

## Government Wharf For North Vancouver

### TO BE PROVIDED WITH SPACIOUS WAREHOUSES

### H. H. STEVENS M.P. MAKES IMPORTANT ANNOUNCEMENT

### LOCATION DECIDED BY SURVEYOR'S REPORT SOON TO BE COMPLETED

### CONSTRUCTION WILL FOLLOW PROMPTLY

H. H. Stevens, M.P. returned on Friday last from a trip to Ottawa during which he took up with the government, several matters pertaining to his constituency. Mr. Stevens is in position to announce that arrangements are practically completed for the construction of a large government wharf at North Vancouver. The engineers who

have been at work on the harbor—Mr. Davey in making borings and Mr. LeFebvre, in making surveys—have completed the field work and are now completing their maps. The selection of the exact site for the wharf has been left by the government in Mr. Stevens' hands and immediately upon the completion of the work of the surveyor, he will make the selection and forward his recommendation to the department of Public Works at Ottawa, after which the work will be proceeded with as soon as plans can be executed and details arranged. The wharf which the government has decided to build on this side of the Inlet will be approximately one thousand feet long and two hundred and fifty feet in width. It will be provided with spacious warehouse capable of accommodating large quantities of freight and with modern shipping facilities.

## Department Considering Width of Bridge Span

### DOMINION GOVERNMENT PREPARED TO FURTHER SECOND NARROWS BRIDGE

### VANCOUVER MEMBER SAYS NO DELAYS DUE TO ACTION OR INACTION AT OTTAWA

### SOME FORMALITIES NOT COMPLETED WITH

Speaking before Ward V. Conservative Club at Mount Pleasant last evening Mr. H. H. Stevens, M.P. took occasion to refer to the attitude of the Dominion Government toward Second Narrows bridge. Mr. Stevens declared "No complaint for delay in the construction of the Second Narrows bridge can be laid against the Dominion government. Up to a week ago, no application for the subsidy of \$350,000 that

the government had promised, had been made.

"The Bridge Company claimed that the Railway Commission had the power to deal with this bridge. Legally, no doubt that was right, but the Railway Commission felt that it would not be right for the Public Works Department and the Department of Marine and Fisheries to be overlooked in so important a project. The company had never referred the matter to either of these departments. The government is now taking the matter up and will dispose of it as rapidly as possible.

"As soon as the engineers of the department come to their conclusion, the company will be notified. If a 250-foot span is demanded by the government, then the company should gracefully bow to the request. Such a request will not be made to block the project. It will be because the engineers and the navigators think it is essential.

"In regard to the subsidy, the engineer at Ottawa has asked the company to make the necessary application so that the agreement can be concluded. It cannot be expected that the city, the province or the Dominion will pay more than it should.

## Financing of Fourth Ferry For City Traffic

### AFTERNOON CONFERENCE OF DIRECTORATE AND COUNCIL

A conference took place yesterday afternoon between the ferry directorate and certain members of the city council, namely, Aldermen Irwin, Dick and Biss, in order to arrive at some solution of the complicated problem attending the construction of the ferry No. 4, which has been held in abeyance since the bylaw was passed at the beginning of the year.

The chief difficulty has been to overcome the blanket mortgage of \$128,000, which holds the whole of the assets of the company, present and future, liable. The bylaw passed in January was for \$290,000, covering the cost of the new ferry, \$150,000, the re-purchase of the \$128,000 bonds, and wharf repairs.

To proceed with construction would leave the new boat covered by the first loan, while at the same time this year's debentures could not be sold until the boat was completed. Consequently it was resolved on the suggestion of Alderman Dick, supported by the other members of the council, that the \$290,000 loan be resubmitted to the electorate in two bylaws, one for the re-purchase of the old debentures and the other for the construction of the new boat. This was thought to be the safest and easiest way out of the difficulty and a resolution was passed unanimously. The matter was taken up at the council meeting later in the evening.

