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VOLUME 8. NORTH VANCOUVER, B. C., FRIDAY, MARCH 19, 1909. NUMBER 4

CITY COUNCIL

Mayor W. H. May (presiding) and Aldermen McRae, McNeish, Schultz, Young, Dick and Braim were present at the regular session of the city council Monday evening. In the opening session the mayor congratulated Ald. McNeish on his safe return from Ottawa, and stated that the committees of the council would stand as constituted before Ald. McNeish went away.

Dr. Campbell, city medical health officer, reported that he had visited North Vancouver hospital and found that the institution has suitable accommodation for any cases that might arise, except perhaps a major surgical operation of a serious nature; received and filed.

On behalf of clients, Elder Murray Co. made application for the opening up of William street, from 17th to 15th streets, to lot 16, block 8, D.L. 616; board of works to act.

The city engineer wrote, that he was prepared to report on the matter of proceeding with 3rd street improvements, and upon the rightful proportion of the cost of the same falling upon the city. The report also contains an estimate of the relative cost of gravel and of crushed rock for the roadbed. Referred to committee of the whole and to a joint meeting of the council and 3rd street property owners, to be held on Thursday evening. The engineer also submitted estimates of quantities of supplies required for waterworks extensions on Queensbury avenue. Report received and the engineer instructed to procure prices and report.

A. G. Perry, local manager B. C. El. Ry. Co., wrote, with reference to two matters, namely, an unsettled account for $28 due for damage done to a wire fence on 19th street by a city contractor clearing the street. This incident occurred in 1907, and City Clerk Shepherd reported that $14 had been retained out of the contract price to cover this liability; referred to the finance committee. Also with reference to expropriation proceedings at corner of 1st street and St. David's ave., yet unsettled. Letter tabled, to give city clerk time to write solicitor for written report as promised some time ago.

A letter from Mr. and Mrs. C. Mahon, requesting the opening of Rufus road and the extension of the water system to lot 8, block 8, D.L. 616, as they wish to subdivide the lot and to erect a residence upon a portion of the same. Clerk to write for more definite information and board of works to act if same is satisfactory.

Messrs. Baglow & Thorpe requested permission to place a showcase for photographs on the electric light pole in front of Junction block. Engineer to act, same to be removed at any time council so directs.

A largely signed petition was presented, requesting the council to appoint a committee of ratepayers to wait upon the creditors of the Motor Boat Transportation Company, and to secure from them as large a discount off their claims as possible, council then to settle same at once. The individual aldermen all expressed themselves in sympathy with the request of the petition, but compliance was impossible without the consent of the ratepayers, and they had recently defeated a bylaw for that purpose, hence council could not act.

In connection with the above, the city clerk read a letter from the Motor Boat Transportation Company, stating that Messrs. Davis, Marshall & McNeill had advised them of their intention of issuing an execution immediately, if their claim was not settled, and expressing the hope that the city would arrange the matter. Referred to committee of the whole.

A. S. Emmerson, chief of the fire department, addressed the council on the needs of his department, with special reference to the installation of a fire alarm system, and also filling a vacancy in the corps in residence at the firehall. Referred to the fire and light committee.

Accounts were ordered paid as follows: Finance committee, $325.68; board of works, $185.64; waterworks committee, $310.27.

Under reports of committees, the following were received: The waterworks committee recommended that water be supplied to residents in the district at the same rate as to those within the city, provided the district council will reciprocate; adopted.

Ald. McRae reported for the joint committee to advertise the city and the district, that arrangements were proceeding for securing a section in the pamphlet to be issued by the Vancouver tourist & information bureau. Engineer Hanes supplemented this by outlining the work done by the subcommittee appointed with reference to issuing a pamphlet, dealing exclusively with North Vancouver city and district.

The mayor reported that, with Ald. McRae, he had interviewed the manager of the Bank of B. N.A. at Vancouver, with reference to the best method of disposing of the ferry purchase debentures. As against the plan of paying the ferry company $15,000 in cash and $55,000 in debentures, no offer was to hand for the $15,000 in bonds, and delay might be experienced in disposing of them while expense would likewise be involved. In addition to this, if the ferry company were given $55,000, they would need to be issued in debentures of small denomination, and many of the holders would immediately put them upon the market, with the result that city debentures bearing six per cent would be scattered broadcast, which would embarrass the situation when five per cent debentures were issued at any future time. For these reasons it was thought advisable to dispose of the debentures to a single purchaser, and the offer received for the $70,000 debentures at par had been accordingly accepted. Mayor May had signed the agreement on Monday and had arranged to meet the ferry directors to complete the purchase on Thursday morning, at eleven o'clock.

The fire and light committee recommended that the request for an arc light at the corner of Keith road and Victoria park east, be deferred until the next lighting season.

The board of works reported favorably on a sidewalk along 8th street, west of Lonsdale. The work to be done as soon as possible. Also upon improvements to 2nd street, east of St. Andrew's; work to be done.

Alderman McNeish gave a full and interesting verbal report of his trip to Ottawa, a report of which will be found in another column.

The matter of placing an order for 200,000 feet of sidewalk material was discussed at length, the council finally dividing three in favor and three against. The mayor gave his casting vote in favor and the motion carried.

Alderman McNeish then moved that tenders be called for laying all sidewalks, built out of this material, by the thousand feet. After a lively discussion of the relative merits of this method or day labor, council again divided three to three, and the mayor voted in favor, hence the motion prevailed.

Council went into committee.

THIRD STREET CONTRACT

In the absence of Mayor May, Ald. McRae presided at the joint meeting of the city council and the 3rd street property owners last evening. City Engineer Hanes submitted plans and estimates for the completion of the work, as per instructions. The detailed estimates were as follows:

According to instructions, I have made new estimates of 3rd street local improvement, according to the local improvement bylaw, showing the proportions which shall be paid by the city and the private frontage, according to attached plan, also the entire cost of a macadam road instead of gravel:

Estimate of work already finished, $7885; work yet to do according to contract, $4490; extra work to complete 3rd street according to new profile and cross section: Mahon to Chesterfield, $660; Chesterfield to Lonsdale, $656.75; Lonsdale to St. George's, $547; St. George's to St. Andrew's, $1515; St. Patrick's to St. David's, $4000, curbing, $423. Total estimated cost, $20,176.75.

City's share: Ravine between St. Patrick's and St. Andrew's, filling, cribbing and culvert, $2,980; extra fill over four feet and cribbing, $2,550; cut over four feet, between St. Patrick's and St. David's, $2,140; ravine between Lonsdale and Chesterfield culvert, cribbing and filling, $950; lowering water pipes, $1,600. City's share as extraordinary improvements, $9,920.

Total cost, $20,176.75; extraordinary improvements, $9,920. Chargeable to frontage, $10,256.75.

Private frontage, 8640 feet; city frontage, 1170 feet. Total frontage, 9810 feet.

City's share, 1170-9810 of $10,256.75, $1223.20; extraordinary improvements, $9,920. Total city's share, $11,143.20.

Cost to private frontage, $9,033.55. Private frontage equals 8640 feet, cost per foot frontage, $1.04. Assessment to be spread over twenty years.

Cost of new six foot walk, $1750; city's share, $208.26; cost to private frontage, $1,541.74. Cost per front foot, 17.8 cents, assessment to be spread over five years.

The comparative cost of a gravel or macadam roadway is as follows: A good gravel roadway will cost $3843; a good macadam roadway will cost $7,755; the two roads being the same in width and thickness. If the roadway is macadamized the full 32 feet in width, it will cost the sum of $11,630.

After discussing the report, during which the engineer answered several questions relative thereto, it was moved by A. W. Sargent, seconded by D. W. Elder, and carried, that the roadbed be laid with crushed rock to the full width of thirty-two feet.

In other particulars, the work is to be completed in accordance with decisions arrived at, at the previous meeting.

FOOT CRUSHED

William Russell, one of the employees at the Diplock-Wright saw mill met with an unfortunate accident yesterday morning, which has necessitated the amputation of a portion of his right foot. By some means the foot got caught between the cable and the pulley of the donkey engine, with the result that it was badly crushed. Mr. Russell was at once conveyed to North Vancouver hospital and medical attendance was quickly at hand. The foot was in such bad condition that it was impossible to save it, and an operation was performed this (Friday) morning, the front portion of the foot being amputated across the instep. The patient is doing as well as could be anticipated.

City Engineer Hanes is calling for tenders for the construction of sidewalks in the city.

