sold.

IT IS FURTHER UNDERSTOOD AND AGREED that the Corporation or any Company formed or to be formed to take over the said ferry service shall carry all passengers presenting monthly or other tickets heretofore issued by the Company and that all passes issued by the Company shall be recalled.

IT IS FURTHER UNDERSTOOD AND AGREED .. all traffic receipts between the date of this Agreement and all expenses incurred shall be received by and paid by the Company until the completion of this Agreement.

IT IS FURTHER UNDERSTOOD AND AGREED that the Debenture Bonds aforesaid may be retired before maturity upon Sixty (60) days notice in writing being given by prepaid registered mail, to the Company or to the respective holders of the Debentures at their registered address.

PROVISO that this Agreement shall not be binding on the Corporation or take effect unless and until a By-law to authorise the execution and sealing of this Indenture shall be passed by the City Council and approved of by the Electors of the City at an Election to be held for the purpose and in the event of such By-law not being passed by the City Council or upon being passed by them and not receiving the approval of the Electors as aforesaid within thirty days from the date of this Indenture then this Indenture shall ipso facto be rendered null and void and of no force and effect.

IN WITNESS WHEREOF these presents are signed and sealed by the Company and by the Corporation on the day, month and year first above written.

SIGNED, SEALED AND DELIVERED in the presence of

NOTICE TO ELECTORS

TAKE NOTICE that the above is a true copy of the proposed By-law upon which a vote of the Electors of the Municipality of the City of North Vancouver will be taken within the City Hall, North Vancouver, B. C., on Wednesday the 10th day of March A.D. 1909, between the hours of 9 o'clock a.m. and 7 o'clock p.m.

THOMAS SHEPHERD
Returning Officer

PUBLIC NOTICE is hereby given that the vote of the Electors of the City of North Vancouver will be taken on Wednesday the 10th day of March A.D. 1909, between the hours of 9 o'clock a.m. and 7 o'clock p.m., on "the Ferry Purchase By-law 1909" and that within the City Hall, North Vancouver, B.C., and that Thomas Shepherd has been appointed Returning Officer to take the vote of such Electors with the usual powers in that behalf.

By order of the Council.

W. H. MAY,
Mayor

THOMAS SHEPHERD
City Clerk

BY-LAW NO. 62

A By-law to enable the Corporation of the City of North Vancouver to raise by way of loan the sum of $70,000, for the purpose of acquiring the whole Ferry assets belonging to the North Vancouver Ferry & Power Company (Limited.)

WHEREAS a Ferry Service is now being operated between the City of North Vancouver and the City of Vancouver by the North Vancouver Ferry & Power Company (Limited) in connection with which the said Company own two Ferry Steamers known as the "St. George" and the "Surrey" and other property and assets connected with such Ferry service including the wharves, buildings, appurtenances at either terminus of such Ferry service.

AND WHEREAS the said Company and the Shareholders have agreed to sell to the Corporation of the City of North Vancouver the entire property and assets of the said Company including damages awarded in the action of the Company versus W. B. Bunbury and others and the Ferry Steamers, Wharves, Buildings, and appurtenances above mentioned and including all Real Estate now owned by the Company (save and except Lonsdale Gardens particularly known and described as Block One Hundred and Seventy-two (172) in District Lot Number Two Hundred and Seventy-four (274), Group One (1) in the City of North Vancouver together with all agreements, leases, deeds, decrees and documents constituting titles to all or any part of the Ferry assets aforesaid, saving and excepting all cash in hand and any and all money payable to the Company for book debts or otherwise and all costs awarded to the Company in the above mentioned action; and that at and for the price or sum of Seventy Thousand ($70,000) dollars.

AND WHEREAS it is expedient in the interests of the City and the inhabitants thereof that the present Ferry service should be improved by providing a more frequent and better service and otherwise.

AND WHEREAS it is expedient in the interests of the City and the Ratepayers and Inhabitants thereof that the City should acquire the said Ferry service and all other property and assets of the said Company save and excepting Lonsdale Gardens aforesaid.

AND WHEREAS a Petition signed by the Owners of more than One tenth (1-10) the value of real property in the City (as shown by the last revised Assessment Roll) has been presented to the City Council requesting them to introduce a By-law to authorise them to borrow the sum of Seventy Thousand ($70,000) dollars for the purpose of acquiring the whole Ferry assets belonging to the North Vancouver Ferry & Power Company (Limited).

