The Express

VOLUME 12 — NORTH VANCOUVER, B. C., TUESDAY, NOVEMBER 28, 1911. — NUMBER 23

NORTH ARM BRIDGE AND RAILWAY SCHEME

Solicitor Langley Answers Many Questions---Public Meeting Disfavors the Project.

"That this meeting asks the city and district councils, the Board of Trade and the Ratepayers' Association to seriously consider the advisability of actually opposing the incorporation of the North Arm Bridge and Railway Company at Ottawa."

This was the ultimatum voiced unanimously of North Vancouver citizens who mustered in Larson's Pavilion on Saturday night. The meeting was one called by the Board of Trade, and its purpose was that of hearing Solicitor H. H. Langley of Victoria explain in full the intentions of that more or less secret body, the North Arm Bridge and Railway Company-elect. During the afternoon Mr. Langley had met representatives of the city and district council, the Board of Tade and Ratepayers' Association in conference and had managed to coax from them no more sympathy than is expressed in the following resolution: "That this meeting finds it impossible to recommend the endorsation of the scheme on the information received."

At the public meeting (the attendance of which showed that many citizens of North Vancouver have yet to understand when a matter is vitally important) Ald. Alexander Smith president of the Board of Trade, occupied the chair. Without any verbal ado, he called immediately upon Solicitor Langley to address the gathering.

Mr. Langley's speech was not the lengthy speech that the circumstances seemed to demand. While it may be said to have covered most of the ground, it only covered it in precis. The meeting, however, sympathized with Mr. Langley in one sense; that is to say, inasmuch as it required him to advocate support to persons whom he was forbidden to name. "What's in a name?" demanded Shakepeare. "A whole lot," said North Vancouver citizens on Saturday night.

Mr. Langley said he had come before them to ask their support to a scheme which involved a short line of railway and a bridge across the North Arm. Those at the back of the enterprose were satisfied that the site of the proposed bridge was probably the best site for a bridge across Burrard Inlet at any point. He did not want to reflect in any way upon the Second Narrows bridge scheme which this city was so wrapt up in; on the contrary he assured them that this proposed bridge would not conflict with the Second Narrows one.

Mr. Langley felt it would be presumption on his part to talk about the future of North Vancouver to its citizens. They were all quite able to know what a difference the opening of the Panama Canal was going to make to the coast cities, including the city of North Vancouver provided it possesses transcontinental railway facilities. "This company," continued the solicitor, "proposes to build a bridge across the North Arm at its narrowest point and owing to the nature of the bed and the depth of the water, the work can be completed for all its purposes at a cost not exceeding one million dollars."

Mr. Langley proclaimed himself aware of the fact that this city and municipality had been "bitten" in the past by railway companies coming here and projecting lines along the waterfront. They did not esteem the men who wished to get a paper charter. Mr. Langley pointed out this company, in applying was seeking no government aid. They were merely seeking an act of incorporation to build this bridge and railway. He was not authorized to disclose the company's financial arrangements, but called the meeting's attention to section 159 of the Railway Act which requires them to commence the construction of the railway and expend at least 15 per cent. of their capital in the first two years. This company's capital was two million dollars; so that if they did not expend $300,000 in two years, they would hand over the charter to the city and district of North Vancouver upon payment of their costs up to that date.

Mr. Langley further announced that the projected bridge would be a toll bridge. He had heard also that objections had been raised to the length of time asked for the commencement and completion of the work, namely three and seven years respectively. They had specified these periods in their bill because they were the durations provided in the Second Narrows Bridge charter. "It is not, however, a sticking point with us," said Mr. Langley. "We are quite prepared to commence the work within two years and complete it in five."

In the afternoon discussion something was said to the effect that while this big project of the Second Narrows bridge was on its hands the city did not feel inclined to recommend to the government that aid should be granted this company until the Second Narrows bridge proposition was under way. That would mean that the company he represented might not get aid from the government for a year or two years, which would render their project unworkable. It was a case of cutting down their time specifications with one hand and with the other preventing them from getting aid for a year or two. Mr Langley then intimated that Mr. Stevens was willing to support the bill at Ottawa, but wished before doing so to be sure of the opinion of the citizens of North Vancouver. Personally Mr. Langley hoped the bridge would be completed before two years had elapsed, but pointed out that the people who would supply the steel would require quite 12 months.

"This city," continued the speaker, "is just awaiting transcontinental railway connection. It has everything that goes to make a great city except a through transcontinental line. If get this running in here you will be every bit as much on the main line as the city of Vancouver across the Inlet. There is no gainsaying it." He hoped they would see fit to favor his application. The more bridges they got the better it would be for them. This company was not asking North Vancouver for a cent. If they required any aid they would get it from the government in the legitimate way. He asked that meeting to pass a resolution which would enable Mr. Stevens to aid the company's bill and let it go to the house with his approval at its back.

The meeting was then invited by the chairman to question Mr. Langley on the projected scheme. The first to avail himself of the opportunity was Mr. W. Knowles, who bluntly put the query which was on the lips of most of the company. "Will you tell us who are the people behind the enterprise?"

Mr. Langley: "The people who are mentioned in the bill. My instrutions do not warrant me saying anything further than that."

Mr. Knowles: "You have told us that 15 per cent. of your capital must be expended within the first two years. Supposing that $300,000 were spent on acquiring rights would that be regarded as expenditure or construction?"

Mr. Langley: "If it was found necessary to expend that amount on the obtaining of rights of way it would certainly be money spent on the construction of the bridge and railway."

Mr. Knowles: "You say you are not seeking any subsidy at the present time. But you have obviously every intention of doing so in the future? Would that interfere with the subsidy of the Second Narrows Bridge?"

Mr. Langley: "We shall most decidedly apply. We shall want all we can get. But I should suggest that you might word your resolution so as to disfavor any subsidy to this company until the other has been properly financed."

Mr. Knowles: "The bill says that this bridge "may" carry footpassengers. Why not "shall"?

Mr. Langley: "That clause was copied word for word from the Burrard Inlet Tunnel and Bridge Co's. charter. We are quite willing to put in the imperative word "shall". We thought we should meet the wishes of the city if we followed the charter they have already approved."

Coun. Loutet: "If you fail to expend $300,000 in two years, does the charter then lapse?"

Mr. Langley: "The charter lapses in regard to that part of the enterprise that is not completed."

Coun. Loutet: "Then what would be the value of such a charter to us?"

Mr. Langley: "Naturally we should deal fairly with you in that respect. If we had spent only $150,000 and the work was not completed then I am sure the house of Commons would not stand in the way of North Vancouve getting an extension of time to complete the work."

Mr. P. Rochussen: "This bridge is to be a toll bridge. Why not get the government to build the whole bridge instead of letting public money go to a private company? We have lost sufficient that way."

(Continued on page six)

BIRTHS

On Monday, Nov. 27th, to Mr. and Mrs. F. McAllister of 14th street and St. Andrew's, a daughter.

On Sunday, Nov. 26th, to Mr. and Mrs. Thomas L. Kennedy, 256 First Street, a son.

CITY COUNCIL MEETS

Proposed North Vancouver Militia Field Engineers—Problem of Access to Lynn Valley.

Another tranquil session. The mayor and aldermen, wearied perhaps by the discussion of that North Arm Bridge and Railway question, listened languidly to the reading of the correspondence and dispatched the regular business more briefly than usual.

A letter came from the deputy minister of marine and fisheries in acknowledgment of the council's resolution condemning the foreshore leases supposedly granted to W. E. McAllister and to Messrs. Greer, Coyle & Co. The letter stated that no such leases had been given, but that booming privileges had been accorded to these parties.

Then followed a communication from Mr. J. P. Fell containing a proposition to organize a company of militia field engineers with headquarters in North Vancouver. "The militia department" wrote Mr. Fell, "has already sanctioned its organization and are prepared to supply stores, equipment, etc. for the proper training of the men. The department will build an armory and drill hall, provided the city will supply a suitable site." Mr. Fell mentioned as a suitable and central one the site now available in the southeast corner of Mahon Park on Jones avenue and sixteenth street. "At present," the letter continued, "there is no company of militia engineers in British Columbia, and in years to come North Vancouver engineers will be a source of pride to the citizens of North Vancouver, besides being a splendid means of training the young men of the city and district in order that they may be able to defend their country in time of need." In conclusion Mr. Fell said he had received a petition signed by about 80 to 100 North Vancouver residents mostly young men anxious to enlist.

The council favored the whole idea. The question of supplying the site was referred to the Parks Committee.

Bowser, Reid and Wallbridge wrote relative to the claim of Mr. Sydney Rogers. As they understood the facts the creek in question was running down Ridgeway avenue and was a natural water course which had not been used or in any way affected by any action of the city, but was in its natural condition, and that this was flooded owing to the extreme amount of water which came down it on Nov. 18th. Under these circumstances the solicitors could not see in what way the city was liable for any loss sustained by Mr. Rogers.

Mr. H. Syd. Hancock jr. wrote reminding the council of the suggested establishment of a municipal gas plant. He asked for a final discusion of the matter for the guidance of the incoming council. He reiterated the many advantages that would be secured by the installation of a modern gas plant and the desirability of laying mains prior to undertaking any very extensive program of street paving.

The fire and light committee's report recommended a bylaw to raise $10,000 for the purpose of maintaining the fire department.

Romano, Pinto & Company, through Messrs. Taylor, Harvey and Baird and Grant, requested an advance on account of moneys due them on account of their contracts with the city. Since they had removed their outfit and discharged their men, certain small changes in their work were found to be necessary, and it would mean bringing bringing back their outfit and men. These changes were not rendered necessary through defects in the work, but through defects in the system of laying the sewers required by the specifications, the same not being calculated to withtand floods such as recently occurred.

The letter continued to the effect that the firm had always done their best to faithfully perform all contracts but through delays and "through what they considered unnecessary and unreasonable exactions on the part of the engineers they had lost thousands of dollars and had been almost ruined financially." The letter was referred to committee.