ATHLETIC GROUND LEASE

The agreement between the North Vancouver athletic association and A. J. Picton-Warlow, for the sub-lease to the latter of the athletic grounds, is now ready for signature and awaits only the acceptance of the B. C. El. Ry. Co., from whom the association hold their lease of the grounds. The agreement provides that either party thereto is to have the right to preempt any particular date, by giving the other seven days' notice in writing. Mr. Warlow is to erect upon the grounds a grandstand to accommodate 600 people and bleachers to accommodate 1500 people, at a total cost of not less than $1000. All buildings to be erected are to be approved by the association in writing. The association reserves the right to practice on the grounds at all times when no fixture is occupying the same. No intoxicating liquors are to be sold or distributed on the grounds. Mr. Warlow is to maintain the grounds, fences, buildings, etc., in good condition, and to pay all light and water rates, etc. The association is to receive three dollars per day for every booth allowed on the grounds, or five dollars per day if there should be only one. The association is to receive two per cent of the gross gate receipts from all fixtures arranged by Mr. Warlow, the drawings for gate receipts to be verified, to the satisfaction of the duly appointed representative of the association for the occasion.

TEMPLE OF FAME

The Temple of Fame, which was given in Pender hall, Vancouver, last evening, will probably be repeated in this city, about Tuesday, April 13th, under local auspices. There are over sixty characters in the programme and the costumes are unusually elaborate. The entertainment proved to be of a high order, even amongst the many excellent functions of the kind which Vancouver enjoys. Negotiations are not quite complete as yet, but it is practically a certainty that North Vancouver residents will have an opportunity to enjoy this high class entertainment, in the Horticultural hall, on the above date.

ARBOR DAY

Wednesday, March 17th, was observed at Chesterfield avenue school, as in former years, as Arbor day. Open air sessions of the school were held throughout the day. In the morning the pupils, under the superintendence of Principal Bennett, assisted by the staff of teachers succeeded in planting a single row of maple trees about the entire school grounds, securing the trees themselves, from the woods. Many of the girls were employed in making hanging baskets, etc., for the several rooms. In the afternoon the pupils were instructed in buds and blossoms and other branches of nature study.

FERRY PURCHASE

Mayor W. H. May and City Clerk Thomas Shepherd went over to Vancouver this (Friday) morning in order to finally effect the transfer of the ferry from the North Vancouver Ferry & Power Company to the city of North Vancouver. As the solicitors advised that the documents were all ready for execution, it is practically certain that the city's tenure will date from this afternoon.

Mayor May and Mrs. May were among the large audience present at an entertainment given by the children of St. Paul's school, on the evening of the 17th. The programme consisted of dramatic and musical numbers and was well rendered by the pupils.

LOCAL NEWS

R. J. Barton has gone to Atlin, where he will spend the summer with a survey party.

A man, giving his name as D. Whelan, was fined $10 and costs or ten days, by Magistrate Kealy, early this week.

The firm of A. Smith & Co. report a sale of considerable magnitude made today, comprising twenty-one lots in D.L. 787.

Lost. — Two fancy pigeons, white, with blue wings, crest, and ruff on breast. Finder please return to C. F. Jackson, 15th street.

A letter was received from Reeve McNaught today from Winnipeg, stating he would be home Sunday. The writer stated it was bitterly cold at the prairie metropolis.

S. Cupid and wife, of Nottingham, England, arrived the latter part of last week, and is visiting with Mr. and Mrs. H. Holland, Lynn creek. Mr. and Mrs. Cupid will reside in the valley.

Card of thanks.—Mrs. Elder and family wish to convey their thanks for the many kind inquiries and expressions of sympathy extended by friends and acquaintances during their recent bereavement.

On Tuesday evening the Maple Leaf pedro club held its regular session. The prize-winners for the month were: 1st, Miss Innes and M. McMillan; booby, Miss Russell and R. Fowler. Refreshments were served during the evening.

D. G. Dick is on his homeward way from Ottawa. From information contained in a letter a few days ago, he had decided to stop over in Winnipeg a few days to get rid of a cold, contracted while travelling, and expected to arrive home about the 20th.

At the special general meeting of the Horticultural Society & Farmers' Institute, held last Tuesday evening, the committee appointed to devise means whereby the society may be relieved of present financial disabilities, made an encouraging report, which, after due discussion, was referred back to the committee to carry their arrangements into effect.

Monday evening a meeting of those interested in the formation here of a temple of the Pythian Sisters was held at the residence of Mr. and Mrs. W.H. Stoney. There was quite a company present, including a large delegation of the Sisters from Vancouver. The objects and aims of the society were explained, and several charter signatures obtained. Refreshments were afterwards served.

At the Monday evening session of the Christian Endeavor society of St. Andrew's Presbyterian church, S. McDowell gave a very interesting address and Mr. Coleman, who is identified with the Chinese mission work in Vancouver, led an interesting and instructive discussion of the question of mission work amongst the Chinese. W. Knowles, president, occupied the chair. W. Philip will have charge of the topic for discussion at the session next Monday evening.

On Monday Mr. and Mrs. W. Owen were favored with a visit from old friends, Mr. and Mrs. F. W. Dowling, of Atlin. Mr. Dowling is superintendent of dominion government telegraphs in that country, and is visiting this section for the first time in ten years. He is witnessing marvellous changes around Burrard Inlet. While here Mr. Dowling had the pleasure also of meeting a number of old-time friends, who knew him when occupying a prominent position with the C.P.R. at Vancouver in the early 90's.

Operations will be started tomorrow, on the building of a new residence for Ross Peers, at the corner of 15th street and Jones ave.

A large scow which has been in course of construction at the Wallace shipyards for some time past was launched successfully last evening.

The Forager was in port several days this week with a cargo of feedstuffs for Brackman-Ker Co. While here the boat had her machinery overhauled.

A court of revision under the local improvement bylaw, will be held in the city hall, on Apr. 12, for the purpose of determining matters relative to the 3rd street improvements.

Wednesday evening the Veterans' association of Lynn valley held a successful whist drive in the institute hall. A large crowd was in attendance and a pleasant time was spent.

A very interesting lecture on South Africa, illustrated copiously by excellent stereopticon views, was given in the school house at Lynn valley, Thursday evening, under the auspices of the congregation of the Church of England.

The Knights of Pythias ball, to be held in the Horticultural hall on the 31st, will be a big success, as tickets therefor have been selling rapidly. Harpur's orchestra has been secured for the event, and late cars and ferry will be provided.

The members of the district council accompanied by District Engineer Donald Cameron and District Clerk Alexander Philip are taking a trip this (Friday) afternoon, to Seymour creek for the official inspection of the new steel bridge across the Seymour, which is now completed.

The Methodist church was well filled at the St. Patrick's concert, on Wednesday evening, and an enjoyable time was spent. The following names appeared on the programme: Mrs. Braim, Misses Peers, Hall, Follis, Mildred Braim and Mona McMillan, and Messrs. Lindsay, Hooley and E. Wagnorne.

The general opinion amongst real estate brokers is to the effect that the advertising campaign at present being conducted in Vancouver, is materially increasing the number of visitors to the city, as well as the number of inquiries for local real estate, and that the prospects of business resulting are excellent.

In committee of the whole on Monday evening, the city council appointed Mayor May to control ferry matters in the interim, until the system can be organized on a joint stock basis. The firm of Senkler, Wilson & Bloomfield was retained as city solicitors for the completion of the transfer of the ferry to the city.

Arrangements have been completed for holding a grand Derby sweepstake by local parties, with W. D. Duke as manager and H. V. Baker as secretary. The race will be run on Wednesday, May 26, 1909 and the drawing will take place in Larson's pavilion on Tuesday, May 25. The tickets are one dollar each. Full particulars may be obtained by applying to the secretary, at Hotel North Vancouver.

The marine ways at the Wallace shipyards have been idle for some days past, in order that several tons of rock might be put in the cradle for ballast. The plant will be in operation again next week, several vessels being in waiting for the use of the ways. The city water being put in the company's local office building this afternoon (Friday) and the offices are being prepared for the transfer of the staff to this city.

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.

NORTH VANCOUVER, MAR. 19, 1909

GRAND TRUNK PACIFIC

The facility with which the average newspaper reporter, upon occasion arising, can simply touch the keys of his typewriter and thereby formulate policies for great corporations, solve for them prodigious problems, settle for them matters closely affecting most far-reaching interests, is marvellous, to an extent little short of that with which the "arm chair critic" proverbially gives instructions to the general in the field as to how he ought to conduct the campaign. The impressive assurance with which influential newspapers publish the product of such processes, under the guise of giving the public information as to the intentions of these great corporations is, perhaps, one of the elements which contribute to success in newspaperdom today.

Public interest in the west is directed more strongly toward the G.T.P. Railway, than toward any other great corporation at the present time. Because the final conclusions of this company carry such immense potentialities for the benefit of those districts or localities which may be fortunate enough to find themselves upon the route of this great transcontinental railway, when completed, it is therefore to be expected that every effort will be made to anticipate, if possible, the intentions of that company. The experience met with by the investing public, in allowing themselves to be influenced by this process of anticipation, relative to similar corporations, has proven sufficiently instructive to impress very strongly the fact that it is extremely hazardous and much more likely to prove erroneous than correct.