AND WHEREAS the value of the whole rateable property of the City of North Vancouver according to the last revised Assessment Roll amounts to Four Million Four Hundred and Five Thousand Seven Hundred and Eighty-six ($4,405,786) dollars.

AND WHEREAS the said City of North Vancouver has at present a debenture debt amounting to Three Hundred and Thirty-three Thousand Two Hundred ($333,200) dollars.

THEREFORE the Municipal Council of the Corporation of the City of North Vancouver ENACTS as follows,—

1. It shall be lawful for the Mayor of the City and the City Clerk for the purpose aforesaid to borrow or raise by way of Loan from any person or persons, body or bodies corporate who may be willing to advance the same upon the credit of the debentures hereinafter mentioned of the Corporation a sum of money not exceeding in the whole the sum of Seventy Thousand ($70,000) Dollars for the purpose above set forth.

2. Debenture Bonds of the City to the amount of Seventy Thousand ($70,000) Dollars in the whole may be issued by the said Mayor and City Clerk in terms of the Municipal Clauses Act in sums as may be desired but not less than One Hundred ($100) Dollars each.

Each of the said Bonds shall be signed by the said Mayor and City Clerk and the City Clerk shall attach thereto the Corporate Seal of the said City.

3. The Debenture Bonds shall bear interest at the rate of six (6) per cent per annum payable half yearly on the Eleventh day of September and the Eleventh day of March in each and every year during the currency of the said debentures or any of them. There shall be attached to the debenture Bonds Coupons signed by the Mayor only for each and every payment of interest that may become due and such signature may be either written, stamped, printed or lithographed.

4. The said Debenture Bonds as to principal and interest may be made payable at the Bank of British North America at North Vancouver, Toronto, or Montreal, Canada, or at the Bank of British North America London, England at Holder's Option, and the said principal sum shall be made payable by the City at a date not later than seven (7) years from the date upon which this By-law takes effect; or at such earlier date as may be agreed upon between the City Corporation and the respective Holders of such debenture Bonds.

5. There shall be raised and levied annually by a special rate on all rateable property in the said City the sum of $8,862.70 for the purpose of forming a sinking fund for the payment of the said debentures and the sum of $4,200 for the payment of the interest at the rate aforesaid to become due on the said debentures during the currency thereof and that in addition to all other rates to be levied and collected in the said City during the whole currency of the said debentures or any of them.

6. In the event of the City acquiring the said Ferry Service it shall be managed, operated, and maintained by the City Council or until such time as the City, by amendment of the Provincial Statute or otherwise, is granted power to appoint a board of Ferry Commissioners or to take stock in or to organise a Company to operate and maintain the said Ferry Service.

7. This By-law shall come into effect on the Eleventh day of March A.D. 1909.

8. This By-law may be cited for all purposes as "The City of North Vancouver Ferry Purchase Loan By-Law 1909."

Passed by the Council on the Twenty-fifth day of February, A.D. 1909.

Received the assent of the Electors of the City of North Vancouver at an Election held for the purpose on the
day of A.D. 1909.

Reconsidered, adopted and finally passed by the Council, signed by the Mayor and City Clerk and sealed with the Corporate Seal on the
day of A.D. 1909.

NOTICE TO ELECTORS

TAKE NOTICE that the above is a true copy of the proposed By-law upon which a vote of the Electors of the Municipality of the City of North Vancouver will be taken within the City Hall, North Vancouver, B. C., on Wednesday the 10th day of March A.D. 1909, between the hours of 9 o'clock a.m. and 7 o'clock p.m.

THOMAS SHEPHERD
Returning Officer

PUBLIC NOTICE is hereby given that the vote of the Electors of the City of North Vancouver will be taken on Wednesday the 10th day of March A.D. 1909, between the hours of 9 o'clock a.m. and 7 o'clock p.m., on "The City of North Vancouver Ferry Purchase Loan By-law 1909" and that within the City Hall, North Vancouver, B.C., and that Thomas Shepherd has been appointed Returning Officer to take the vote of such Electors with the usual powers in that behalf.

By order of the Council.