The following two recommendations were made by the Board of Works: That the engineer submit a skeleton plan, showing where sidewalks have been laid, streets cleared, and where sewers have been constructed in the city during the past year; and that the engineer provide an estimate for a gang of men to be employed in road maintenance, ditching and scavenging. A further recommendation was that the engineer submit for the consideration of the Board of Works an estimate of the cost of operating the rock crusher and the steam road roller for the ensuing year in order that the cost shall be included in the estimates.

In relation to the request of C. H. Cates, to have road cleared on Fell Avenue from Keith road to 15th street the committee directed the engineer to inspect and make report as to the cost.

As to the petition received from Ed. Johnston and others referring to the deplorable condition of 16th street between Chesterfield and Mahon avenues, the committee recommended that grading of this portion of 16th street be included in the estimates for the coming year.

With reference to the communication from Palmer, Burmester and von Graevenitz wishing to know what portion of expense city would bear for clearing streets and lanes in block 235A, D. L. 546, committee recommends that parties be allowed for clearing street and lane allowance at the rate of $100 per acre. The clearing to be done to the extent and standard of which the Grand Boulevard is cleared.

The basis of payment to be on the same area of streets and lanes in like amount of acreage in D. L. 550.

The Board of Works further recommended that the application of Mr. Palmer for clearing of 26th street be made by undertaking to include the clearing of 26th street in the estimates for the coming year.

Ald. Dick rose to advocate the opening of Hamilton Avenue. That part of the city was paying a large tax, and there had been no expenditure on that part of the city.

Ald. Kittson asked for an estimate of the cost of the work, but Ald. McRae pointed out that the matter would be considered again. This course was only to bring it before their notice.

It was decided that the engineer should prepare plans and estimates on the opening up of Hamilton Avenue on Keith road, also Fell avenue.

It was at this juncture that District Coun. T. A. Allan swooped down upon the city fathers. He proclaimed on behalf of Lynn Valley that that region was at present in a very isolated condition. They had only two means of access to it from the city. One was a plank road which was full of holes and hte other was full of mud. It was a choice of two evils. He had approached the council four months ago and had been promised that when they had completed their present local improvement work, they would relay the old plank road, They had now got through with their local improvements but no effort had been made to fulfil that promise.

The mayor (with smiling sarcasm) We have only spent $18,000 in that connection.

Coun. Allan: Then it has been spent in a very poor outlet. The rainy season is now coming on and I ask you, gentlemen, to macadamise that road as far as the city boundary.

The mayor instructed the Board of Works and the city engineer to see what could be done in the matter.

Ald. Kittson said he certainly sympathised with the man who missed the last Lynn Valley car.

CALENDAR OF EVENTS

Tuesday, Nov. 28.—St. John's Church Xmas Sale, Parish Hall, 2.30.

Wednesday, Nov. 29th—Lectures on "Poultry and Bee-Keeping"—Horticultural Hall, 7.30.

Thursday, Nov. 30.—St. Andrew's and Caledonian Society Dance, Horticultural Hall.

Thursday, Nov 30—Municipal Council Meet, 7.30.

Monday, Dec. 4th.—Meeting of City Council, 8 o'clock.

Ultimatum of Local Representative Bodies

Telegram re North Arm Bridge and Railway Scheme Sent to H. H. Stevens, M. P.

Representatives of the city and district councils, Board of Trade and Ratepayers' Association met last night in the city hall and prior to the session of the council, and came finally to a decision on the North Arm Bridge and Railway problem. After carefully considering the proposition in all its phases, the meeting resolved that the following telegram be sent to Mr. H. H. Stevens, M.P. at Ottawa.

"Public meeting held here Saturday night condemned application of North Arm Bridge and Railway Co. for several reasons which will follow by mail."

Signed and sealed by the following bodies:

Board of Trade—Alexander Smith, president.

City of North Vancouver—William McNeish, mayor.

District of North Vancouver—T. A. Allan, acting reeve.

Ratepayers' Association—H. E. Wright, president.

FOR SALE—Fresh mushrooms daily at the Grotto. 3-12

Mr. F. C. Jones, of Alberston & Jones departed for the east today. The purpose of his trip is the purchase of an ice plant to be installed in the firm's premises on Lonsdale Avenue.

Had it not been for the indiscretion of John Stevenson, this city would have enjoyed a neat little record of universal sobriety for two weeks. As it was, John appeared before Magistrate Kealy yesterday morning and was fined $10 and costs.

WILLIAMSON-MAY

The wedding took place yesterday at St. Agnes' church, North Vancouver, of Mr. John A. Williamson, late of Lewick, Shetland Islands, and Miss Nellie May, daughter of Mrs. A. May, of Greenwich, England. The Rev. T. E. Rowe officiated. A small party of friends were in attendance at the church, whence they adjourned to the Palace Hotel where luncheon was served. Mr. and Mrs. Williamson, who are spending their honeymoon in Victoria, will be at home at their residence on 6th street after Dec. 15th.

LYNN VALLEY NOTES

The J. P. rawford Real Estate Co. will shortly open a new office on Church and Lynn Valley roads.

Mr. Fred Fennings is building a house on Fromme Road where he and his family will reside when completed.

A building under coures of construction on Hoskins road was blown over by the terrific wind on Friday moning owing to its being in the early stages of construction.

Miss Clara Magennis is around with her arm in splints, Dr. Verner having discovered a bone broken in the wrist.

EPWORTH LEAGUE

Last evening the Epworth League entertained the Baptist Young People's Society in the Methodist church.

The principal items on the program were a guessing contest on book,s authors or some literary character. A prize was given for the one having the greatest number correct. There were two dialogues, one from the "Hermit" the other an "Extract from Henry VIII, "Cardinal Wolseley's Downfall." A song was also rendered by Miss Townsley. Refreshments were served after the program. A very enjoyable evening was spent.

Express Classified Ads.

FOR SALE

FOR SALE—Heating Stove in good condition, cheap. Apply 443 Lonsdale Ave. t.f.

FOR SALE—Rain Coat and Overcoat (stout man) Wahl, Room 10, Victoria Rooms, Lonsdale Avenue, North Vancouver. 3-12

FOR SALE—A hooded buggy in good condition, cheap. Apply Jefferson, 6th street, between Queensbury and Moody Avenue.

FOR SALE—Fir Wood, $4.50 per cord. Apply John Campbell, 227—5th street west or phone 361. 12-12

FOR SALE—First growth dry wood for $4.75 per cord, 4 ft. O. McDade, Phone 82. t.f.

FOR SALE—Three 50-foot lots on Queen street, five minutes' walk from Lonsdale. Terms. Apply K., Express Office.

J. P. Crawford Co. moving to their new office in Lynn Valley will consider an offer for their completely furnished and equipped down town office, 26 Lonsdale Avenue.

FOR SALE—Keith road close to Boulevard, 6 room house, strictly modern, never been occupied, well built for owners own use, furnace, or will rent subject to sale. For price and terms apply Cottrell Investment Co., 313 Homer street or phone Seymour 606, or E. N. Maltby, phone 234, North Vancouver. 22-12

FOR RENT

ROOMS FOR RENT—Housekeeping. 218 2nd Street east.

TO RENT—Nice 6-roomed flat. Apply Lonsdale Supply Stores, 1111 Lonsdale Avenue. t.f.

FOR RENT—One suite, Colonial Apartments. Telephone and heat included. t.f.

FOR RENT—House on 19th street facing south. Just off Lonsdale. Rent $22.50 per month. Apply North Vancouver Coal and Supply Co. t.f.

Furnished rooms, single and two double with stove, good and warm, suitable for three or four friends. 152 East 3rd street. 10-12

TO RENT—Choice modern suites on 3rd street. Apply Alex. Smith & Co., North Vancouver. t.f.

LOST AND FOUND.

FOUND—One fishing dory. W. C. Thompson, Hollyburn P. O. 1-12

MISCELLANEOUS

J. Loutet and North Lonsdale

Get it at Lonsdale Pharmacy Phone 29

Agreements for Sale discounted. Money waiting. Lonsdale Realty Co., 535 Lonsdale Avenue. Phone 317. t.f.

FOR SALE—Fresh mushrooms daily at the Grotto. 3-12

B. C. Livery and Board stables—Light rigs and ladies' saddle horses for hire. Stabling for horses. General delivery and heavy teaming. H. Dumas, 4th street west. Phone 347 t.f.

We close Sundays. Phone 324. J. H. English, O. K. Grocery, 13 Lonsdale Avenue.

For plumbing, pipe fitting and connecting see F. B. Hermon, Frederick Road, Lynn Valley, or Phone 184. t.f.

M. H. Rayment for first class dressmaking. Second house, 8th street E., adjoining west of Boulevard and car line. tf

The Truth students class will meet every Tuesday evening at 8 o'clock at the residence of Mrs. Gallagher, Keith road, near Ridgeway. Students desiring higher spiritual unfoldment are cordially invited to attend. tf

Imported tailoring. Gent's suits to measure from $12, freight and duty paid, hundreds of samples. A post card will bring them to your door. Robert Smith, 2316 Clark Drive, Vancouver. Phone Fairmont 1662R. 10-12

The City Dye Works, on corner Esplanade East and Lonsdale are enabled by virtue of their large plant in the city to not only clean the cloth but the lining, pockets, etc. of every suit they dry clean at the same moderate prices they have always charged. t.f.

Sewer connections done by expert pipe-layers. Work guaranteed to pass city engineer's office inspection. Only first class Scotch pipe and prime Portland cement used. Estimates furnished. Apply K. R. Paykull at office of North Vancouver Coal and Supply Co., Ltd. 1-12

TENDERS WANTED

WANTED—Tenders for clearing and grading lot 6, block 13, district lot 786. G. Hughes, P. O. Box 2453. tf

WANTED

WANTED—To excavators! Earth. Apply Wallace Shipyards Ltd. t.f.