Just at the present time, a great deal of attention is being given to the probable route of the G.T.P. Railway from Fort George to Burrard Inlet, and a notable feature of the discussion has been a persistent effort to divert the route to the Fraser river valley, with the convenient conclusion that the first point of contact with Burrard Inlet must be upon the south shore.

When mere conjectures such as these are advanced and credence is sought for them from the public, it is time to sound a note of caution and to revert to the known facts, such as they are.

It has been definitely announced by the G.T.P. Ry. Co., that they intend building a line of railway from Fort George to Burrard Inlet. It is likewise known that there are alternative routes, any one of which may be followed, and at this point authentic information ceases. What route will be followed is not known to even the directors of that company themselves. No effort is made by the company to suppress the fact that their engineers have never yet been placed in the field to survey the line south from Fort George, and that when the work is undertaken, several preliminary lines will be run, and from these preliminary surveys the exact route will be chosen after mature consideration. While outside individuals, who profess to know, may discuss the relative merits of possible alternative routes, any conclusions based thereon are altogether gratuitous and may be far astray.

It is further worth bearing in mind, that the G.T.P. Ry. Co. has made an agreement with the government, to the effect that the city of Prince Rupert shall constitute the western terminus of their main line of railway. All specious arguments to the contrary notwithstanding, there is only one justifiable conclusion to be drawn from this fact, which is, that all trans-Pacific traffic, and all transcontinental traffic, as far as possible, either freight or passenger, will be handled via Prince Rupert, and that in every essential that city will constitute the Pacific coast terminus of the transcontinental system.

The remaining fact that should be allowed full significance is this, namely, the line from Fort George to Burrard Inlet will be a branch line. By this is meant that this branch line will handle only such traffic as may be received from the main line for points south in British Columbia, the United States, or elsewhere, together with such traffic as may develop along that branch line. Whatever arguments any individual may have to advance to prove otherwise, this is the only conclusion possible from the known facts.

Then the G.T.P. terminus on Burrard Inlet will be merely the terminus of one of their branch lines. It may be the terminus of their most important branch line, it is true, but even as such it involves a very great modification as compared with a transcontinental terminus. The facilities required are much more restricted and the benefits accruing to the community at which such terminals are located are correspondingly reduced. Nevertheless, these terminals would constitute a very valuable asset for any city.

North Vancouver would hail with the greatest gratification, the location of that branch terminus on the north shore, where extensive flats, contiguous to deep water, offer such ideal facilities, and there is reasonable ground to hope that this desire will be realized in due course. Failing this realization, however, there yet remains the fact that the preponderance of probability points strongly to the conclusion that the G.T.P. line from Fort George will first reach Burrard Inlet on the north shore, thus placing North Vancouver in direct connection with the main line of that great transcontinental system, the advantages of which are patent to all who give the matter a moment's thought.

NEW RAILWAY BILL

A printed copy of bill No. 98, entitled "An Act Respecting the Vancouver, Westminster & Yukon Railway," recently passed at Ottawa, has been received locally. The exact wording of clause 1 is as follows: "If the construction of the branch lines authorized by chapter 176 of the statutes of 1906, is not commenced within three years, and the said lines finished and put in operation within five years after the passing of this act, the powers of construction granted by the said act shall cease and be null and void, as respects so much of the said branch lines as then remains uncompleted."

The clause incorporated in the bill through the efforts of the North Vancouver delegation reads as follows: "Nothing herein contained shall be deemed to extend the time now limited for the construction and completion of the main line of railway authorized by 1 Edward VII, 87.

EDITORIAL COMMENT

The property owners of 3rd street are to be congratulated upon their enterprise, in voting at the meeting in the city hall, last evening, to have the roadway along the entire street laid with crushed rack for the full width of thirty-two feet. The rock will be laid nine inches deep and rolled down to six inches, making a solid and permanent roadbed. When completed under the present agreement, 3rd street will present a splendid appearance, running on a uniform and scarcely noticeable grade from Mahon avenue on the west to St. David's ave. on the east, a distance of 4800 feet, or only 400 feet short of one mile. It will be a credit alike to the property owners and the city.

The decision to macadamize 3rd street has brought forcibly to the attention of the city council, the advisability of the purchase of a complete road-making plant for the city. According to the estimate of City Engineer Hanes, the total cost of the crushed rock for 3rd street will be 4800 yards, at $2.35 per yard delivered, or $11,280, while, if the city owned its own rock crusher, the rock would cost only about one dollar per yard, or a saving of $1.35 per yard. In order to be well within the probabilities, suppose that the road plant would effect a saving of one dollar per yard, that would be $4800 on this one piece of work. A complete road making plant can be laid down in the city for an estimated cost of $7500, so that the saving on 3rd street alone would represent more than one-half the entire cost of the plant. An important consideration is the fact that the city has power to extend payment of such a plant over a term of fifteen years, if desired, by which means the annual payments are made very light and the plant has paid for itself many times over before the last payment falls due. The possession of such a plant would further ensure the rapid building of first class roads of a permanent character throughout the city. The example of 3rd street would doubtless be followed by other streets, which are being improved under the local improvement bylaw, with the result that instead of having a large mileage of temporary and unsatisfactory roads, with a few inches of gravel along the central strip and mud at the edges, the city would find herself in possession of many miles of permanent macadam roads of the best character, which could not be improved upon, except by building asphalt or block pavement.

STABBING AFFRAY

A serious stabbing affray occurred on Tuesday evening, when David Renshaw, residing at the corner of Mahon ave. and 17th street, had a knife plunged into his side below the ribs, by an Italian named Joseph Filieur. Filieur had been residing in a cabin on the lot adjoining Renshaw's house and, coming home in a state of intoxication, evidently mistook the premises and found his way to the verandah of Renshaw's house. Disturbed by the noise, David Renshaw went out to investigate, and ordered Filieur away, and as the latter did not appear disposed to comply, Renshaw took hold of him, evidently handling Filieur somewhat too roughly to suit the intoxicated man, with the result that Renshaw suddenly felt the cold steel penetrating his side.

John Renshaw assisted his brother to the office of Dr. Campbell and the police were summoned, when Filieur was taken into custody by Chief Davies and Constable Stewart.

The case came up before Magistrate Kealy on Wednesday morning, and the prisoner was remanded until Monday, when it is expected that Renshaw will be able to appear.

The cut is fortunately only a flesh wound, but came dangerously near some of the internal organs, narrowly evading serious consequences. It appears that Filieur came over on the ferry steamer St. George, and was in a quarrelsome mood, getting in an altercation with the purser, who hit him, knocking him down. Filieur was also mixed up in a police court difficulty in Vancouver some months ago.

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Gather all the coupons you can, compare them each month with the numbers of the prize winners as they appear in this space. Your name may be among them at any time. The more coupons you gather the more chances you have of winning

The conditions of the contest are few. The duplicate of every coupon placed in a sack of flour is deposited in a receptacle and ten are drawn each month. The ten persons holding the duplicates of these numbers as announced in this paper win the prizes. When you find your number among the winners send in your coupon with your name and address and the prize will be shipped to you prepaid

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Plans and Specifications Prepared. When thinking of building let us give an estimate.
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at Reasonable Prices, go to
The North Vancouver Home Furnishers
HORNE BLOCK LONSDALE AVE.

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Phone 24 House Phone 22

A NOTABLE ADDRESS

The address of Donald Cameron, district engineer, before the board of trade on Tuesday evening, was an able and convincing presentation of the merits of Burrard Inlet, having special reference to the claims and advantages of the north shore.

Mr. Cameron explained that his claim to speak upon harbor matters rested altogether upon the fact that for a term of years he had been harbor engineer for the city of Exeter, where the harbor facilities were created only after vast expenditures had been made, when they succeeded in getting vessels of 2000 tons over the outer bar, and vessels of from 450 to 500 tons into the inner harbor. Burrard Inlet presented no such formidable difficulties.

The present is the day of large vessels. The owner of one vessel of 16,000 tons capacity had an immense advantage over the owner of sixteen vessels of 1000 tons capacity each, because of much greater economy in keeping his vessel in repair, in manning, and in operating the craft. A first-class port of today must provide accommodation for the largest vessels.

Burrard Inlet has a superficial water area of about six square miles, and at its widest point is somewhat over two miles wide. The entrance to this harbor at its broadest is about 300 yards, while between the five fathom points it is 150 yards. Its average depth is seven fathoms, while its shallowest depth at extreme low tide is five and one-half fathoms Once a ship is in the harbor she is in deep water, the Inlet being at places 200 feet or more in depth of water.