Capt. Cates during transaction of other business of the board expressed the fear that sometime there might be elected to the office of ferry director responsible parties, who, with the powers they possessed as directors, might squander the funds of the company. He considered and advocated that substantial qualifications be made necessary for election to the ferry board. Alderman Dick said that was a matter for the ferry company to arrange entirely themselves by a bylaw, as the city council had nothing to do with it.

While the aldermen were present Mr. Wright took occasion to urge upon them the necessity for immediate arrangements with Mr. E. Mahon for the purchase or interchange of privileges tending to put the ferry company in possession of 50 feet of foreshore to the west of the present wharf, which is needed for the proper handling of the ferry service. Mr. Mahon, according to the directors, had expressed a desire to deal with the council only, and it was thereby anticipated that the council would probably take steps to acquire the necessary land.

### CITY COUNCIL TAKES NECESSARY STEPS

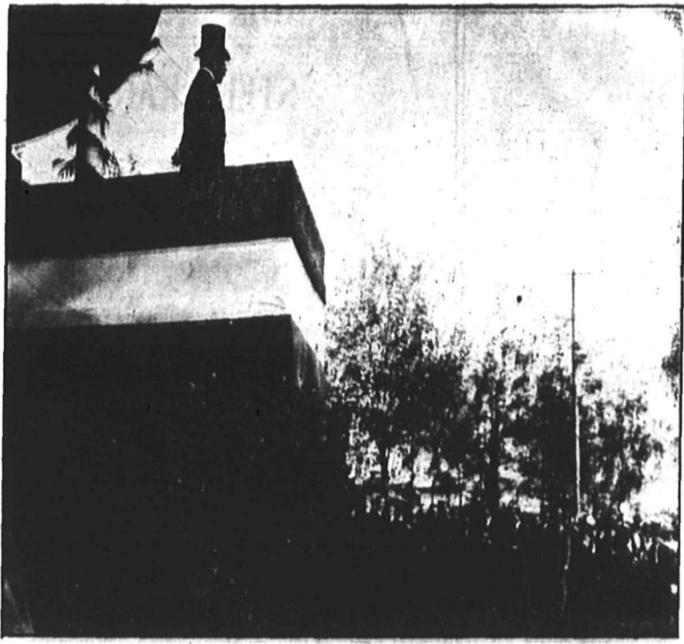
### CONSOLIDATED BY-LAWS TO BE RE-SUBMITTED SEPARATELY

In pursuance of the decision arrived at during the afternoon conference of the ferry directors and representatives of the council, the city fathers last evening considered the circumstances attending the financial arrangements attending the construction of a fourth ferry and adopted a motion put forward by Ald. Dick.

This motion was as follows:

"That, whereas it was deemed necessary to construct another ferry boat to handle the traffic of North Vancouver; and whereas a certain by-law was passed by the ratepayers of North Vancouver guaranteeing the ferry debentures to this end; and whereas the ferry directors have found that through a legal technicality the said by-law prevented to the ratepayers of North Vancouver required support in this amended form, viz., that two by-laws be drawn instead of one, guaranteeing the interest and bonds on the loan of \$128,000 for the re-purchase of mortgage and \$150,000 for ferry construction, both of these guaranteed by the city, therefore the clerk be instructed to prepare the necessary by-laws and call an election of the ratepayers in this connection."

This motion was formally seconded by Ald. Irwin and carried unanimously.



H.R.H. THE DUKE OF CONNAUGHT LISTENING TO THE SINGING OF THE CHILDREN

## Coal Shortage Discussed by Council

### SEVERE INVESTIGATION RECOMMENDED BY ALDERMEN

The grave situation occasioned by the present shortage in the local coal supply was discussed last evening by the city council, the question arising from a letter received from the Board of Trade. This letter stated that the executive of the Board had been considering the serious position North Vancouver was in at present owing to the scarcity of coal. The board had been led to understand that there have been times recently when the local agents have been entirely out of coal. The council was doubtless aware that the North Shore is entirely dependent on the Vancouver agents and upon what those agents will give them. As the outlook is most serious for the approaching winter the board wrote to ask the council to give the matter immediate consideration so that joint action might be taken to have this state of affairs remedied.