WANTED—Good gasoline tins, 7½ cents each. 2345—5th street east. 22-12

WANTED—Boarders. Mrs. Simpson, who has Mr. Bailey's house, cor. Keith road and Chesterfield avenue, can accommodate boarders after Monday, November 27th. Call or phone 75. 5-12

THE EXPRESS

NORTH VANCOUVER.....BRITISH COLUMBIA

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Advertising Rates Will Be Quoted on Application.

The Express is devoted to the interests of the North Shore of Burrard Inlet exclusively. It constitutes an advertising medium of exceptional value for reaching in a thorough and effective manner the population of North Vancouver City and District. Every effort is made to give advertisers the most satisfactory service.

All changes in contract advertisements should be in the printers' hands not later than 10 a. m. Monday and 5 p. m. Wednesday to ensure insertion in the following issue.

North Vancouver, B. C.....November 28, 1911.

NORTH ARM BRIDGE SCHEME

The owners of property in the city or district of North Vancouver as a class are fully alive to the immense advantages that will accrue from the establishing of transcontinental railway connection upon the North Shore.

They are likewise possessed of a due appreciation of the fact that the construction of additional bridges across the Inlet would provide yet more ready access and would result in the incoming of additional railway systems seeking business upon the North Shore.

Upon general principles they therefore welcome and are predisposed to view favorably any propositions that may appear from time to time looking to increased facilities for railway connections.

At the same time a somewhat extensive and not altogether satisfactory experience with railway charters has served to convince local ratepayers that however desirable any such propositions may appear in a general way it is quite possible that a close scrutiny may reveal provisions or omissions in the Act of Incorporation sought by the company promoting such a scheme that neutralize the attractive features thereof. In such a case experience has led to the conclusion that rather than lend assistance to any scheme that involves conditions that would place the North Shore in a position of perpetual and ever increasing disadvantage it is preferable to withhold approval until such time as means have been found of furthering the project upon a basis which while not imposing any undue burden upon those who may promote the same will at the same time adequately protect the interests of the people as such in relation to the scheme in hand.

Just such a situation as that above outlined has developed with reference to the proposed construction of a bridge across the North Arm of Burrard Inlet together with ten miles of railroad connecting that bridge with the city of North Vancouver.

The objections which have developed to the details of the proposition as set out in the draft act of incorporation of this company are all sound and reasonable and are prompted only by the desire to look after the interests of the public in a business like manner.

Those objections have been fully and frankly stated in the presence of the representatives of the company in charge of the project with the result that the explanations made in reply have served to demonstrate the soundness of the objections from the standpoint of public interests.

The objections to the details in connection with the proposed bridge are three, namely: that the time limit three years for beginning and seven years for completing construction—is much longer than is necessary and is not advisable from the public standpoint; that a single track bridge such as was shown in the plans submitted would not be adequate for the accommodation which would be required by the public in a bridge in the location proposed; that the imposition of a system of tolls in connection with the proposed bridge as intended by the company would not be advisable from the public viewpoint.

The objection with reference to the proposed line of railway is unanswerable, namely that inasmuch as two companies already have charters for a railway right-of-way along the proposed route, namely the V. W. & Y. Railway Company and the Burrard Inlet Tunnel and Bridge Company, it would be inimical to the iterests of property owners and of the people as such were any powers of a similar nature granted to any additional company or companies.

While these objections are formidable they are by no means insuperable. A franchise conveying the power and the privilege of constructing and owning a bridge across North Arm at the point named, is easily of sufficient value to the right parties to justify the construction of a combined railway and traffic bridge of adequate proportions and free from tolls to the general public; and further when the opportune time for construction has arrived, say one year for beginning and three years for completing construction would be ample.

With regard to the proposed railroad there is no good ground for the existence of three different rights-of-way along the waterfront from North Arm westward and it is clearly in the public interests that any additional company desiring railroad facilities in that location should be required to arrange for running privileges with the companies now in possession of charter rights therein.

The action of the city council, the district council, the Board of Trade and the Ratepayers' Association in refusing to endorse the scheme of the North Arm Bridge and Railway Company as submitted and the confirmation of that action by a mass meeting of ratepayers accurately expresses public opinion upon this question.

In view, therefore, of the undoubted advantages which the completion of this scheme would confer under proper safeguards, it is to be hoped that the Company may see its way to the acceptance of those provisions which are necessary in the public interests.

LOCAL COMPANY OF FIELD ENGINEERS

It is now definitely decided that North Vancouver is to have the honor of being the first community in British Columbia in which will be organized a militia Company of Field Engineers. The negotiations, which have been in progress for upwards of two years, but which until recently had not reached the final stages, have now been carried to a successful issue and local advices are to hand to the effect that the department is prepared to proceed with the organization of the company to fully equip the same and to build a drill hall for their occupation with the single proviso that the city will provide a site for the drill hall.

The organization of such a company will not only add to the militia of the province, a unit which is exceptionally appropriate and which because of the peculiarities of the province relative to possible military operations, will prove of exceptional usefulness, but it will likewise provide a most desirable rallying centre for the young men of this community, while affording them healthful and invigorating drill and it will also provide opportunity for the inculcation and the exercise of principles of patriotism.

The fact that Mr. James P. Fell has consented to take command of the company will ensure thoroughness and efficiency in every department of the movement.

As intimated above, in order to secure the location of this valuable institution at North Vancouver, it is required only that the city provide the use of sufficient ground for drill hall purposes. It is understood from Ottawa that it is not the custom of the department to procure ground for this purpose, but that the drill hall is invariably constructed upon property already owned by the government or given by the municipality for the purpose. It is not necessary, however, that the title for the property so utilized should be vested in the Dominion Government, but it is intimated that a satisfactory arrangement can be made by way of a lease.

A drill hall such as the federal government may be expected to erect would prove one of the most notable edifices of the city and would be a most desirable acquisition for many reasons. Further the cost of the drill hall and the equipment of the company would represent the investment of a large amount of government funds.

The city is in possession of a number of open spaces reserved for parks and other public purposes and in view of the importance of the project under discussion as a public institution as well as the undoubted advantages which would accrue to the entire community on the North Shore from the presence of such an organization, it would be very appropriate that a suitable site in one of these open spaces be offered the department upon which to erect a drill hall for the use of a local company of field engineers.

NOTICE TO PROPERTY OWNERS

Sewer Connections

PUBLIC NOTICE is hereby given that all owners of real property fronting or abutting upon a street or lane in which or under which a main or common sewer is laid are hereby required to connect any building or premises upon such property with such main or common sewer.

Permits may be obtained from the Plumbing Inspector at his office at the City Hall between the hours of 9 a. m. and 10 a.m. and 1 p.m. and 2 p.m.

The following regulations govern the construction of house or building connections with sewers:

No house sewer pipe shall have a less fall than 1 to 40, unless special permission is granted in writing by the Council. Said pipes between the iron pipe, to the connection of the public sewer to be of the best quality standard salt-glazed vitrified clay sewer pipe, and shall have a diameter of not less than 4 inches. All pipes shall be sound and well burned throughout their thickness, impervious to moisture, with a clear ring, smooth and well glazed on interior and exterior surfaces, free from flaws, cracks, blisters, fire checks or other imperfections.

The pipes must be so laid in the trench that after the sewer is completed, the interior surface thereof, shall be to a true and even grade.

In making the joints, a gasket of oakum or hemp, freshly dipped in cement grout, must first be used and packed into place. The joints shall afterwards be tightly packed full and bevelled off with mortar, composed of one part by volume of approved Portland cement to one part by volume of approved sand.

All joints shall be made water tight, so that they will stand a head of 10 feet of water, when tested by the Plumbing Inspector at the owner's, plumber's or contractor's expense.

By order of the Council:

THOMAS SHEPHERD,
City Clerk. tf

Extract from Provincial and City Health Bylaws.

"Whenever any householder knows that any person within his family or household has smallpox, diphtheria, scarlet fever, cholera, typhoid, whooping cough, measles, mumps, glanders, or any other contagious or infectious disease, he shall (subject in case of refusal or neglect to the penalties provided), within eighteen hours, give notice in writing to the Medical Health Officer and no member of any household shall attend school until a certificate has been obtained from the Medical Health Officer that no infection any longer exists in the house, clothing and other effects have been disinfected to his satisfaction, and until such certificate shall have been obtained it shall be the duty of every member of the household, and of the Teacher, to use all reasonable efforts to prevent the association of members of the said household with other children.

2. The matron of a public or private Hospital, the keeper of every Boarding or Lodging-House, every Inn-keeper or Hotel-Keeper, shall, within six hours, report in writing to the Medical Health Officer, or any person being at one of the aforesaid houses or hotels and attacked with or suspected of having any contagious or infectious disease mentioned in the By-law;" under the penalties provided for by such bylaw.

THOMAS SHEPHERD,
t.f. Secretary Board of Health.

SEALED TENDERS addressed to the undersigned and endorsed "Tender for Jetty at Mouth of Fraser River, B. C." will be received until 4 p.m. on Tuesday, December 19th, 1911, for the construction of a Jetty at the Mouth of the Fraser River at Steveston, B. C.

Plans, specification and form of contract can be seen and forms of tender obtained at the office of G. A. Keefer, Esq., District Engineer, New Westminster, B. C.; F. W. Aylmer, Esq., District Engineer, Chase, B. C., and on application to the Postmaster at Steveston, B. C.

Persons tendering are notified that tenders will not be considered unless made on the printed forms supplied, and signed with their actual signatures, stating their occupations and places of residence. In the case of firms, the actual signature, the nature of the occupation, and place of residence of each member of the firm must be given.

Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the order of the Honourable, the Minister of Public Works equal to ten per cent. (10 p.c.) of the amount of the tender, which will be forfeited if the person tendering decline to enter into a contract when called upon to do so, or fail to complete the work contracted for. If the tender be not accepted the cheque will be returned.

The Department does not bind itself to accept the lowest or any tender.

By order,
R. C. DESROCHERS,
Secretary.
Department of Public Works.
Ottawa, November 18, 1911.

Newspapers will not be paid for this advertisement if they insert it without authority from the Department.

OVER 65 YEARS' EXPERIENCE

PATENTS

TRADE MARKS
DESIGNS
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Anyone sending a sketch and description may quickly ascertain our opinion free whether an invention is probably patentable. Communications strictly confidential. HANDBOOK on Patents sent free. Oldest agency for securing patents.

Patents taken through Munn & Co. receive special notice, without charge, in the

Scientific American.

A handsomely illustrated weekly. Largest circulation of any scientific journal. Terms, $3 a year, four months, $1. Sold by all newsdealers.

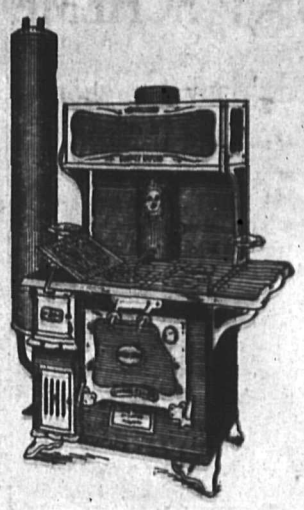
MUNN & Co. 361 Broadway, New York
Branch Office, 625 F St., Washington, D. C.

$500 Cash

handles a modern 9 room up-to-date house on 14th street, half block from cars. Can arrange balance as rent. Price $3700.00.

ELDER MURRAY CO., LTD.
Phone 37, North Vancouver, B. C.

The Only Range



WE SELL GURNEY-OXFORD STEEL RANGES

WE ARE SOLE AGENTS

JOHNSTON & SALSBURY
THE HARDWARE MEN
90 Lonsdale Avenue Next to P.O.
WATCH OUR WINDOW FOR KITCHEN UTENSILS

KING STREET
CLOSE TO LONSDALE AVENUE

53 feet facing South, graded road, sidewalk, water and light. Small shack on property. Price $850 on terms of 1/4 cash, balance, 6, 12 and 18 months.

For Further Particulars of Above and for Business and Residential Properties see :

C. E. LAWSON & CO.
15 LONSDALE AVENUE
Phone 70. P. O. Box 1816

LOOK! LOOK! LOOK! FISH! FISH! FISH!

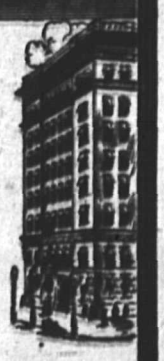
Why go to Vancouver when you can get at same price for Cash and Free Delivery:

Fresh Salmon, half or whole, per lb.	10c
Fresh Halibut, " " "	10c
Fresh Smelts, 3 lbs. for	25c
Special Scotch Kippers, per lb.	10c
Bloaters, 3 lbs. for	25c
Finnan Haddie, per lb.	10c
Smoked Salmon, "	15c

North Vancouver Fish & Produce Co. FIRST ST WEST

BANK OF HAMILTON

Capital Paid Up	$ 2750,000
Reserve & Undivided Profits	3250,000
Total Assets	40,000,000



In an age of extravagance, the thrifty forge surely ahead—while their less provident neighbors accumulate debts.

Many a thrifty man or woman can point to the first decided step in life as having been taken the day a bank account was opened.

A Savings Account in the Bank of Hamilton will prove a sure incentive toward thrift.

C. G. HEAVEN, Agent,
North Vancouver

Head Office:
HAMILTON

Lynn Valley Lots
ON VERY EASY TERMS

I have still several lots in block 1, of D. L. 2093 near Fromme road for sale at $300 to $350. Terms $25 cash, balance by ten half yearly instalments.

Also one lot in D. L. 2022 near Centre road for $320. Terms $50 cash, balance in six half yearly instalments, and several fine lots on Hoskins road at very low prices and on terms that will suit.

Keith Road (East) Double Corner in D. L. 2075, block 13, 100 feet of frontage. Price only $420, on easy terms. This is a great bargain.

Alexander Philip
Insurance Broker,
Club Block, Esplanade. Phone 10

N. A. KEARNS
ARCHITECT
Telephone 276
127 LONSDALE AVE.
NORTH VANCOUVER

N. V. WOODYARD

10,000 cords of dry fir wood for quick sale. Price per odd cords, $4.50. Special quotations for larger quantities. Cut Wood, 16 inches, $3.25. 12 inches, $3.50. C. O. D.

Office and Yard—14th and Lonsdale
Phone 190. P. O. Box 2432.

North Vancouver Coal & Supply Co., Ltd.

Wharf: Cor. St. George's and Esplanade. Office, 56 Lonsdale Avenue.
Wharf Phone 128.
Office Phone 198.

COAL

We can deliver at once in large or small quantities.
Get your winter supply.
Prompt delivery a specialty.

WE COULD
Paper the World

from our stock of new Wall Papers so it seems. Every day some new design arrives to fill the vacancy of those closed out.

Handsome Wall Papers

are here in endless variety. Just tell our salesman for what room you want the paper and he will show you just the pattern you are looking for.

To choose from our stock is a pleasure, to pay our price is easy.

W. H. STONEY & CO.
117 Lonsdale Avenue Phone 149

A GOOD HOMESITE.
ON EASY TERMS

50 x 132 ft. facing south on City Boundary, east of Lonsdale Ave., within easy walking distance of car line.

Only $600, terms are 1-4 cash, 6, 12, 18 and 24 months.

MARTINSON & CO.
62 LONSDALE AVENUE P.O. Box 1831 • Phone 178 NORTH VANCOUVER

WE HAVE CASH IN HAND FOR

AGREEMENTS OF SALE

(Large and Small)

ALSO FOR

MORTGAGES

ON GOOD UNIMPROVED PROPERTY

The Merchants Trust and Trading Co., Ltd.

LYNN VALLEY AND CENTRE ROADS

TAKE NOTICE

That the CIVIC INFORMATION AND LABOR BUREAU is now open for the convenience of employers and employees. Employers are requested to take advantage of the office when requiring help.

W. B. HOOD, Secretary.

Phone 321. 14 Lonsdale Avenue, North Vancouver.

Western Decorating & Plumbing Co.

PLUMBING, GRATES, MANTELS AND TILES, PAINTS, OILS, VARNISHES, ETC.

PLUMBING SUPPLIES	BUILDING PAPER	BRUSHES
ROOFING	BEAVER BOARD	METAL LATH
ASBESTOS ROOFING	SHINGLE STAINS	CORNER BEAD
TAR PAPER	"CAL-O-TINT"	WHITE LEAD

Mantels Made to Specification. All Estimates Furnished Free.

We Can and Will Save You from 10 to 20 per cent. on All Paints, Oils, Varnishes, etc.

OFFICE—S. W. CORNER ESPLANADE AND ST. GEORGE'S AVE.

P. O. Box 1987. Telephone 365

$10 Cash and $5.00 monthly WITHOUT INTEREST

buys a cleared level lot at Red Deer, Alta.

Price $100 each Double Corners $225

NINE RAILROADS are now under construction from Red Deer. The town has water, sewers, electric light, telephones, fire department, churches, schools, mills, factories magnificent land, unlimited supply of coal and timber. Your money will grow rapidly. Get full particulars from

D. MacLURG

340 PENDER STREET W. VANCOUVER, B. C.

Communication

VANCOUVER FERRY CROSSING

Editor Express:

I am glad the mayor has taken note of one of my remarks at the Board of Trade meeting on this subject I also said that I much regretted the mayor was not then present to hear and at once reply to all I had to say, as his action in this matter has been an actual puzzle to me The question of our south ferry approach had long and often been the attention of the Board of Trade, and after the fatal accident last spring it was taken up with greater vigor still A number of suggestions were discussed, and we joined with the ferry board and council in interviewing Mr. Peters and Mr. Busteed regarding their great subway scheme We all agreed that whatever merits that scheme had, it was not suitable for a passenger entry and it was not an undertaking we should pay for A temporary overhead bridge was also discussed and Mr Peters indicated that subject to certain considerations they might agree to this Some time elapsed without anything further being done till I ascertained the price of Mr Cook's property, when I suggested the acquiring of it and of the construction of a passenger subway. Soon after this we were assured that the mayor had a splendid proposal from the Grand Trunk Pacific Company, whereby we could get a first rate crossing without any expense to this city, but no details were put before us, or even before the city council. Some time before the Railway Commission came to Vancouver, members of the city council asked that they have a special meeting to discuss the proposals to go before the Railway Commissioners. No such meeting was ever convened, but I believe the council were assured that everything was in readiness. A day or two before the commission met I was delegated by the Board of Trade to attend and support the mayor in the application we understood he was to make, and I was present sharp on time. You can imagine my surprise to find that the only thing the commission had on their docquet was the resolution of the Ratepayers' Association, endorsed by council, and forwarded after the Pollock accident. The mayor had no proposal ready, and the only proposal the G. T. P. Company had was not on the docquet, but it was made, by leave for an overhead crossing to connect their office building with their wharf. Through the courtesy of the G. T. P. engineer I got a blue print to show to the mayor, and learned that the mayor appeared satisfied with it. But the complete proposal they had made the ywere not in a position to submit it, or to enter upon any arrangement, as they had not the assent of the Vancouver Council. I pointed out serious objections to the scheme, but as it was not in the range of action, I did not worry about it. We were again losing the opportunity of getting something to meet our urgent need. I met Mr. Peters at the city hall, and was introduced by Reeve McNaught. I asked if he would consent to a subway for passengers such as we have now got order for, and he at once said "Certainly, if Mr. Busteed saw no difficulty in the way, and there was room for the outlet passage." We asked the mayor to get an adjournment of our case to admit of a definite proposal being submitted, and the chairman granted it, but only till next morning. The mayor and I came home to North Vancouver, and met Aldermen Smith and Henderson at the city hall, and later, we all with the city engineer, went over and viewed the ground, and the engineer was directed to prepare the plan which was submitted to the commissioners. The commissioners, on receiving the plan, arranged that they would visit the ground, and give their decision on Monday morning. Before then Chairman Mabee not only visited the ground, but came over and spent some time in North Vancouver. On Monday, 4th September, the board gave the order for the subway being built at the expense of Vancouver, North Vancouver, and the government, and directed that plans be ready in one month. It took a month to prepare these plans, yet we have all regarded this as an urgent provision for the safety of our people. From the time of lodging these plans till this reversion to the G. T. P. scheme, we hear nothing more of the crossing, and when this scheme is discussed in the council, the mayor declares it has the approval of the representatives of the Board of Trade and the Ratepayers' Association, and they all say "No." Do any of my fellow citizens wonder when I ask "What does it all mean? There must be something behind it that we know not of." We are still more mystified when the mayor says, "It will take a year to get this subway built, whereas the G. T. P. will be available in six weeks." The plans of the G. T. P. call for the erection of a four or five storey building covering several lots of ground, and they call for the building of a 13 foot roadway starting at the sidewalk on Powell street and gradually rises to cross over Alexander street and enter this large building. Vancouver has not yet authorized the erection of this pathway. The solid concession made by the ferry board to move all their buildings at the wharf and give the G. T. P. right of entry over our railway crossing and over a 30 foot strip of our leased land could become an accomplished fact within six weeks, but it does not need much thinking to clasify it as a "jug-handled proposition.". I am