The difficulty presented by the entrance, as it is found at present, lies in the fact that a vessel entering the harbor finds herself facing a tide running at the rate of from six to eight knots per hour. In order to keep sufficient speed on the ship for steerage purposes, it is necessary to run at considerable speed, so that when the narrowness of the entrance, the strength of the tide, and the speed of the ship are taken into consideration, it becomes a very difficult matter to make way for sailing craft, for tows, and for other features of the rapidly developing traffic in and out of the harbor. The removing of the shoals and the widening of the narrows is essential to the creation of a harbor, destined to become one of the most important in the world. This would have the effect (while obviating other difficulties) of lessening the speed of the current from a maximum of eight to a maximum of about five and one-half knots.

Adequate means for examination and repairs are essential to the efficiency of a modern harbor. For this purpose a graving dock is the ideal provision, but where conditions are not favorable for this, large floating docks are usually constructed, which answer the purpose very well, but which are not at all equal to the graving dock. By means of this item of equipment the life of the ship is prolonged materially and the consumption of coal is greatly reduced. There are nine miles of excellent waterfrontage on Burrard Inlet, and the north shore presents ideal facilities for the construction of a graving dock of large dimensions.

In order that a harbor may make itself popular with skippers, it is desirable that the port charges be kept as low as possible. Nothing is more vexatious to a ship's captain than to find himself confronted by a statement of port charges, entailing an endless number of small items. The pilotage fees, town fees, bouyage, hospital and other charges should be carefully regulated and controlled.

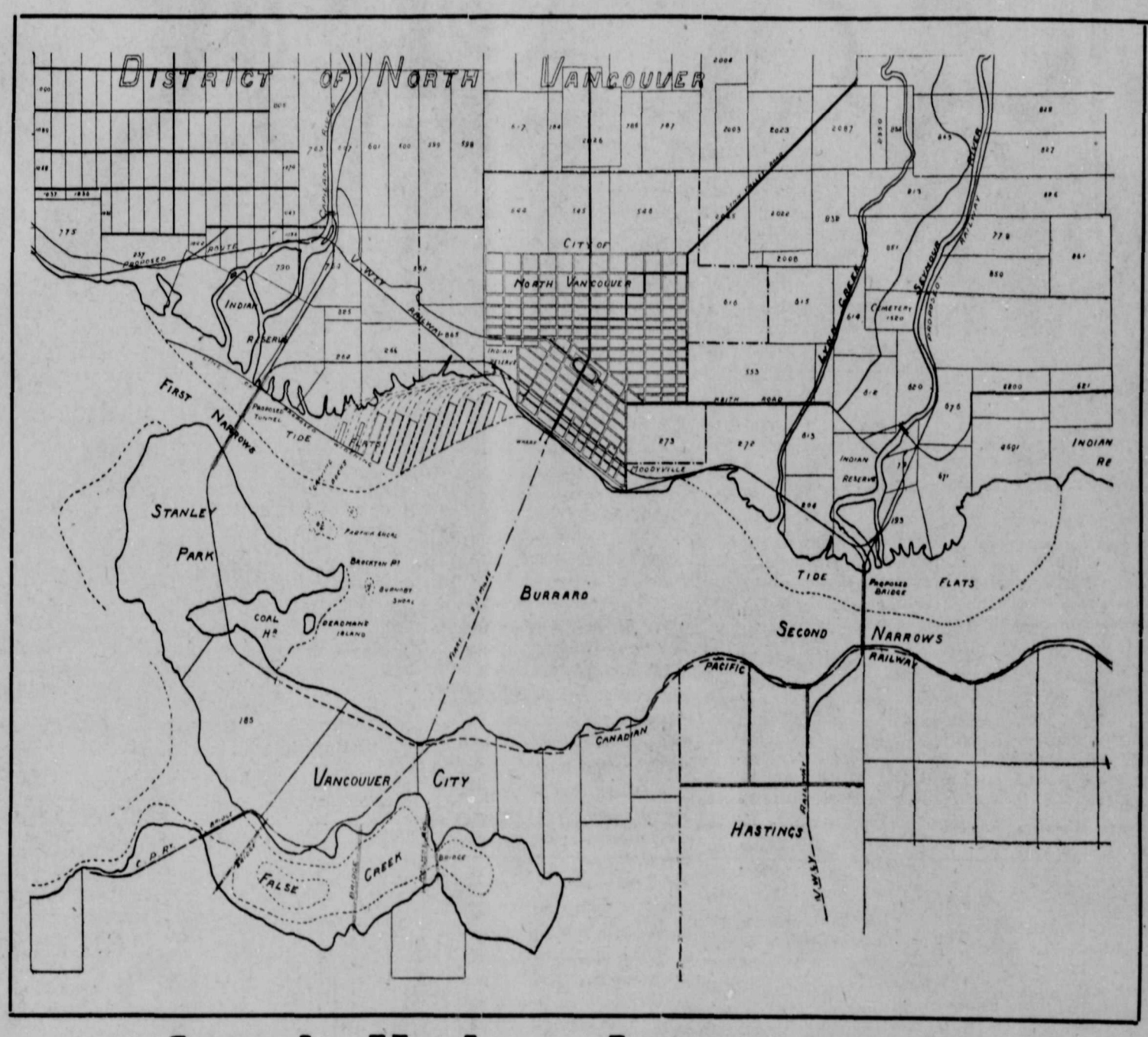
Other items of harbor equipment are, facilities for the speedy loading and unloading of vessels, such as electric cranes, elevators, etc.

As a sample of quick work in loading, Mr. Cameron cited one instance which came under his personal observance, in which a large steamship at a port in Wales had her bunkers filled and two thousand tons of coal loaded into her hold and was clearing the harbor within two hours from the time of her arrival. Such instances as these go far to render a port a favorite with ship owners and captains. Suitable mooring facilities are also most desirable features of harbor equipment, especially where the ships can moor both fore and aft. Skippers willingly pay a small moorage fee rather than go to the necessary trouble of letting out and hauling in many fathoms of anchor chain.

Paramount above all other features, however, stand safety of entrance and good lighting for the harbor. The speaker described as the best he had seen, the lighting system in vogue in the estuary of the Seine, where electric flashes are sent out periodically into the air, providing an effective guidance for ships even in foggy weather.

Mr. Cameron drew attention to the extreme difficulties that must be faced in any endeavor to make a harbor out of False creek—difficulties so great as to render the scheme impracticable It would be much more appropriate were the environs of False creek made into spacious public park areas. The creek lies between two sections of the city of Vancouver. It is already spanned by five bridges, and, as time goes on, these will increase to a number which none dare attempt to compute, but five are sufficient to render it practically impossible to handle any considerable amount of large shipping in the creek. Another unfortunate feature of the present agitation with respect to False creek lies in the fact that it may retard the development and the equipment of the main harbor.

Some peculiar looking and speaking Irishmen were sporting the green on the 17th.



Local Harbor Improvements

(Republished by Special Request)

The word harbor here means Burrard Inlet, excluding the puddle lying to the south and athwart of Vancouver city. The impression on first seeing the Inlet, is, "What a magnificent, what an ideal, harbor!" and so it is, with a few of the ideals still lacking.

Land locked? The gulf of Georgia, to a blue water sailor, is land locked and Burrard Inlet a windless and waveless harbor. An essential of a good port is a safe and easy entrance. To supply that want here is but child's play to the 21 miles entrance to the Clyde, the fifteen of the Mersey, or the hundred miles of the Thames. To remove Parthia shoal and give twice the present searoom at the First Narrows will be the biggest step in making the port of Vancouver famous. Not the first step, however. As the French say, it's the first step that costs; and in this case it would be the first step to count, but it must be taken soon, if it is to be taken at all.

In thinking of this first step, thoughts revert to harbors we know, from the port in esse to the ports in posse. First comes Glasgow. There is an invisible but potent power behind the Clyde channel and the harbor of Glasgow, a power whose work is met at every step, and that is the Clyde trustees, a body connected with, but independent of the city council. In Glasgow above all places, can be traced the beneficent effect of a governing or controlling harbor authority.

It is an example of systematic evolution, and a great work at that; a successful effort to keep port requirements abreast of the traffic. In a larger degree the same may be said of the work of the Mersey docks and harbor board. The extent of the dock accommodation of Liverpool is enormous. Its famous floating landing stage, over eight thousand feet—one and a half miles long,—where the great Atlantic liners land their passengers, and from which numerous ferry steamers ply to the opposite side of the river. The work of this board may be guaged, in a way, by their office buildings, which rival in size and appearance any of the parliament buildings of the dominion. It is safe to assert that by no other way than by such boards could such colossal work be accomplished.

In sharp contrast to these two ports is that of London. The port of the greatest metropolis in the world should be the best and best equipped; instead of that it is the worst. There it can be seen what the absence of a properly constituted port authority means. The Thames conservators never had sufficient powers to enable them to deal with the matter and the result is chaotic. The port of London, like Topsy, "has just growed." And that is what Vancouver port is doing now, and like London, every day's delay will make the matter more difficult of adjustment. The port of London is so vast that in grappling with the problem parliament has long hesitated of its control, until compelled by the threatened withdrawal of the best of the traffic. It is now to have, or has had, a board of control, but an age behind the two other ports mentioned.