W. H. MAY,
Mayor

THOMAS SHEPHERD
City Clerk

BY-LAW NO. 63

A By-law to enable the Corporation of the City of North Vancouver to raise by way of loan the sum of $3000, for the purpose of indemnifying W. B. Bunbury from certain losses and other liabilities incurred by him in operating and maintaining a rival Ferry Service between the Cities of North Vancouver and Vancouver during the months of December and January last past, and in defending an action to restrain the operation of said Ferry Service.

WHEREAS W. B. Bunbury operated a rival Ferry service between the Cities of North Vancouver and Vancouver during the Months of December and January last past, and said rival Ferry service was a great convenience and benefit to the ratepayers and residents of the City of North Vancouver and the Public generally.

AND WHEREAS, in the operation of said rival Ferry Service and in defending an action instituted by the North Vancouver Ferry & Power Company, Ltd., to restrain the operation of said rival Ferry Service, the said W. B. Bunbury incurred losses and liabilities amounting to Three Thousand ($3,000) dollars.

AND WHEREAS it is expedient in the interests of the City of North Vancouver, that all litigation arising out of said action of the North Vancouver Ferry & Power Company Ltd., should cease and determine, and that all contemplated appeals in connection therewith should be abandoned.

AND WHEREAS, a petition signed by the owners of more than One tenth (1-10) the value of real property in the City (as shewn by the last Revised Assessment Roll), has been presented to the City Council, requesting them to introduce a By-law to authorise them to borrow the sum of Three Thousand ($3,000) dollars for the purpose of indemnifying the said W. B. Bunbury, his Agents, and Employees from all losses, expenses, law costs and liabilities incurred by him in maintaining and operating the said rival Ferry service during the period aforesaid, and in defending the action of the North Vancouver Ferry & Power Company, Ltd., to restrain the said Rival Ferry Service.

AND WHEREAS, the value of the whole rateable property of the City of North Vancouver according to the last Revised Assessment Roll, amounts to Four Million Four Hundred and Five Thousand Seven Hundred and Eighty-six ($4,405,786) dollars.

AND WHEREAS, the said City of North Vancouver has at present a debenture debt amounting to Three Hundred and Thirty-three Thousand Two Hundred ($333,200) dollars.

THEREFORE, the Municipal Council of the Corporation of the City of North Vancouver ENACTS as follows:—

1. It shall be lawful for the Mayor of the City and the City Clerk for the purpose aforesaid, to borrow or raise by way of loan from any person or persons body or bodies corporate, who may be willing to advance the same upon the credit of the debentures herinafter mentioned of the Corporation, a sum of money not exceeding in the whole the sum of Three Thousand ($3000) dollars for the purpose above set forth.

2. Debenture Bonds of the City, to the amount of Three Thousand ($3000) dollars in the whole, may be issued by the said Mayor and City Clerk in terms of the Municipal Clauses Act, in sums as may be desired but not less than One Thousand ($1000) dollars each. Each of the said Bonds shall be signed by the said Mayor and City Clerk, and the City Clerk shall attach thereto the Corporate Seal of the said City.

3. The debenture Bonds shall bear interest at the rate of five per cent. per annum, payable half yearly, on the Eleventh day of September and the Eleventh day of March in each and every year during the currency of the said debentures or any of them. There shall be attached to the debenture Bonds, Coupons, signed by the Mayor only, for each and every payment of interest that may become due, and such signature may be either written stamped, printed, or lithographed.

4. The said debenture Bonds as to principal and interest may be made payable at the Bank of British North America at North Vancouver, Toronto, or Montreal, Canada, or at the Bank of British North America, London, England, at Holder's Option, and the said principal sum shall be made payable by the City at a date not later than ten years from the date upon which this By-Law takes effect.

5. There shall be raised and levied annually by a special rate on all rateable property in the said City the sum of $249.90 for the purpose of forming a sinking fund for the payment of the said debentures, and the sum of One Hundred and Fifty ($150) dollars for the payment of the interest at the rate aforesaid, to become due on the said debentures during the currency thereof, and that in addition to all other rates to be levied and collected in the said City during the whole currency of the said debentures or any of them.

6. This By-law shall come into effect on the Eleventh day of March A.D. 1909.

7. This By-law may be cited for all purposes as "The City of North Vancouver Ferry Service Indemnity By-law 1909."

Passed by the Council on the Twenty-fifth day of February, A.D. 1909.