Yours faithfully,

ALEX. PHILIP.

Father Time is a great artist but women do not admire his work.

THIS IS THE REAL XMAS STORE OF THE GREAT WEST

Our store contains the best of everything for man, woman or child The whole Dominion knows of the business integrity of this great firm and the extensive range of its importations and manufactures In the past we have given you substantial proof of our ability to render the most efficient service at all times Particularly at the annual demand of the Christmas season does this store —the real Christmas store of the west—give proof of its worth as a gift house, and the worth of the great organization, the buying facilities of which enables it to place the best of the world products within reach of the Vancouver citizen Remember when considering the purchase of your Christmas gifts, that we give you the advantage of the prices of the importer and manufacturer, direct from our Vancouver store, the third largest of its kind in Canada

Henry Birks & Sons, Ltd.

JEWELERS, SILVERSMITHS, WATCHMAKERS.

George E. Trorey, Managing Director

Hastings and Granville Streets - - - Vancouver, B. C.

Campbell Realty & Investment Co.

Will take deed of good building lot as cash payment on a 10-room house; new; all modern. Easy terms on balance.

REAL ESTATE, LOANS, INSURANCE.

TELEPHONE 89. P. O. BOX 114

We solicit the trade of all builders who appreciate High Grade Goods at a moderate price, and the prompt and careful filling of orders, which our large stock and long experience in business makes possible.

Burrard Sash & Door Factory, Ltd.

FOOT OF ST. GEORGE ST. NORTH VANCOUVER

Hay, Flour & Feed

Owing to larger warehouse accommodation, we are now in a position to carry a larger and more complete stock of these goods and to supply our customers at Vancouver prices.

All Orders Delivered Promptly.

The Brackman-Ker Milling Co., Ltd.

116 ESPLANADE EAST - - Phone 4

CAN I GET IN AT YOUR TELEPHONE DOOR?

Imagine a big store with so few doors that customers line up for a block waiting for admission. That is precisely the situation of a house which does not provide adequate telephone service for its business and the accommodation of its customers—for the telephone is a door to your business.

Is one telephone sufficient? There are about 12,000 telephones in the city and you may be called from any one of them; or you may be called by long distance from several thousand other telephones throughout the country.

The needs—The growing needs of your business must determine the number of telephone lines you require. Your business is hampered by inadequate telephone facilities. Before the rush comes, you should decide how many lines you need.

B. C. Telephone Co., Limited

North Vancouver Business & Professional Cards

ACCOUNTANTS.

Percy S. Howard City Auditor. H. J. Perrin

HOWARD & PERRIN

Auditors and Accountants

525 Pender St. W. Vancouver, Phone 8837 — P. O. Box 2235, Phone 182 North Vancouver

BARRISTER

H. D. RUGGLES

BARRISTER

NOTARY PUBLIC

122 6th Street East North Vancouver

Phone 273

BLACKSMITHS.

R. H. TARN

—Pioneer Horseshoer — Carriage Works

FIRST STREET WEST & LONSDALE

BOOKS AND STATIONERY.

THE LEONARD-SALE CO.

Booksellers and Stationers

Cor. Lonsdale and 1st. Phone 143

NORTH VANCOUVER

Dr. J. C. MORRISON

DENTIST

Post-Graduate Chicago University

Rooms 6 and 10, new Post Office block

CHIROPRACTIC

THE NEW ROAD TO HEALTH

Is the Science of Chiropractic. A chiropractic is a mechanic and adjusts the living human machine. He lifts the pressure off the nerves. This liberates the innate intelligent energy (the motor power of cells, tissues and organs. This normally freed energy itself destroys sickness. Investigation costs you nothing.

R. J. IRWIN, D.M.Dr. of Chiropractic) 239 10th Street, North Vancouver.

CONTRACTORS.

The New Block on Lonsdale Avenue near the Ferry Approach was built by

SMITH BROTHERS

General Contractors

NORTH VANCOUVER

B. E. CLARK

ENGINEERS

Contractors for re-inforced concrete construction. Sewering in all its branches; house connections a specialty. Estimates furnished.

Office: 20 Lonsdale Ave. Phone 285

H. E. KRUGER

Expert on Fireplaces and All Classes of Brickwork. All Work Guaranteed.

Corner Fifteenth St. and Mahon Ave.

WM. MORRIS

PRACTICAL FIREPLACE AND CHIMNEY BUILDER

Pressed Brick Mantles a Specialty.

Phone L112

A. Craib W. Craib

A. CRAIB & SON

CONTRACTORS AND BUILDERS

In Concrete, Brick and Wood.

Office: 117 FIRST STREET EAST

CIVIL ENGINEERS.

ANGUS J. CAMERON

A.M.I.E. & S.

CIVIL ENGINEER

Irrigation, drainage, levels, plans and specifications. Septic tanks and house drainage a specialty. P. O. Box 244, 16th street west of Bewicke Avenue.

EDUCATIONAL

North Vancouver Business College and Copying Office

Special reduction of 10 per cent. on 6 months' course in Shorthand and Typewriting if name is given before December 16th, 1911. Miss G. E. M. Saunders, Bank of Hamilton Building, North Vancouver.

MILLINERY.

MISS COLLIE

Up-to-date Millinery

Modertae Rates

Keith Block 93 Lonsdale Ave.

PHOTOGRAPHER

CARBUTT

Studio over Bank B. N. A.

Lonsdale and Esplanade

F. B. HERMON

Plumber

Pipe Fitting and Connecting Promptly and Correctly Done. Prices right.

North Vancouver, B.C. and Lynn Valley

Phone 184

SAW FILERS.

DONALD DOWIE

Saw Filer and Grinder. All kinds of hand, cross cut and buck saws set and filed at shortest notice. 146 3rd street etst, North Vancouver.

TAILORS.

E. LAURIN

High-class Ladies' and Gent's Tailoring

Phone 207

KEITH BLOCK, FIRST STREET

NORTH VANCOUVER

TEACHERS (MUSIC).

SAM. T. SUTTON

TEACHER OF PIANO and THEORY

Specialty: Children's Lessons at own home. Terms, etc., apply General Delivery.

WATCH REPAIRING.

Is your watch stopping or going irregularly? See

A. J. HOOD

The North Vancouver Expert and pioneer Jeweller

30 Lonsdale Avenue

WATER NOTICE

NOTICE is hereby given that an application will be made under Part V. of the "Water Act, 1909," to obtain a licence in the North Vancouver Division of New Westminster District.

(a). The name of applicant in full —The Corporation of the District of North Vancouver.

(If for mining purposes) Free Miner's Certificate No. .....

(b) The name of the lake, stream or source (if unnamed, the description is)—Unnamed stream commencing at or about the southeast corner of District Lot 624 and flowing thence through District Lot 471 and 543 to the North Arm of Burrard Inlet.

(c) The point of diversion is on the Keith road at or about the southeast corner of District Lot 624.

(d) The quantity of water applied for (in cubic feet per second) .03 cubic feet.

(e) The character of the proposed works—Small tank intake fed by wing ditches, with overflow into creek.

(f) The premises on which the water is to be used (describe same)—The District of North Vancouver.

(g) The purposes for which the water is to be used—Municipal purposes.

(h) If for irrigation describe the land intended to be irrigated, giving acreage—Not for irrigation.

(i) If the water is to be used for power or mining purposes describe the place where the water is to be returned to some natural channel, and the difference in altitude between point of diversion and point of return—Not for power or mining.

(j) Area of crown land intended to be occupied by the proposed works—None.

(k) This notice was posted on the 24th day of October, 1911, and application will be made to the Commissioner on the 28th day of November, 1911, at 11 a.m.

(l) Give the names and addresses of any riparian proprietors or licensees who or whose lands are likely to be affected by the proposed works, either above or below the outlet—J. C. Keith, of Vancouver.

(q) The boundaries and area of the District of North Vancouver are as set forth in the letters patent of Incorporation dated 10th August, 1891, and published in the B. C. Gazette, but excepting the area of the City of North Vancouver specified in schedule "B" of the North Vanvcouver City Incorporation Act Amendment Act, 1907.

(r) Approximately the number of inhabitants of the District at present is 2,500.