There is another port, the history of which may be of interest here, viz., Southampton, England. There we had a hesitating and divided town council. Two powerful railway companies, the less powerful the first in the field. This company wanted the harbor, starved the town docks, and now the London & South Western railway has full possession and control of Southampton port. The arrangement, it must be admitted, has worked well, as the company has been able to develop the port in a manner such as a council could not, and under the present generous policy of the company, it is fast becoming an important harbor. The port of Bristol, England, is another example of the hesitating policy of a city council. There are elements making comprehensive schemes difficult, the topography of the place, and the great range of tides. It was only the serious loss of trade that at last moved them to build the required docks.

There are other ports which may be considered as almost entirely exporting, such as the South Wales and the north east of England coal ports. In Wales the most flourishing of these are owned privately, or by railways which own coalfields. At these places the handling of coal is a specialty. At Penarth docks steamers of two thousand tons can be loaded in a few hours.

Of the European continental ports, let us notice those of France. In the matter of equipment they are almost as good as Glasgow, but the dockage appears to be in excess of the trade, probably owing to government control.

Reviewing the working of the most successful ports, it must be evident that the greatest requirement of a port is a properly constituted harbor authority, independent but representative, and in touch with the commercial life of the port. If elected for three years—one third retiring annually—there would be continuity of policy, and a proper control of the development of the port.

Given such an authority in Vancouver, the First Narrows widened and cleared of obstructions, a modern graving dock built, and all that is shewn on the plan herewith will certainly follow in time. When the waterfront on the south side of the Inlet is occupied by wharves, ample room can be found on the north shore, where there are a thousand acres of most suitable tide flats for docks and wharves.

At the western end of North Vancouver over five miles of docks could be made after widening inside the Narrows, besjdes dry docks. There the low water line of spring tides is only on an average one hundred and twenty feet inside the five fathom line, and with practically no current to interfere with the working of the docks in that reach of the Inlet. On the north shore also, at suitable distances out, mooring could be laid down, where waiting ships could tie up, instead of having to rove such lengths of cable as they must do in mid channel.

The maximum facilities for despatch and a minimum of expense to the ship are conditions that go to making a port a favorite one with skippers. It is to be hoped that Vancouver will not become a mere through port but will develop industries. It should be the port of registry and home of a large portion of the Pacific mercantile fleet, and where all supplies could be drawn. In short, the ships' husbands should reside in Vancouver.

A railway ring round the Inlet, between the Narrows, under the First Narrows and over the Second, would bring every part of the port into direct communication. In this connection an effort should be made to preserve North Vancouver as a residental resort, by locating all railway lines back from the central part of the water front, to prevent the obstruction of the railway, as is the case now on the south side. Were the railways located between 1st and 2nd streets, they could be carried in cutting so as not to interfere with the cross traffic of the city, and as there is sufficient room east and west of the city for railway purposes. The electric cars could then run alongside the ferry steamers and greatly enhance the ferry service, and the operation of pleasure steamers that will make North Vancouver a place of call.

"A feast of song and chorus with Canada's sweetest Welsh Singers."

A GRAND LENTEN RECITAL

by the renowned VANCOUVER WELSH MALE VOICE PARTY at the Horticultural Hall, on

Tuesday Evening, March 30th, 1909

This Choir is soon to tour the States and England as the Welsh-Canadian Male Voice Party. . . .

Commence at 8.15 P.M. Tickets 50c. and 35c.
Chairman, His Worship Mayor May

The Express, $1

THE BOARD OF TRADE

The regular session of the board of trade was held in the city hall on Tuesday evening, Vice-President W. J. Irwin presiding. The following were duly elected members of the board: A.B. Chapman, manager manager bank of Hamilton; C. C. Thornton, of Thacker & Thornton, real estate brokers; J. J. McAleece, dry goods merchant, and C. E. Lawson, real estate broker.

In view of the city taking over the ferry service, W. J. Irwin brought forward the desirability of an effort being made to arrange with the B. C. El. Ry. Co. for a system of transfers, as between the ferry and the tramway. Messrs. Nye, Irwin, Smith and Wm. Morden were appointed a committee to investigate and report. A. G. Perry, local manager of the B. C. El. Co., was of opinion that there were grave difficulties in the way of working out a system of transfers, and was doubtful if the company could entertain it. Settlers' tickets, similar to those in use in the outlying districts about Vancouver might, however, be introduced, which would be of assistance to residents.

being carried on in the Vancouver papers by the citizens' publicity committee, and suggested that the board of trade take over the scheme. After a lengthened debate, a resolution was adopted to the effect that the citizens' publicity committee be requested to appoint two representatives to the joint advertising committee, and that the scheme of advertising now being carried on by the publicity committee be recommended to the joint committee for their adoption. A resolution was likewise passed to the effect that the committee on publicity and information be authorized to endeavor to raise by public subscription the sum of at least $500, and that this sum be devoted to the purposes of the joint advertising committee.

J. F. O. C. Wood brought to the attention of the board the method at present being followed by the Vancouver Province, to induce local residents to subscribe, namely, the giving of an order on a Vancouver grocer, with every monthly subscription. The board concurred in Mr. Wood's opinion, that such a practise would tend to interfere with the trade of local grocers and other merchants, and write the Province to the effect jectionable, and to express the that the plan is considered obthe secretary was instructed to

McMillan's, Hickman's, Bruce & Dodds' groceries, and McDowell's drug store.

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.

District of North Vancouver

TENDERS are invited by the Council for clearing and grading an extension of Nye street, in D.L.617, a distance of 1550 feet. Specifications can be had at the District Municipal Office, where Tenders must be lodged before 7.30 p.m. on the 19th inst.

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

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THE MISSES DAWSON
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Nurses Sent Out on Application
For terms apply at the Hospital Cor. 15th Street & St. Andrew's Ave.
PHONE 69

The Set of Dishes

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

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

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

1st Quality Goods at Low Prices

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etc, etc.

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

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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.

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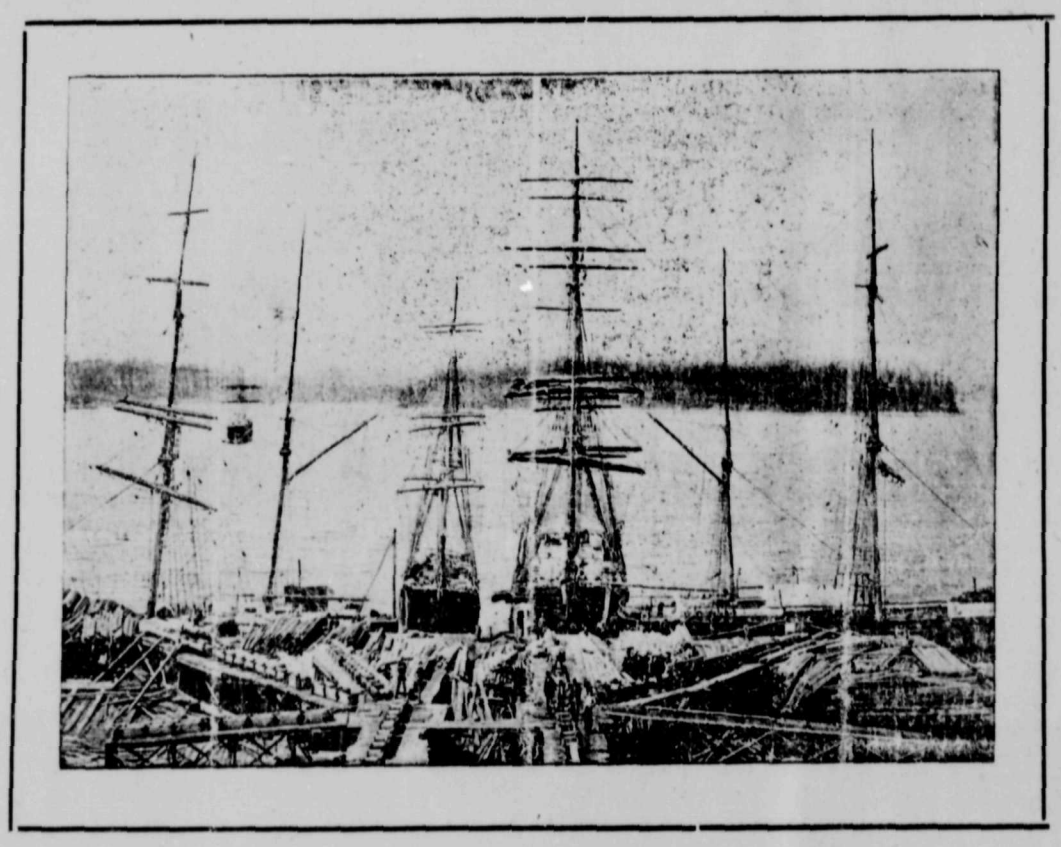

Moodyville as She Once Was--Shipping Timber to Foreign Shores

The proposition of the erection of facilities for the landing of freight cars from barges, and the putting on of a transfer barge by the C.P.R., for the handling of local freight in carload lots, was referred to the same committee. This committee will report on both questions at a special general meeting, to be held on Tuesday, March 30th.