Received the assent of the Electors of the City of North Vancouver at an Election held for the purpose on the
day of A.D. 1909.

Reconsidered, adopted and finally passed by the Council, signed by the Mayor and City Clerk and Sealed with the Corporate Seal on the
day of A.D. 1909.

NOTICE TO ELECTORS

TAKE NOTICE that the above is a true copy of the proposed By-law upon which a vote of the Electors of the Municipality of the City of North Vancouver will be taken within the City Hall, North Vancouver, B. C., on Wednesday the 10th day of March A.D. 1909, between the hours of 9 o'clock a.m. and 7 o'clock p.m.

THOMAS SHEPHERD
Returning Officer

PUBLIC NOTICE is hereby given that the vote of the Electors of the City of North Vancouver will be taken on Wednesday the 10th day of March A.D. 1909, between the hours of 9 o'clock a.m. and 7 o'clock p.m., on "the City of North Vancouver Ferry Service Indemnity By-Law 1909" and that within the City Hall, North Vancouver, B.C., and that Thomas Shepherd has been appointed Returning Officer to take the vote of such Electors with the usual powers in that behalf.

By order of the Council.

W. H. MAY,
Mayor

THOMAS SHEPHERD
City Clerk

CORRESPONDENCE

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

No communication published except over signature of writer.

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

BYLAW No. 63

Editor Express:

Sir,—In your issue of the 26th inst., I observe notice of Bylaw No. 63, the object of which is to raise $3000 for Mr. Bunbury.

Now, I am one of a large number of North Vancouverites who endured the numerous and varied discomforts of the motor boats, and the extra expense and inconvenience caused by their erratic and unreliable service, in the hope of better things to come, and I am quite willing to see Mr. Bunbury receive adequate compensation for his loss in time and money. We must, however, bear in mind the fact, that the "Motor Boat Co." was purely a business venture on the part of Messrs. Bunbury and Braim, and the benefit resulting to the public merely incidental. They were, in fact, gambling on the feeling of hostility to the old company, and we are not responsible for the failure of their enterprise, nor should we be called upon to pay a large bonus to Mr. Bunbury, in addition to reimbursing him for his losses.

In view of the above facts, the sum of $3000 appears to me, and I believe to many others, to be excessive, and I, for one, shall certainly not vote for the by-law without more light on the subject. As things stand at present, I do not believe it will pass, and I therefore beg to suggest that you, if you are interested in the matter, might do very good work for Mr. Bunbury, by furnishing information on the following points:

1. Did Mr. Bunbury, as manager of the Motor Boat Co., receive salary, "expenses," or any other form of remuneration for his services?

2. The company is said to have lost $10 per day. How much was paid to Mr. Braim, either before or after that attack of "cold feet," which caused his nominal retirement from the company?

3. Will the amount of damages and costs assessed by Mr. Justice Clement against Mr. Bunbury and his associates, be deducted from the $3000, in case the ferry purchase bylaw is passed?

The above and similar questions are being asked every day, on the streets and the boats, and upon the answers to them the result of the vote will largely depend. If you can furnish the desired information and show us why so large a sum is required, I am convinced you will oblige many others besides Yours truly,

W. L. BOULT

March 1, 1909.

MOTOR FERRY SERVICE

Editor Express:

Sir,—The following is a detailed statement of liabilities incurred by the Motor Boat Transportation Co.:

J. Martin, solicitor, $600; S. Schultz, solicitor, $600; Davis, Marshall & McNeil, $600; McDonnell, solicitor, $250; total legal charges, $2050. W. H. Braim, hire of launch, $190; S. Halls, hire of launch, $162; Moss Bros., hire of launch, $77; total balance owing for launches $429. P. Booth, balance of wages, $35; W. Booth, balance of wages, $7; W. McKerrow, balance of wages, $40; G. Smith balance of wages, $34; total balance owing on wages $116. N. V. Hardware Co., $24.30; Paine & McMillan, $14.25; Reed & Harding, $3; R. Tarn, $3; Diplock Wright Lumber Co., $50; N. V. Lumber Co. $5.76; Express Printing Co., $9; Rent of Wharf, $20; Messrs. Mahon, Ker and Kealy, $325; total outstanding accounts, $454.31. Total liabilities, $3049.31.