THE CORPORATION OF THE DISTRICT OF NORTH VANCOUVER,

(Seal)

JOHN G. FARMER,
C. M. C.

28-11

WHY DELAY BUYING A NEW RANGE?

For only $1 down and $1 weekly you can buy the CANADA'S PRIDE MALLEABLE RANGE, reservoir or waterfront complete fitted up. See the MONARCH MALLEABLE RANGE. They last a lifetime.

HARDWARE, KITCHEN FURNISHINGS, PAINTS, OILS, Etc.
Prompt Delivery.

Patterson, Goldie & Clark
Phone 88. ESPLANADE WEST.

Free! Free! Free!

TO BE GIVEN AWAY

Commencing now and continuing till the 23rd of December I will give to all purchasers a ticket which will entitle them to a draw on the following articles, which are to be given away free on that night.

FOR GENTLEMEN—1 Hollywood Handle Silk Covered Umbrella.
FOR LADIES—1 Gold and Pearl Handle Umbrella.
FOR BOYS—1 500-shot Repeating Air Gun.
FOR GIRLS—1 Large Doll.
all of which are displayed in window.

Buy Christmas goods early while assortments are good and GET TICKETS for the draw.

WM. CUMMING
QUALITY CLOTHIER 113 LONSDALE AVE.

Pioneer Confectionery

Highest Quality Handmade Bread

HOMEMADE LOAVES, PAN LOAVES, FRENCH LOAVES, Etc
Delivery to all parts of the city.
PIES, CAKES, PASTRY OF ALL KINDS MADE FRESH DAILY.
Special attention given all orders from patrons.

Pioneer Confectionery S. F. MUSSELWHITE Phone 8 Prop.

A LIMITED NUMBER OF SAFETY DEPOSIT BOXES FOR RENT. YOU MUST ACT QUICKLY

BY-THE-WAY—

Is Your Furniture Insured?

PERCY KING
18 Lonsdale Ave. NOTARY PUBLIC Phone 157

Sole Agent: Commercial Union Assurance Co., Ltd., of London, Eng. - Assets $111,000,000

NORTH VANCOUVER CITY FERRIES, LIMITED

TIME TABLE

TAKING EFFECT MAY FIRST, 1911

WEEK DAYS

Leave Vancouver 6.20 a.m. and thereafter every 20 minutes until 7.00 p.m. Commencing 7.30 p.m. every 30 minutes until 11.30 p.m. thereafter 12.15 and 1.00 a.m.

Leave North Vancouver 6.00 a.m. and thereafter every 20 minutes until 7.00 p.m. Commencing 7.30 p.m. every 30 minutes until 11.00 p.m. thereafter 11.45 and 12.45 a.m.

SUNDAYS

Leave Vancouver 7.40, 8.20 and 9.00 thereafter same as weekdays.

Leave North Vancouver 7.20, 8.00 and 8.40, thereafter same as weekdays.

PASSENGER RATES

Single fare 5c, 6 for 25c, 30 for $1, 70 for $2.

VEHICLE RATES

A—Lumber wagons, trucks and drays, 75c return.

B—2 horse express carriages and hacks, 50c return.

C—1 horse express buggies and autos, 25c return.

All the above rates include driver. Rates A and B subject to 20 per cent. discount in lots of 50.

FREIGHT TARIFF

Per 100 lbs. rate, 5c. Minimum rate, 10c.

Time-table subject to change without notice.
Company not liable for delays, accidental or otherwise.

Egg-Laying Contest

International Egg-Laying Contest Under the Auspices of the British Columbia Poultry Association, Vancouver Exhibition Board and the Provincial Government

Class 1.		Eggs Laid
Pen 2	White Leghorns	32
" 3	" "	18
" 23	" "	17
" 4	" "	15
" 19	" "	15
" 8	" "	10
" 18	" "	9
" 14	" "	8
" 5	" "	3
" 10	" "	3
" 13	" "	1

Twelve pens have not started to lay

Class 11.		Eggs Laid
Pen 40	Silver Laced Wyandottes	35
" 34	White Wyandottes	8
" 33	Rhode Island Reds	7
" 35	Barred Rocks	1
" 37	Barred Rocks	1
" 39	Buff Orpingtons	1

Ten pens have not laid yet.

Pen temperature. Highest 52 degrees, lowest 19 degrees. Average mean temperature 39,40 degrees.

Average price received for eggs, 72½ cents per dozen. Rain fell on ten days. Six inches of snow fell on the 5th day of November and 12 inches on Nov. 12th. The weight of snow on wire netting caused the supports to give way and much damage was done. There were no cases of frost bite.

Several pens, notably pens 6, 21, 22, 25, 27, 28 and 30 consist of immature pullets, and these will not come into the producing class much before January 1st.

As foreshadowed at the outset of the contest, several of the White Leghorn pens are now in heavy molt. In some pens this was caused by too early hatching, but in three pens this is caused by the fact that the birds were laying before receival at Hastings Park and as usual in such cases, they have stopped laying and gone into a molt. These birds have every appearance of having been fed too rich a ration prior to the competition.

A full account will be published in the official organ of the British Columbia Poultry Association, "The Successful Poultryman."

W. Stroyan, Manager. J. W. Tery, Secretary.

24th, November, 1911.

North Lonsdale Presbyterian Church

The "at home" of the Ladies' Aid last Thursday afternoon was a marked success. The church was well filled and a spirit of sociability prevailed.

The program consisted of vocal numbers, a recitation and a reading, and was greatly enjoyed by all, as were the ample and dainty refreshments.

Over a dozen new members joined this organization which is playing an important part in the life of the congregation.

BAPTIST CHURCH

The Ladies' Aid society of the Baptist church of this city will hold a sale of work in the old church building, corner of St. George avenue and 5th street on Thursday, Dec. 7th, the proceeds to be devoted towards furnishing the new church building now in course of erection on the corner of 12th and St. George's. 5-12

Many a man goes broke trying to break the speed record.

B. C. GAZETTE

His Honor the Lieutenant-Governor in Council has been pleased to make the following appointments:

Wm. W. Alton, of Eburne, to be an inspector under the contagious diseases Act from Dec. 5th, 1910.

To be notaries public: Wellington Clifton Kelley of West Summerland and David McIntosh of Victoria.

James Burleigh Pattullo of Vancouver, K.C., barrister-at-law, to be a notary public and a commissioner for taking affidavits within the province.

Charles Edgar Wynn Johnson of Alkali Lake, in the county of Cariboo to be a justice of the peace.

J. J. H. McLean & Co. Ltd. and the Kamloops Land and Development Co. Ltd. are licensed as extra-provincial companies.

Certificates of incorporation have been issued to the following:

Alice Arm Mohawk Mines. Ltd.
Canada Post Publishing Co. Ltd.
Dominion Midway Ltd.
Gardiner Fisheries Ltd.
Hazelton and Skeena Valley Land Co. Ltd.
Heaps Engineering Co. Ltd.
Hewiston & Mantle Ltd.
Ladies' Club of Whonnock.
National Home Builders Ltd.
Oyster Harbor Collieries Ltd.
Salmon River Mining & Smelting Co. Ltd.
Tsimpsian Investment Co. Ltd.
Vancouver Equipment Co. Ltd.
Ward Investment Co. Ltd.
Whatshan Lake Land Co. Ltd.
Women's Industrial Exchange Ltd.

IT is to your own interest to purchase goods in your own city

¶ We undersell Vancouver merchants from 5 to 10 per cent.

These are Facts

No Fake Prices

IRON BEDS from $3.50 to $25.00. SPECIAL VALUES THIS WEEK

When going down hill STOP and purchase your Furniture, Linoleum, Carpets, Etc., at a Reliable House.

THE BEST is none too good. One-third of your life is spent in bed, and a comfortable MATTRESS you should have. Then buy our No. 1 RESTMORE at $15.00—no more, no less. Money back if not satisfactory.

THE HOME FURNISHERS
128 Lonsdale Ave. North Vancouver

MAHON, McFARLAND & PROCTER, LTD.

GRAND BOULEVARD

CLEARED 50 ft. Lots in Blocks 226 and 227; $900 and $1000 1-4 cash, 6, 12, 18 months.

50 ft. Lots in Blocks 230 and 232a; $650, $700 and $800 1-4 cash, 6, 12 and 18 months

Phone 6286 - - 543 Pender Street, Vancouver

North Vancouver City

CLEARED LOTS 50 ft. x 147 ft.

In BLOCKS 15, 15a, 16 and 16a. D. L. 550.

PRICES: $750 to $1000 according to location.

TERMS: 1-4 Cash, Bal. 6, 12 and 18 months.

ACREAGE in District Lots 546 and 550

In Blocks of from One to Four or more acres.

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MR. H. H. STEVENS' MAIDEN SPEECH

Discourses on British Columbia Problems

On Friday afternoon Mr. Stevens delivered his maiden speech in the House of Commons at Ottawa. Having caught the eye of the speaker, he plunged briskly into discussion of sundry matters of intense interest to British Columbia. It is stated that he made a "distinctly good impression," and that he was applauded frequently and that he was "honored" by interuptions from two former ministers of the crown, Messrs. Lemieux and Pugsley.

Mr. Stevens, in the course of his speech dealt with the immigration problem in British Columbia.

Two gentlemen of Chinese extraction had called upon him and had offered $500 for the position of interpreter, explaining that this position was of great value. The offer, Mr. Stevens declared, illustrated how such jobs had been obtained prior to September 21.

After dealing in a caustic manner with Chinese immigration frauds, as revealed under the late government, Mr. Stevens declared that the Asiatic problem would create a situation beside which the negro problem of the south would pale into significance. In order to prevent this he looked for the government to pass an act which would help to keep British Columbia a white man's country, something in the Nature of the Natal Act.