A. E. Anders, chairman of the public improvements committee reported on the matter referred to his committee, namely the improvement of the roads in the city and district, so as to render them suitable for automobile traffic. The roads throughout the district are now being repaired and will shortly be in good condition. The chief difficulty is found with certain roads within the city corporation, and it is hoped that these will shortly be suitably repaired.

The regular order of business was suspended in order to give opportunity to hear an address from Donald Cameron, district engineer, relative to harbor improvements, a report of which will be found in another column. After the address a cordial vote of thanks was accorded Mr. Cameron, and an interesting discussion took place, in which Messrs. J. C. Keith, Bridgman, Balmain, Philip, and Perry participated.

Geo. H. Morden, chairman of the committee on publicity and information, submitted a report with reference to the progress made by the joint advertising committee of the municipal councils and the board of trade. Alex. Martin introduced the matter of the advertising now

hope that it will be discontinued immediately.

THE LENTEN RECITAL

The visit of the renowned Vancouver Welsh Male Voice Party, of over thirty-five voices, scheduled for Tuesday evening, the 30th inst., at the Horticultural hall, is arousing the keenest interest in the city. This will be the first visit to North Vancouver of this magnificent organization and it is safe to assert that a splendid reception awaits the members.

Designated by the city press as "Canada's premier musical organization," it is no wonder that the visit is a momentous one. This week the party is filling an important engagement at the Empress theatre, rendering vocal selections during the second and last act of the "Holy City," and each evening the selections elicit vociferous encores from the delighted audience, Manager Sanford himself being one of the most enthusiastic admirers of the party

The programme for the recital at the Horticultural hall will be both classic and sacred, the party being composed of excellent vocalists and duettists. There is no doubt that a veritable feast of song and chorus awaits the citizens of the Ambitious City and that from Canada's sweetest Welsh singers. Mayor May has very kindly consented to preside at the recital and other prominent ladies and gentlemen have promised their patronage. Tickets are already selling fast, quite a contingent from Vancouver having decided to come over, whilst over here patrons can secure tickets from

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 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.

The board of school trustees is considering the feasibility of instituting a manual training department, in connection with Chesterfield avenue school.

North Vancouver Livery
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First-Class Light Rigs Tallyho
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Horne Block Lonsdale Ave.
6lb Ashcroft Beans 25c
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For Boot and Shoe Repairing and Custom Work . . .
go to THOS. O. MILLS
Pioneer Boot Maker
Lonsdale Ave., opp. City Hall

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
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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.

OTTAWA DELEGATION

The report of Alderman Wm. McNeish, upon the trip of the delegation to Ottawa, given at the session of the city council on Monday evening, was listened to with the keenest interest by those who were fortunate enough to be in attendance.

The delegation arrived in Ottawa in the evening and began their work the following morning, by an interview with Hon. G. P. Graham, minister of railways, for which arrangements had been made previous to their arrival by Geo. H. Cowan, M.P. This interview occupied one and one-half hours, during which time the railway situation locally was thoroughly discussed, with the result that the assurance that should expropriation proceedings be instituted, the waterfront property owners would receive a fair price for their land, on the basis of present values.

The next effort of the delegation was with the railway committee of the house. The description given by Ald. McNeish of the methods of this committee were enlightening, and at times amusing. The committee is composed of about 200 members from both sides of the house. Regular meetings are held on Tuesday and Thursday, 11 a.m. to 1 p.m. Ralph Smith who is in charge of the railway bills that come before the committee, very kindly took in charge the interests of the delegation, and on three distinct occasions worked his way around to the back of the chair of the chairman, urging him to bring forward the bill presented by the delegation, inasmuch as they had come a long distance to attend to it, and it would be unjust to detain them until the following Tuesday. Finally about seven minutes to one o'clock, the bill found its way before the committee, was adopted, and promptly at one o'clock the entire committee deserted the place.

The delegation next had a conference with the representatives of the V. W. & Y. Ry. Co., from whom it was learned that the company is ready at the present time to proceed with the erection of a bridge for railway purposes only, but they are delaying the beginning of actual operations for the reason that public sentiment is in favor of a combined railway and traffic bridge, for which the company is willing, if it can be arranged. The abutments shown on the plan for the railway bridge are sufficiently heavy to support a traffic bridge as well. The application for charter extensions had reference only to the branch lines of the company, which lie for the most part on the northern end of the line, so that Burrard Inlet was not interested therein. An understanding was reached, by which the V. W. & Y. Ry. Co. consented to the insertion of a clause in the bill for extension, to the effect that the granting of the extension of time for the construction of the branch lines would not give the railway company any right of any nature to claim an extension of their charter with reference to the main line, upon the expiration of the same.

In the next instance, it was found necessary for the delegation to divide their forces, as it was found unavoidable that a fixture had been made with Sir Wilfred Laurier and another with reference to the Second Narrows bridge. The conference with the premier was that at which the entire delegation from Vancouver and North Vancouver took up with the government the matter of dredging the First Narrows and also that of other harbor improvements.

At the conference with reference to the bridge, the government stated that they had given a subsidy of $200,000 for the construction of a railway bridge, and considered that they had dismissed the matter at that. If any further negotiations were required for building a traffic bridge, it would be advisable for the district, the city, and others interested, to confer with the V. W. & Y. Ry. Co., with a view to approaching the provincial government, to see what assistance could be secured; and if none were forthcoming, then the railway would proceed with the construction of a railway bridge. With reference to the V. W. & Y. charter privileges, re expropriation of waterfront property, it would be necessary for them to apply for an extension of their charter for the main line at the next session of the dominion house, and it would then be time for those interested to act in the matter.

SEATTLE EXPOSITION

On March 1st, the A.-Y.-P. exposition at Seattle, which opens June 1st, was ninety-five per cent complete, which gives every assurance that it will be opened on the day announced. The amusement street at the exposition will be known as the "Pay Streak." Although it will be three-fourths of a mile long, there have been five applications for every site on it, which has given the directors an excellent opportunity for selection.

The fair will offer an endless variety of attraction, in things both great and small.

One hundred thousand tufted English Pansies will be seen growing in one vast bed; specimens of Luther Burbank's wonderful vegetable creations will be shown, among them being the spineless, edible cactus, which is being propagated to reclaim the vast southern deserts. Large importations of native Alaska gravel are being made, so that visitors will have the privilege of panning gold just as it is done in Tanana and the Klondyke. The Philipino Constabulary band, one of the world's most famous musical aggregations, will assist in the musical programme. The American amateur athletic union championships will be contested on the stadium at the exposition.

British Columbia week at the exposition has been designated as June 14 to 21, with the 14th as Vancouver day and the 17th as Victoria day. This will be a busy week at the fair, as it follows immediately after Inland Empire week. The first month of the exposition will be well filled with dates of special interest to the Northwest. The directors are guided in this course by the fact that at least one-half of the total attendance at any exposition comes from the contiguous territory.

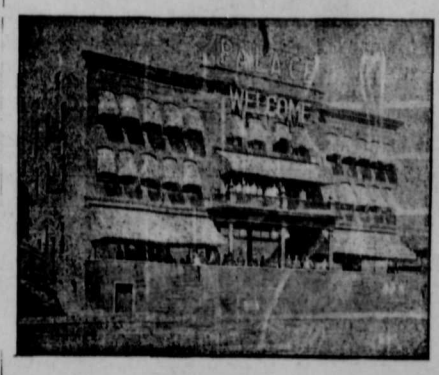
Edward Payson Weston, of long distance walking fame, left New York city on his seventieth birthday, to walk to the exposition. The distance is 4000 miles and he expects to cover it in 100 days, reaching Seattle early in July.

A NEW RESIDENT

W. C. Thompson and family, of Inglewood, Ontario, are now on their way westward, with the intention of making their future home in the city of North Vancouver. Mr. Thompson is bringing with him six high grade standard bred horses one of which, a driving mare, has captured thirty first prizes to date. Mr. Thompson is a brother-in-law of John Lawson, of Hollyburn, Capilano, and according to the last word received, had reached Sudbury, but the stock car is making but slow progress.

A lot on the south side of 2nd street, between St. George's and St. Andrew's avenues, is being cleared, preparatory to the erection of a building for steam laundry purposes, an institution which is greatly needed in the city.