Amount of bylaw, $3000.

You will see that there is nothing for myself, only a balance still owing of $49.31 on my liabilities.

The item of $325 due Mahon, Ker and Kealy represents a loan advanced to meet pressing liabilities, and was distributed among creditors immediately.

W. B. BUNBURY

March 3, 1909.

"IMPRIMIS" GAS PROCESS

The success of the gas producing process invented by Walter Thomas, and owned by the proprietors of the North Vancouver Light, Heat & Gas Power Company, Limited, is being proved to a demonstration at the experimental plant, located at 1229 Granville street, Vancouver. The process is a marvel of simplicity and effectiveness, and consists merely of the extraction of the gases generated by burning wood. Any sort of wood will answer, and when a representative of The Express inspected the process, gas was being manufactured from pieces of fir bark gathered indiscriminately.

The plant, with the single exception of the producer, is an exact reproduction of the conventional gas plant. The producer consists of two flues side by side, one for the up draft and one for the down draft, and divided horizontally into an upper and a lower compartment. The wood from which the gas is to be extracted is placed in the top compartment and set on fire, the flames being allowed to escape meantime through openings in the top. When the producer is in operation, these top openings are closed. The air then enters the one flue at the bottom, passes up through the burning wood and down the other flue, extracting the volatile out of the burning wood as it goes, and carries them down through a charcoal filter in the opposite flue, which fixes them to a staid gas, ready to be used for heat or power.

The process represents the nearest possible approach to a flow of natural gas and challenges the beholder's credulity, because of its very simplicity. The gas is produced at a cost over 200 per cent cheaper than coal gas, with which it compares favorably for power purposes, and also for lighting purposes, when the burner which is now being perfected by the company is used. On the average, 1500 tons of fuel would give 40,000,000 cubic feet of gas. It is estimated that this is the amount of gas producing wood that is destroyed by the mills, etc., of Vancouver every day, and that city uses daily about 500,000 cubic feet of gas.

Attached to the experimental plant referred to, is a jet, to which a match was applied in the presence of The Express representative a few minutes after the producer was set in operation, and the immediate result was a burst of flame, of about the same color as that given by a coal oil lamp. From the vats the gas is conducted a distance of about one hundred feet, to a six horse power engine, operated by a single gas jet, fitted with a hood. Attached to this engine is a dynamo, carrying 110 volts and connected with a set of twelve No. 36 electric lamps. The ampliers were adjusted by simply altering the switch, making these lights as bright or as dim as the operator chose. This process places it within the power of every sawmill (for illustration) to generate its own light and power, and that out of the refuse lumber, the sawdust, and other waste wood about the place. It is likewise readily adaptable to any industrial institution, and its significance to producers and manufacturers can scarcely be overestimated. The installation of a plant of this nature in this city will inevitably prove of the greatest assistance in the industrial development of North Vancouver.

There is a great deal of building in sight, which will be undertaken when the weather settles.

It is quite probable the Lonsdale ave. carline will be extended northwards half a mile beyond its present terminus.

The dominion government will again instruct the banks to gather up all the American silver coin in circulation, with a view to shipping it back to the States.

J. W. BALMAIN
CIVIL ENGINEER
Quantity Surveyor and Architect
NORTH VANCOUVER.

G. E. JORGENSEN
Civil Engineer and B. C. Land Surveyor
'PHONE 2828
Railways, Bridges, Water Powers, Estimates Superintendence of Construction, Maps, Town sites, Mining Claims, Sub-Divisions, etc
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. . . . . ACCOUNTANTS
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516 Pender street

KENDALL, SEWELL & CO.
Chartered Accountants and Auditors
Vancouver, B. C.
Victoria, B. C.
Seattle, Wash.
Phone 1923 P.O. Drawer 765

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ARCHITECT
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VANCOUVER, B. C.