Mr. Stevens gave his warm approval to the proposals in the Speech from the Throne for the encouragement of agriculture and the government control of terminal elevators. The opposition, however, appeared to treat these things as if they were of no importance.

Mr. Pugsley took exception to this statement, but Mr. Stevens emphatically maintained that it was sound.

He pointed out that while sixty-five per cent. of the people of Canada lived off agriculture less than five per cent. of the total revenue is devoted to its encouragement. On the other hand such countries as France and Italy spend millions on agriculture, and the United States ten millions yearly, while Canada last year spent a paltry seven or eight hundred thousand. What the government proposes is that assistance be given to agricultural colleges and industial farms so that immigrants arriving in the country can be instructed in agriculture. The policy of the late government was to bring in hordes of people from Southern Europe, who had flocked to the cities producing in every urban centre of the Dominion a social problem with which it was difficult to deal.

"What we want," said Mr. Stevens, "is a policy to make them useful and successful settlers on our farms."

Mr. Stevens approved of the suggestion made by Mr. Bennett, mover of the address, that the trusts should be controlled. If his advice were taken it would mean the introduction of a distinctly advanced piece of legislation which would receive the attention of and approval of the House.

The proposal to create a tariff commission Mr. Stevens described as an eminently intelligent attempt at a solution of conditions which obtain in Canada today. When Messrs. Fielding and Paterson went to Washington to negotiate a reciprocity treaty, they were met by a tariff commission of experts, who, he was reliably informed, had spent $300,000 to secure information bearing on these proposals. Busy cabinet ministers could not be expected to be tariff experts, and it was impossible for them, equipped as they were, to make a good bargain for Canada. He declared that the tariff commision must be a scientific and non-political organization.

Mr. Stevens then turned to the British Columbia fisheries question, pointing out that the fisheries of that province were almost entirely in the hands of the Japanese. This was a matter of great significance. It was more than a local problem. These Japs were not mere fishermen. They were all trained navigators and he ventured to state that they had drafted plans of the whole coast of British Columbia and that these maps are now in the archives of Japan.

Mr. Stevens condemned the policy of granting fishing licenses in British Columbia. He said these were sold to political partisans for $150 or thereabouts and were farmed out to the Japanese for from $1,000 to $1,500. He suggested that it would be a wise idea to act upon the proposal of Dr. Grenfell and transfer some of the Labrador fishermen to the British Columbia coast.

Mr. Lemieux asked if the Japanese had increased on the coast in recent years.

Mr. Stevens replied that they had, despite the arrangement entered into by Mr. Lemieux with the Japanese government.

Coming to the naval question Mr. Stevens said that at any rate there was no conflict of opinion as to the policy of the late government. Practically every one was against it. So far as developed, it had proved a failure. The Rainbow came into a British Columbia harbor the other day without men enough on board to raise an anchor. The question would have to be approached as a broad business proposition. It was essential that we have protection for our trade on the high seas. His own idea was than an imperial board of defence should be organized, on which all overseas Dominions would be represented. This would remove all objection to the idea of a contribution by the Dominion. Canada's contribution, he considered, should be reckoned in proportion to her share of the total trade of the Empire.

Mr. Stevens voted some little time to telling the house of the unlimited resources of British Columbia, which led him to the conclusion that it is time Canadians should turn away from race and religious prejudices, bury their differences, and unite with the idea of developing to their fullest extent, the resources of the whole Dominion.

March 15, 1912, Half-Hour Car Service Will be Established Between Hastings Grove, D. L. 208, and Present Car Terminus on Hastings Street East : : :

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OVER 500 LOTS SOLD IN SIX WEEKS

One of the best features about investing in Hastings Grove is that it is right at home. You can go out with us and pick out your lot, and KNOW exactly what you are buying. You know what the City of Vancouver is—what it has done in the past five years—and it does not require much faith to see the future of this progressive city. You owe it to yourself and your family to buy one or more of these lots, if only as an investment. There are many things we should like to tell you about this tract. Drop in today or this evening.

LOTS $245

The clearing and grading on Hastings street and 1st, 2nd, 3rd and 4th avenues is now complete, and work on other streets is progressing rapidly. The sidewalk is about completed on Hastings street.

Contracts for six 7-roomed houses have been let and the first one is in the course of construction. Come and see this rapidly developing district. Every lot in Hastings Grove is a good one. Let us show you.

Fare between 6 and 9 a.m., and 5 and 7 p.m., two cents, the remainder at 3 cents.

$90 Cash, Balance One and Two Years, or

$40 Cash, Balance 6, 12, 18 and 24 months, or

$10 Cash and $5 a month, Balance in 2 Years

Interest 7 per cent. payable annually.

Come at 1.15 in the afternoon, rain or shine, and go out with us.

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LOCAL NEWS ITEMS

Dr. Spencer will give and address on "The Building of a Home" at the Baptist church, North Vancouver, on Wednesday next at 8 p.m. Young people invited.

Two interesting lectures are to be delivered in the Horticultural Hall on Wednesday evening, November 29th, when H. M. Riddle will discourse upon "Poultry" and Mr. Robinson upon "Bee-Keeping." Proceedings are timed to commence at 7 o'clock.

To Women, by women, for women, on Monday evening next at 8 o'clock in the Presbyterian church a meeting will take place to discuss matters with regard to protection and rescue home for girls which is to be erected on Pender street east, Vancouver. All districts to have access. A thorough canvas will be made of North Vancouver for subscriptions during next week Any persons wishing to contribute may leave deposits at Express office and same will be published.

In connection with St. John's church a concert which promises to be uniquely entertaining is appoited to take place in the Horticultural Hall on Tuesday, Dec. 12th. Talent has been requisitioned from both shores of the Inlet, with the result that a company christened the "North Vancouver Follies" will make their bow to (it is hoped) a large audience. This ambitious combine intend, in costume and song, to almost outrival the great Pelissier and his metropolitan "Follies", and certainly the program implies a grip on the right end of the stick. The organizers have also procured the services of Madame Normington, with whose vocal charm the city is already acquainted; Miss H. Grace Malaher, whose name is asociated with violin music to the extent of eight coveted letters; Mr. Julian Haywood, the prilliant piano recitalist; Mr. E. Redfern Turner, late of the Lombardy Opera Company of Milan, Italy; Mr. F. Munro Planque, whose whistling will infinitesimalise that of the nightingale; and Master M. Nickesson in full song. A goodly throng will doubtless assemble to see local faces befrilled and capped, and will probably insist upon remaining in the hall until the "Follies" chant their choral "good night."

COMMUNICATION

Editor Express:

Sir,—In your last issue you have an item which says that the "fine new electric sign just put up by P. Larson on the North Vancouver Hotel was blown down by the gale.

We wish to state that the sign was not blown down, but merely bent, caused by a flaw in one of the guys that no one could foresee, combined with a wind that was almost a hurricane.

We built this sign, the first of its kind made entirely in North Vancouver and before noon the following day we replaced it and put a lamp in it was broken. We would like to have this made clear, as we have been asked many times about it and the general opinion is that whilst much other damage was done, none other was mentioned and that as you did not notice the erection of it, it was not necessary to call attention to such a slight mishap.

Anyone can see that it is somewhat difficult to fix such an erection 48 feet by 6 feet in height on the ridge of a building.

Yours truly,
THE MORRISON SIGN WORKS,
W C. Morrison.

MUSHROOMS fresh daily at the Grotto. 3-12

BILLIARD CHALLENGE

I hereby challenge to meet any player in North Vancouver at billiards for the championship of North Vancouver. Should this challenge not be accepted by Dec. 31st, 1911, I will claim said title. Reply to G. S. Jenkin, North Vancouver. P. O. Box 2313. 5-12

Vancouver Business Directory

BUSINESS COLLEGES.

SPROTT-SHAW Business College
336 Hastings St. W.
Canada's Greatest Western School
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PITMAN'S BUSINESS COLLEGE
632 Seymour st., Vancouver
Day school open all the year round. Night school commences September 8th.

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RESTAURANTS.

All North Vancouver people eat at
LEONARDS'
Either Flack Block or Hastings St., opposite the new post office. Leonard sells his tea by the pound.

District of North Vancouver.

Notice to Contractors—Marine Drive West

SEALED TENDERS on the prescribed forms and accompanied by cash or certified cheque for $2,000 (which sum or satisfactory bonds shall be retained until the completion of the works according to plans and specifications) will be received until 5.00 p. m. on Thursday, 23rd November, 1911, by Mr. J. G. Farmer, Municipal Clerk, for the following:

Marine Drive west, through portion D. L. 554, D. L. 555, D. L. 556, and D. L. 557, a distance of 1¾ miles more or less.

Grading—Excavating some 25,500 cubic yards and forming embankments.

Pile Trestle—260 feet long, comprising some 73,000 f. b.

Concrete culverts— and contingent work.

All in accordance with plans and specifications which may be had at this office after 9.00 a.m. on Monday, 20th November, 1911, on payment of $5.00 which will be returned upon receipt of a bona fide tender.

The lowest or any tender not necessarily accepted.

Tenders for portion of work only will not be considered.

JOHN R. COSGROVE,
District Engineer.

The District Municipal Office,
Cor. Lynn Valley and Fromme Roads,
North Vancouver, B. C.
P. O. Box 1790.
10th November, 1911.

The time for receiving tenders on this work is hereby extended until 5 p.m. on Thursday, 30th November, 1911.

JOHN R. COSGROVE,
District Engineer.
28-11

NOTICE is hereby given that the first sitting of the Annual Court of Revision of the Municipality of the City of North Vancouver will be held in the City Hall, North Vancouver, B. C., on Thursday, the 4th day of January, 1912, at 2 o'clock in the afternoon for the purpose of hearing complaints against the Assessments as made by the Assessor and for revising and correcting the Assessment Roll.

Any person making complaint against the assessment must give notice in writing to the Assessor of the ground of his or her complaint at least ten days before the date of the first annual sitting of the Court of Revision.