Last Friday evening the Merry Widow club held a successful assembly.



PALACE HOTEL

RATES:

$2.00 per and up. Special rates to families and to regular

Finest Roof Garden on Coast

REDA & ANDRUSS
PROPRIETORS
SECOND STREET, - - - - NORTH VANCOUVER, B. C.

A. FARRO
General Contractor
Land Clearing, Stump and Rock Blasting. Extra care near houses. All damages made good.
EMPLOYMENT AGENCY
2nd St., West of Lonsdale
P.O. Box 11

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

VANCOUVER Business and Professional Directory

ACCOUNTANTS

W. T. STEIN & CO.
CHARTERED . . . . . ACCOUNTANTS
City Auditors
North Vancouver
516 Pender street

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

ARCHITECTS

E. STANLEY MITTON, M.I.C.A
ARCHITECT
619 Hastings Street West,
VANCOUVER, B. C.

AUCTIONEERS

A. M. BEATTIE
— AUCTIONEER —
163 Cordova street west
is the only auctioneer who will pay spot cash before the sale is conducted

BARRISTERS

McCROSSAN, SCHULTZ & HARPER
BARRISTERS, SOLICITORS, NOTARIES, ETC.
32-34 Imperial Block
Cor. Pender and Seymour Sts.
P.O. Drawer 1116 Phone 2444

F. C. SAUNDERS - - - - - -
Barrister, Solicitor, Notary Public. Member of the bars of British Columbia and Quebec. Room 9 Empire Building, 603 Hastings st. west. Vancouver, B.C. Phone 4166

BATHS

Kallethe's Bath
Corner Homer and Pender Sts.
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.
JOS. KALLETHE, PROP.,
Graduate of Berlin, Germany

BUSINESS COLLEGES

SPROTT-SHAW
Business Institute
336 Hastings St. W.
Canada's Greatest Western School
R. J. Sprott, B.A., - - Manager

PITMAN'S GRADUATES
Secure the Highest Paid Positions
Pitman's Business College,
632 634 636 Seymour Street,
VANCOUVER, B. C.

CHIROPODIST

F. GORLICH, (Graduate) CHIROPODIST. Corns, bunions, sore feet, etc. cured. Many years practice in London, Eng. Room 54 Davis Chambers
615 Hastings Street West
Hours: 9 to 12 a.m., 1 to 6 p.m.

DENTISTS

DR. W. F. WRIGHT
DENTIST
Successor to Dr. Dalby
533 HASTINGS ST. WEST,
VANCOUVER, B. C.
Phone 978

DRUGGISTS

RED CROSS DRUG STORE
A. J. GORDON, M.D.
53 Cordova Street,
VANCOUVER, B.C.
Prescription Specialist
Phone 1053

DYEING AND CLEANING

The only place in B. C. where work is done entirely to customer's satisfaction.
PERTH STEAM DYEING & CLEANING WORKS. A. Inglis Proprietor. Phone 756. Club rates a specialty. 562 Seymour.

EMPLOYMENT AGENCY

THE LABOR EXCHANGE
3 Water St. Phone 3059
HELP OF ALL KINDS
Furnished to employers free of charge. Phone or write rush orders at our expense.

FENCING

WIRE FENCING
Farm and Ornamental Gates
Garden Arches, Flower Stands
B.C. ANCHOR FENCE Co. Ltd
743 Pender Street,
VANCOUVER, B. C.

GROCERS

CHEAPSIDE GROCERY
GEO. WAGG
Groceries and Provisions
Wholesale and Retail
116 Hastings St. (downstairs)
Delivery Tuesdays and Fridays

HAT WORKS

HARDMAN HAT WORKS
— PRACTICAL HATTERS —
Hats cleaned and blocked at the sign of the Hat
420 ABBOT STREET
VANCOUVER, B. C.

LADIES' HAIRDRESSING

MADAM HUMPHREYS
The Alexandra. 589 Granville st
Scalp treatment for all kinds of disease. Children's hair cutting. Facial Massage. Manicuring.
Hairdressing 25-50
Shampooing 50. Phone 1000

LOANS

The City Loan Company, Sterling block, 74 Hastings st. w.,
Room 2. We loan money on pianos, horses, carriages, storage receipts, any personal property, agreements of sale bought, notes discounted, money advanced salaried people upon their own name.

MAPS AND BLUE PRINTS

VANCOUVER MAP & BLUE-PRINT CO., LIMITED. . . . . .
Electric blue-printing, drafting, tracing, city maps.
Crowe & Wilson Chambers, 441 Seymour street Phone 1060

MUSIC

Prof. JOS. E. NURNBERGER
Musical Director
Vancouver Opera House
Rooms 3 and 4 Elks' Hall, Cor. Robson and Granville Streets.
All Instruments. Phone 2530

PROF. GEO. COWAN, Expert teacher of Violin, Mandolin, Banjo, Autoharp, Zither, will give twenty private lessons for $7. Further information at Cowan's up-to-date Music Store, 608 Westminster ave.

Phone 463
M. W. WAITT & CO., LTD.
558 Granville Street
Pianos — Talking Machines — Music Goods
The oldest music house in B. C.

OPTICIAN

DR. KING
Gives positive relief to Headaches or Nervousness caused by eye-strain, and treats all sorts of imperfect eyesight.
Dr. King is the highest authority on eyesight in Canada.
All kinds of optical repairing done.
DR. KING
433 GRANVILLE STREET,
VANCOUVER, B. C.

PHOTOGRAPHERS

MARTEL'S STUDIO
— PHOTOGRAPHERS —
122 Hastings Street West,
VANCOUVER, B. C.
The best equipped studio on the coast. Phone 3228

For excellent photographs and satisfaction go to the
IMPERIAL PHOTO STUDIO
Cor. Carrall and Cordova Sts.
Family Groups and Baby Pictures a Specialty
Cabinet Photos from $3.00 up

PICTURE FRAMING

PICTURE FRAMING
We have the largest stock of mouldings in B.C. to select from so when you want framing done cheap and well get our prices.
BAILEY BROS. CO. LTD.,
540 Granville and 138 Cordova

READY MADE HOUSES

THE STANDARD HOUSE BUILDING & CONTRACTING COMPANY LIMITED
688 Carrall Street
The B. C. Mills Timber and Trading Co.'s Patented Sectional Buildings.

REAL ESTATE

Keep your eye on
EAST VANCOUVER HEIGHTS . . . . . .
For particulars apply to
MORDEN & THORNTON
Phone 815 440 Homer Street

Yorkshire Guarantee & Securities Corporation Ltd.
440 Seymour Street
REAL ESTATE
LAND AND MORTGAGE INVESTMENTS
ESTATES MANAGED
FIRE INSURANCE
R. Kerr Houlgate - - - Manager

RESTAURANTS

ALLEN'S RESTAURANT
Lunch or Dinner 25c.
Short orders at all hours
57 Hastings Street West,
VANCOUVER, B. C.

All North Vancouver people eat at
LEONARD'S
Either Flack Block or Hastings street, opposite the new Post Office. Leonard sells his tea by the pound.

SAFES

FOR GOOD SECOND HAND SAFES, at bargain prices, Phone 2447.

SEWING MACHINES

VANCOUVER SEWING MACHINE EXCHANGE
791 Granville St.
Wholesale and retail dealers in Sewing Machines and Supplies. Machines rented by the week or month. Phone 1487

THEATRES

CAMERAPHONE THEATRE
Mechanical Opera, Vaudeville and Drama
Program changed every Monday
Any seat in the house 10c.
58 Hastings Street West,
VANCOUVER, B. C.

WATCHMAKERS

English practical watchmaker; Established 1889
Specialty, repairing
WOODROOFE,
312 Carrall Street

WINDOW SHADES

North Vancouver Estimates . . and delivery free. . . . . .
F. W. BOWES & CO.,
Manufacturers of window shades
750 Robson st.
Phone 843

The Lonsdale
ICE CREAM, FRUIT
CONFECTIONERY
TOBACCO & CIGARS
Finest Soda Fountain in the City
H. ROBINSON Successor to T. BOOTH
63 Lonsdale Ave

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

B & K
Full range of Sutton's Famous Seeds
Rolled Oats
Flour
Hay and Feed
Coverhill's Barley Flakes—the latest breakfast food. Try a package: 15c. . . . . .
ALL ORDERS DELIVERED
The Brackman-Ker Milling Co.
Limited.
Lonsdale Avenue, at Ferry Landing
Harry Mitchell, local manager.

NEW ADVERTISEMENTS

The new store—Cummings
New goods—J. J. McAleece
The Lonsdale—H. Robinson
West End store—T. Hutchison
$250 in prizes—Van. Milling Co.
Tenders wanted—City Engineer
Tenders wanted—Badminton Club
Do you know any Norwegian—Norden Pub. Co.