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Cor. Pender and Seymour Sts.
P.O. Drawer 1116 Phone 2444

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The only up-to-date and reliable bath house in British Columbia.
We cure where others fail. Satisfaction guaranteed or no pay. Plain baths, electric baths, shower baths, massage for body, scalp and face; electro therapeutic baths a specialty.
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Groceries and Provisions
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Fresh eggs—West End store
Lumber—Diplock Wright Co
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Meeting—Horticultural society
Photographs—Baglow & Thorpe
For sale—B. C. Trust Corporation
Water motor for sale—Express office
Lucky numbers—Vancouver Milling Co
Rock bottom prices—Alexander & Townsley

ST. JOHN'S CHURCH

The corner stone of the new church of St. John the Evangelist, corner Chesterfield and 13th, was laid on Wednesday morning, by the Venerable Archdeacon Pentreath, in the presence of a considerable gathering of the congregation. The stone bears the following inscription: "St. John's, A. D. 1909."

The impressive service which accompanies such a ceremony in the Church of England, was read by the archdeacon, assisted by the vicar, Rev. J. H. Hooper. On account of the showery state of the weather, there was no address delivered, and the service was concluded with an expression of the archdeacon's best wishes for an early completion of the church, and a continuance of successful work in the parish.

The construction of the new church of St. John the Evangelist is now well under way, and, when completed, will form a highly artistic centre in that locality. The architects are the well-known firm of Honeyman & Curtis, Vancouver, and the design of the church is a slight modification of Gothic. The measurements of the edifice are as follows: Nave 60ft by 32ft; chancel 27ft by 24ft; north transept 20ft by 13ft. It is intended to complete the cruciform design by adding a south transept, when conditions require it. In addition to the above, there is a beautiful baptistry, 13ft by 8ft, at the end of the south aisle, and on the north and south sides of the chancel are the vestry and organ chambers. The nave consists of 6 bays, traversed by a centre and two side aisles. Ample room is provided in the chancel for a choir of 30, and the sanctuary, inside the communion rail, measures 10ft by 23ft.

The internal treatment of the building will be very pleasing. The roof will be struck off in panels, and the walls will be plaster above the wainscote. A heavy cornice will surmount the junction of the walls and roof, and the windows will be cathedral glass in lead. The tower which is a prolongation of the organ chamber, when completed will contain a peal of bells. The church will cost approximately $6000.

The erection of the building is under the supervision of W. P. Peacy, the well known contractor of this city.

EXPLANATION

Editor Express:

Sir,—I should feel greatly obliged if you could spare me a little of your space, in order that I may explain my position in regard to the outstanding tickets in connection with the ferry purchase bylaw. That brevity is the soul of wit, was emphasized by the meeting last night, and it was impossible to give any adequate explanation. A few of those present last night had not the wit to see that I was far from imputing possible dishonorable action—albeit legal—on the part of the ferry & power company. I have heard this ticket matter discussed by a few of the citizens, and as such things, unexplained, are often sufficient to kill a bylaw, I deemed it wise to have a full discussion. Nothing kills like ridicule, and I think that the ridicule cast on my suggestions of what might be done by the ferry company, ought to dispose of this matter once and for all. I do not believe and never could believe, that, even though the company has been far from what it should be, it would take advantage of this arrangement and issue tickets to an unlimited amount.

I do think, however, that it was better to have the matter ventilated in a public meeting, than allow it to grow in importance by street corner discussion. When the bylaw has passed, as it undoubtedly will do, the city no doubt will see to it that new tickets of a different color are issued, and give notice that old tickets must be used within one year from the date of the purchase. This, I believe, they can legally do, and they will then be better able to judge of their position, and convince even the skeptical that there is no graft. The few who believe that graft exists will always believe so, and I only hope they will neglect to exercise the franchise, and by such neglect help us to found a city in more than name. Thanking you for your courtesy, believe me, yours faithfully,

JACK LOUTET

March 5, 1909.

A LOCAL WRITER

In the January number of the Journal of the Canadian Bankers' Association, R. E. Macnaghten has an excellent article on Prince Rupert. The article is conservative in its statements and comprehensive in its scope, touching briefly upon the climate, the harbor, the general situation, the townsite itself, the present appearance of the city, the resources of land and sea, which are tributary to the place, etc. The article is the product of the pen of a discriminating and careful observer, and is of a nature designed to have weight with that class of men who would be expected to read a magazine of this influential character. The article is dated at North Vancouver, a fact which is not without its significance from a civic standpoint.

SPECIAL COUNCIL

At the special meeting of the city council, held last evening, the mayor presided and the aldermen were all present, with the exception of Alderman McNeish. A letter was read from the city solicitors, requesting to be instructed as to the disposal of city documents now in their possession, in view of the close of their tenure of the position with the end of February. Documents to be forwarded to the city clerk for the present.