Dated at North Vancouver, B. C., November 23rd, 1911.

THOMAS SHEPHERD,
City Clerk.

FORESTRY PRESS BULLETIN No. 44

An interview with an engineer given recently in a western paper to the effect that there is abundant timber on the line of the Hudson Bay railway is an illustration of the misapprehension in regard to this matter that exists in the public mind. Because there are large areas of land in the north on which there is timber of some kind, the conclusion is reached that it is all of present value and that the country has an unlimited supply. As a matter of fact a careful inspection of the timber along the line of the Hudson Bay railway made in the years 1910 and 1911, by the forestry branch of the department of the Interior, shows that there is not enough mature timber along the line of that railway to build the road. There are no prairie districts of any extent along the route there are trees everywhere, but owing to repeated fires the forest is, except on the merest fraction of the area, too small for commercial purposes and unless it can be protected from fire until it reaches maturity, will never be of any use to the country. Explorations in other parts of the northern forested districts tell the same tale.

Everywhere fire has worked havoc and the forest is a mere wreck of what it might have been if fires could be prevented. And unless adequate measures are taken now to protect the young and immature forests which form the major part of the stand, the outlook for the future is none too good.

If the northern forests are to continue to be a permanent source of wealth to the country, it is absolutely necessary that the fire ranging systems should be extended and that proper methods of management of the forest should be applied, and public education to the value of the forest is even more necessary.

In Sweden, which has large extents of northern forest, practically unhabited, similar to those in northern Canada, has about eliminated the fire danger in such districts mainly by educating her people to the value of the forests.

THE THEOSOPHICAL SOCIETY

The Theosophical Society meets in North Vancouver in Room 16, Aberdeen Block (over the post office) every Wednesday evening at 8 o'clock Attendance is entirely free and carries no obligations whatever. You are invited. Theosophical study and questions. tf

WANTED—Competent male stenographer to act as Police Court clerk and stenographer, and clerk of Small Debts Court. Salary $75 per month. Apply in writing stating experience and qualifications to City Clerk, City Clerk's office, City Hall. 1-12

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IF YOU like good music and want an evening's genuine enjoyment, come and see

The North Vancouver Follies

at the Horticultural Hall, on Tuesday, December 12th, 1911, at 8 o'clock, p.m.

They will be assisted by

MADAM NORMINGTON. MR. E. REDFERN TURNER,
MR. JULIAN HAYWOOD, MR. F. MUNRO PLANQUE.
MISS H. GRACE MALAHER, A.R.C.M., L.R.A.M.

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Let the Electric Current do the Drudgery Work of Wash Day for You At a Cost of Less Than Three Cents Per Hour

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will do the washing and ringing of your weekly wash and save you a world of hard work.

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Communication

PROPOSED BLOCK PAVING

Editor Express:

I am greatly surprised, and I am sure most of our ratepayers share the feeling, at seeing the big scheme of block paving and concrete sidewalks that was put forward by Ald. Kittson at last meeting of the city council. A more untimely course could not well have been suggested for many reasons, Among others, permit me to state the following:

1. Our financing credit is limited. That fact so long questioned, has been put beyond doubt by the fiscal agent. Till we have railway communications that credit cannot rapidly advance, and we have already used up in large measure our present credit.

2. The whole city has a proportionate right to benefit from that credit whether we borrow on general loan or on local improvement loan, and the improvement schemes should be distributed accordingly.

3. Already the streets referred to by Ald. Kittson have had heavy outlays upon them—more a great deal than their equitable proportion, True, further expense is necessary, on account of the wretched condition in which they are left, but for the present the least expensive form of finishing these streets should be adopted. This undoubtedly is a measure of macadamising that would last for say four or five years—and allow the sidewalks to remain as they are.

4. Our reserve of credit should, in my humble opinion, be used—if used at all—in doing the necessary sewage, street opening, and grading work, and in acquiring, while prices are low, such lands as seem necessary, for all kinds of civic purposes. By this means we get the best return for the use of our credit, and we solidify our credit.

5. We are looking towards and have been working for a larger city, but it is absurd to say to our friends outside "We are going to annex you" Extension of boundaries can only take place with mutual good will and confidence. The outside friends are watching with a very interested eye, our management of civic affairs. If equity and amity prevail here, we will have these friends eager to join us, but they will never dream of coming in if their credit is going to be used to make things pleasant and profitable for one little village centre only. I am,

Yours faithfully,
ALEX. PHILIP.

28th Nov. 1911.

A good bluff may be more effective than the real thing.

North Arm Bridge and Railway Scheme

(Continued From Page One.)

Mr. A. E. Kealy then delivered a lengthy speech. "For fourteen solid years," said the city magistrate, "we have been tied up by private railway corporations." After years of struggle, after going to the Dominion government time after time, they had at last prevailed upon the provincial government to sanction a bridge across Burrard Inlet for the benefit of all the cities and municipalities connected with the North Shore. Mr. Kealy proceeded to outline the charter granted for the above project.

"And now," he said, "here is a proposition to build within three years a bridge across the North Arm, also ten miles of railway into North Vancouver, thereby paralleling the line already granted by the Dominion government. And what do these gentlemen say that come to us tonight? They ask us to send to the government our confirmation of the fact that they want three years wherein to commence and seven years wherein to complete. Their excuse is that our municipal-owned proposition asks that." Mr. Kealy then laid stress upon the fact that Mr. Langley and the three gentlemen there that evening had had a conference with the mayor and the president of the Board of Trade (the reeve had been unable to be present) but they would not inform them who is at the back of the enterprise. "Is it in our province," demanded the speaker, "to back something that is held back from these gentlemen?"

They were to be asked to pay a toll before crossing the proposed bridge. They were asked to pay something which the provincial government had acknowledged in the case of the Westminster bridge to be unjustifiable. And after all what does the whole bridge consist of?"

A voice: "Paper."

When the laughter had subsided Mr. Kealy indicated that the promoters of the scheme were so absolutely indifferent to the nature of the act that they were ready to knock off years with respect to the commencement and completion of the work. With all due courtesy to these gentlemen, Mr. Kealy contended that it was quite evident that they had not gone fully into the matter. In reference to the handing over of the charter to the city or district in the event of the incompletion of the work, the speaker argued that it was a mighty hard thing when a company had got a charter, to upset that charter."

Reverting to the question of tolls Mr. Kealy defined the system as an obnoxious habit, rapidly dying out in dear old England. Nowadays persons should have the right to walk wherever a walk leads. "We as a city and district," said the speaker, "are asked to endorse a proposition that will for all time prohibit us from crossing that bridge without paying some money. Is that going to help our city and district?"

Voices: "No."

Mr. J. G. Phillipo: "Have any arrangements been made for any other railway company to use this bridge?"

Mr. Langley: "No."

Mr. Phillipo: "Do you intend to approach any company? If so, which?"

Mr. Langley: "We shall approach all of them."

Coun. Bridgman: "Am I right in supposing that three of the promoters are here tonight?"

Mr. Langley: "Yes."

Coun. Bridgman: "And that forms a majority?"

Mr. Langley: "Yes."

Coun. Bridgman: "Cannot that majority give the information necessary to the mayor, the reeve and the president of the Board of Trade?"

Mr. Langley: "There is a majority present, but as to financial arrangements, I would remind you that we are required to satisfy the railway commissioners before we can get a charter. Further than that, I decline to say anything."

Mr. H. C. Wright, president of the Ratepayers' Association, emphasized forcibly the injustice and absurdity of the toll system.

Mr. J. Balfour Ker pointed out in the course of an excellent speech, that the city was already a shareholder in the Burrard Inlet Tunnel and Bridge scheme. Would it not be foolishness to give consent to another right-of-way which would parallel the first line. Such a monopoly of the waterfront would be a handicap to any port. He considered that the first railroad should be a public one.

Mr. Ker added that he had been told by a prominent ratepayer that application had been made to him for a right-of-way for a railway through his property. This he had refused to concede unless the names of the promoters were disclosed. He was finally told it was the C. P. R. "And," declared Mr. Ker, "it was J. C. Keith who told me."

Mr. Langley and his associates protested emphatically that they had no conection with the Canadian Pacific Railway Company.

Mr. W. C. Gladwin also spoke in opposition to the project.

Coun. Loutet then formally moved the resolution quoted above, Mr. Phillipo seconding.

Before the motion was put to the meeting Mr. F. C. Wade voiced the attidude of the residents and ratepayers around Bedwell Bay and Belcart. He also emphasized the monopoly of the waterfront which would accrue. It would be pure confiscation. They had been told about the importance of the opening of the Panama Canal and what a great port this was to be. What then would be the use of a single line of railway? Mr. Wade disliked the way in which the matter had been brought forward. To him it was strange if the C. P. R. had not an interest in this. Their survey terminated where this bridge was supposed to commence and commenced again where the bridge was supposed to end. If they supported this proposition, he considered they would all be most excellent candidates for a lunatic asylum. The scheme was being projected by obviously irresponsible persons "who cannot even tell us who they are."

The chairman then read Coun. Loutet's motion to the meeting, whereupon it was carried unanimously.

Ald. Smith, in compliance with the resolution, invited the representatives of the city and district councils, Board of Trade and Ratepayers' Association, to a further confabulation in the city hall on Monday evening.

MUSHROOMS fresh daily at the Grotto. 3-12

REVISION OF VOTERS' LIST

TAKE NOTICE that the committee appointed by the council to correct and revise the list of voters for the next current year will sit in the city hall, on Monday the 11th day of December, 1911, at the hour of 10 o'clock in the forenoon.

AND TAKE NOTICE that the list as prepared, containing the names of the registered owners only, will be posted on the notice board in the vestibule of the main entrance to the City Hall on 5th December next, and may be seen by everyone interested.

THOMAS SHEPHERD,
City Clerk.

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It will keep them posted on North Shore News and will cost you

$1 per