LARGE REALTY SALES

Irwin & Billings Co., Ltd., report an improved demand for well situated residential lots in the city. It may be interesting to mention that of some fifty of the most recent purchasers, twenty were residents of Vancouver, twenty-four of North Vancouver, and six from other parts of B.C., Canada, and the States. A considerable number of the Vancouver purchasers contemplate erecting residential buildings, with a view of making their homes in North Vancouver, and actual building operations have been commenced by five of the purchasers since the first of this month. The settlement of the ferry question, whereby a greatly improved ferry service is practically assured, has been a determining factor in many of the sales. The purchasers before closing the deals in most instances have made a thorough investigation as to the locations and prices, and have benefited considerably by selecting properties that were for sale at last year's prices practically.

There is also a demand for choice acreage in the district, more particularly west of the Capilano and fairly close to the waterfront, where there is as yet a good selection of choice tracts, varying from 4¼ acres to 10 acres. A considerable number of the owners who are most heavily interested in this district, are now discussing the advisability of establishing a ferry service from some point in Vancouver to a landing, to be constructed at a point one or two miles west of the First Narrows. In the event of these plans being consummated, it is reasonable to expect the establishment of a very choice residential townsite in that part of the district.

During February and the first two weeks of this month the sales of Irwin & Billings Co., Ltd., aggregated $44,945, composed briefly as follows:

Two houses on 5th street, $5250.
One house on 1st street, $2500.
Lot on 1st street, in block 166, $2250.
Seven lots in 1st block east of Lonsdale avenue, on 6th street, $7400.
One lot on 6th street, in block 120, $1000.
Lot on 6th street, in block 117, $550.
Two lots on 6th street, in district lot 273, $1425.
Lot on 11th street, in block 89, $600.
Two lots on 12th street, in block 83, $1500.
Lot on 9th street, in block 96, $650.
Two lots on 14th street, in block 52, $1050.
One-half acre strip, between 14th and 15th streets, in block 51, $1300.
Lot on Lonsdale avenue, between 4th and 6th streets, $4000.
Capilano acreage in D.L. 1048 4¼ acres, $1575.
Capilano acreage, four tracts, 4¼ acres each, $7000.
Two villa lots in D.L. 2008, ½ acre each (district) $750
Some 19 lots in block 228, (city) $6175.

ACCIDENT AT SEYMOUR

Within a few minutes of the completion of work on the new Seymour creek bridge, Wednesday afternoon, one of the workmen, named McGuire, met with a somewhat serious accident. He was struck by a heavy piece of timber, which broke one of his legs. A rig was procured and the unfortunate man conveyed to the general hospital at Vancouver.

It is finally arranged that the documents in the transfer of the ferry to the city, will be duly executed tomorrow (Saturday) at 11 a.m. The arrangement of details developed an unexpected number of minor difficulties, but these have been successfully adjusted and the matter will be finally closed out tomorrow morning.

W. H. Parkin was confined to the house for a few days this week, with a slight attack of tonsilitis.

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

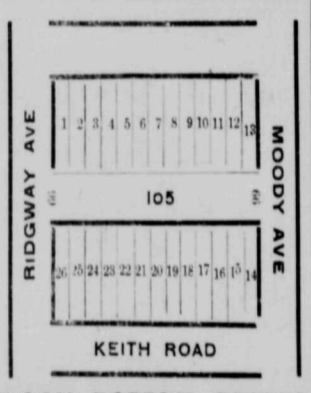
Tenders Wanted

SEALED Tenders will be received by the undersigned up to 8 o'clock in the evening of Monday, March 22nd, for the construction of wooden walks for the City of North Vancouver.

Specifications may be obtained at the City Engineer's office.

The lowest or any tender not necessarily accepted.

GEORGE S. HANES,
City Engineer
North Vancouver, March 18th.



ROCK BOTTOM PRICES

KEITH ROAD, BLOCK 105, D. L. 550.

50ft by 132ft lots, to be delivered CLEARED AND GRADED. A 66ft street divides the block instead of an alley. Each lot extends from street to street Prices:

Nos. 1 and 2 together $1600
4 to 11 each 675
12 and 13 together ... 1550
14 and 15 together ... 1850
16 to 24 each 800

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

Alexander & Townsley
LONSDALE AVE.

PROPOSED LOCAL IMPROVEMENT

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

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

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

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

THOMAS SHEPHERD
Assessment Commissioner.

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

SCHEDULE REFERRED TO:

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

A Big Store Full of New Goods...

This store is now double its former size, during the past few months the space has been growing totally inadequate to handle our ever increasing business. This season we will be in a better position to supply your wants, new goods have been pouring in from the manufacturers almost every day for the past two weeks. Visit our store at your earliest opportunity, you will find it the most extensive ever attempted in this city.

NEW LAWN BLOUSES

Prettily tucked with val insertion, all sizes 85c
Tucked Lawn with insertion, all sizes .....9.
Embroidered Lawn, all sizes 1.00
Embroidered with insertion, all sizes 1.15
All sizes in newest designs, long and short sleeves, at 85c, 95c $1.00, $1.15, $1.25, $1.50, $1.85, $2.00

J. J. McALEECE
KEITH BLOCK LONSDALE AVENUE
PHONE 93

DON'T BUY OUT OF THE CITY

For SASH DOORS MOULDINGS GRISTINGS BRACKETS
Everything necessary in House Finishing line, Store and Office Fixtures

BURRARD WOODWORKING FACTORY, foot of St. George
We solicit a trial bid on your Orders

Tenders Wanted

TENDERS from the present members of the Badminton Club, or the North Vancouver Athletic Club, for the erection of a grandstand and bleachers on the Athletic Grounds, and for moving present grandstand about 450 feet north of its existing position, will be received up to noon on Friday, March 26th.

Lowest or any tender not necessarily accepted.

Plans and specifications may be seen at the—

BADMINTON CLUB

Pioneer Bakery
S. H. Walker, - Proprietor

Fresh Bread daily delivered to all parts of the city.
20 loaves for $1
5c. per loaf
HIGH GRADE CAKE PASTRY, ETC.

PIONEER BAKERY
PHONE 8 71 Lonsdale Ave

JOB PRINTING

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

THE EXPRESS

Having Your Teeth Fixed

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

A Pleasure to have Your Teeth Fixed

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

READ OUR PRICES. THEY NEVER CHANGE

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

The Boston Dentists, Ltd.,
Dr. A. R. Baker, Consulting Dentist
407 Hastings Street West, Vancouver
Hours 9 a.m. to 6 p.m. Phone 2229

District Lot 204

We are now selling fast the balance of the Lots in this Section at

$150 per Lot

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

Get in on the Ground Floor and Buy Direct from the Owners

S. GINTZBURGER
LIMITED
163 Cordova Street, Vancouver, B. C.
P. O. BOX 386.

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.	*7.50 A.M.
*6.45 "	*7.20 "	*8.20 "	*8.40 "
8.00 "	8.20 "	*9.00 "	*9.20 "
8.40 "	9.00 "	9.50 "	10.20 "
9.30 "	9.45 "	10.45 "	11.15 "
10.15 "	10.45 "	††11.45 "	††12.15 P.M.
11.15 "	11.45 "	††12.45 P.M.	†† 1.15 "
12.15 P.M.	12.45 P.M	1.45 "	2.15 "
1.15 "	1.45 "	2.45 "	3.15 "
2.15 "	2.45 "	3.45 "	4.15 "
3.15 "	3.45 "	4.45 "	5.15 "
4.15 "	4.45 "	5.45 "	6.15 "
5.15 "	5.45 "	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

REAL ESTATE DEPT.

For Sale—(The largest list to choose from, Lots and Blocks in all parts of the city and District. Houses on small cash payment. Acreage in city and district.

Special opportunities for investment now. List your bargains with us for quick sale.

RENTAL DEPT.

Houses, Flats and Stores—a good selection at reasonable rentals.

LOAN DEPT.

We have applications for several loans on the best first mortgage security in sums of $500 to $10,000. Interest 7, 8 & 9 p.c. per annum.

Irwin & Billings Co., Ltd.
Cor. Lonsdale Ave. and 5th St., North Vancouver, B.C. Telephone 15

THE NEW STORE

With the spring comes the demand for lighter underwear. Our display is unusually attractive. The variety is great, including the very finest, and varying in weight to a nice medium in a pure wool Cashmere. The prices too are the lowest known:

Double thread French Balbriggan 50c
Open mesh " 65c
Very fine Merino, plain and fancy stripe 65c
And a great many others which you will see in my display window, up to 1.25

Orders keep coming in for suits. Remember it takes 3 weeks to get one of these suits, so you should Order now and have it ready when spring opens .....$16 to $29

CUMMINGS

Gents' Furnishings Boots and Shoes Clothing
NEXT TO BURNS' MEAT MARKET