The medical health officer presented his report, with reference to anti-toxine, favoring the keeping of a supply by the city, to be dispensed as it might be required. Referred to the health committee.

A letter was read from S. J. Albert, superintendent of St. Paul's hospital, to the effect that he is advised that the Kirkpatrick lad seriously injured, sometime since, could not be removed to the local hospital for a month yet. Referred to the health committee.

LYNN CREEK NOTES

A social dance will be held tonight in the Institute hall, Lynn valley.

W. J. McClure and family are new arrivals in Lynn valley. He is clearing a homestead close to Rice lake.

Mr. Douglas, living on Doran road, Lynn valley, is clearing his land preparatory to erecting a neat residence.

The Hastings Shingle Mfg. Co., have re-opened what is known as the old Thompson camp, on Lynn creek. A large gang of men will be employed.

The executive committee of the Lynn valley ratepayers' association held a meeting last evening and drew up a draft constitution. A general meeting will be held in the Institute hall on Wednesday evening next, when this draft will be considered, and the tramline extension will be further discussed.

Next Friday evening the Merry Widow club will hold one of their usual assemblies.

North Vancouver Ferry Landing—One of the assets included in the Ferry Purchase scheme, to be voted on by the ratepayers next Wednesday.

NEW SPRING DRESS GOODS

Black and colored Serges, Panamas, Roxanas, Voiles, Lustres, Cicilians, Albatros, etc.

42in navy serge, pure all wool special 45c
42in navy serge, pure all wool special 85c
46in fine pure wool navy serge 90c
52in Panama, black and colors 95c
42in black voile, special 65c
42in Roxana, pure all wool 85c
50in black Cicilian, bright finish 85c
40in navy, cream and brown lustres 45c
46in fine quality cream serge .....$

Singer and Wheeler & Wilson Sewing Machines and accessories always kept in stock.

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173 Third St. W., Bet. Chesterfield and Lonsdale Opposite School
MAIL ORDERS given prompt attention

North Vancouver Horticultural Society and Farmers' Institute

Special General Meeting of the above society will be held in the Horticultural hall, on Tuesday, March 16, at 8 p.m.

To receive report of board of directors as to present financial position and for such other business as may come before the meeting.

FOR SALE

One J. J. Taylor Safe at North Vancouver. For particulars apply to—

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Granville and Robson Sts
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Terms: $200 cash per lot.
Balance ½ yearly for 3 years at 7 per cent.

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District Lot 204

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$150 per Lot

TERMS—One quarter cash; balance 6, 12, and 18 months, at 6 per cent.

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NORTH VANCOUVER FERRY & POWER CO., LTD., TIME TABLE 1909

STR. ST. GEORGE		STR. NORTH VANCOUVER	
LEAVES VANCOUVER	LEAVES NO. VANCOUVER	LEAVES VANCOUVER	LEAVES NO. VANCOUVER
*6.00 A.M.	*6.20 A.M.	*7.15 A.M.	*7.30 A.M.
*6.45 "	*7.20 "	*8.20 "	*8.40 "
8.00 "	8.20 "	*9.00 "	*9.20 "
8.40 "	9.00 "	9.50 "	10.20 "
9.30 "	9.35 "	10.45 "	11.15 "
10.15 "	10.45 "	††11.45 "	††12.15 P.M.
11.15 "	11.45 "	††12.45 P.M.	†† 1.15 "
12.15 P.M.	12.45 P.M.	1.45 "	2.15 "
1.15 "	1.45 "	2.45 "	3.15 "
2.15 "	2.45 "	3.45 "	4.15 "
3.15 "	3.45 "	4.45 "	5.15 "
4.15 "	4.45 "	5.45 "	6.15 "
5.15 "	5.45 "	6.45 "	7.15 "
6.15 "	6.45 "	.....	.....
7.25 "	7.45 "	.....	.....
8.15 "	8.45 "	.....	.....
9.15 "	9.45 "	.....	.....
10.15 "	10.45 "	.....	.....
*11.30	*11.45 "	.....	.....

*Not on Sunday ††On Sundays only

THIS TIME TABLE SUBJECT TO CHANGE WITHOUT NOTICE

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