Ald. Irwin thought that in order to bring the matter before the proper au-

thorities some specific date should be obtained. It was not sufficient to merely generalize.

Ald. Fraser believed that it was perfectly true that coal could only be purchased for consumption on the north shore through agents in Vancouver.

Ald. Irwin recalled the prevalence of similar conditions two years ago. At that time a delegation in Victoria took the matter up with the provincial government. Relief was then promised by the leading dealers of Vancouver and also the establishment of supply depots in North Vancouver. Steps should certainly be taken where with North Vancouver could be enabled to secure coal direct from the mines.

Ald. McKee characterized the situation as most serious. He and Ald. Dick considered that the matter was one for severe investigation.

This investigation will doubtless be made, when specific data, as suggested by Ald. Irwin and Ald. Dick is forthcoming.

Mrs. S. J. McDowell, of St. Georges avenue, so far would seem to have broken all local records for sunflower growing. Her garden contains one specimen measuring in height 11 feet 4 inches. Who can beat this?

Mr. Dan. Wolstenholme, stationery agent of the C. P. R., who is on his annual tour from Winnipeg to the coast, paid a short visit to the North Shore on Saturday and was the guest of Rev. S. Fea, 10th street.

For the purpose of raising funds with which to furnish the St. Edmund's church, Mahon avenue, with a bell and a new altar, the ladies of that church purpose holding a basket social in the Horticultural hall tomorrow.

Ald. Irwin gave notice last evening that he would at Thursday evening's meeting introduce a motion to suspend employer's liability insurance policies on all employees except those at work at the rock quarries and in the Rice Lake tunnel.

## St. Agnes' Church

### Harvest Festival Services

Next Sunday will be observed as Harvest Sunday in St. Agnes' church, corner of 12th street and Grand Boulevard. All services will be of a special nature and in the morning and evening special preachers will be present. The services will be as follows: Holy communion 8 a.m., morning prayer and holy communion 11 a.m., children's service 2.30 p.m., evening prayer 7.30 p.m. The church will be decorated for the occasion.

Harvest Home Social  
The Woman's Auxiliary of St. Agnes' church are holding a harvest concert and social in the church hall, corner of 12th and Boulevard on Tuesday, Oct. 1st, at 8 p.m. A good program has been arranged and tickets are now on sale.

Boys' Club of St. Agnes' Church  
The meeting of St. Agnes' Boys' Club tonight takes the form of a photographic lecture. Flashlights will be taken and the process of developing and printing explained. All boys over the age of nine are welcome. The church hall 7.30 p.m.

## Items of Interest

Messrs. Wallace are making new spars for the Maria Theresa lying off Evans Coleman wharf.

Mr. C. S. Young returned on Friday from a three months' trip through Eastern Canada and the States.

Mr. and Mrs. J. B. Paine are home again after a month's pleasant sojourn in the southern coast states.

The Storm King, owned by Greer, Coyle & Co., is on the Wallace ways for painting and overhauling.

Mr. A. G. Perry left last night for Kamloops to attend the British Columbia school trustees convention as delegate from North Vancouver.

Mr. Stanley French of Warwickshire, England, who is on his way to Prince Rupert, was the guest of Mr. S. D. Blackwell, 329 10th street, for a few days.

The SS. Vulcan, owned by the Brunette Saw Mills, New Westminster, left the ways of the Wallace Shipyards yesterday after having her propellers overhauled.

Mr. McBride's 500 ton scow, which is being built under his own supervision and from his specification at the Wallace Shipyards will be launched next week.

The officers and crew of the "Zealandia" spent a portion of Sunday picnicking in Lynn Valley Park, which is more than ever before a popular North Shore rendezvous.

Mr. and Mrs. J. J. McAlece have returned from a six month's trip abroad. Ireland, Mr. McAlece's native country, was the main objective point of their wanderings.

Mr. Thomas Nye, accompanied by his wife left last night for Kamloops. Mr. Nye will attend the British Columbia School Trustees convention on behalf of the district school board.

## Rice Lake Tunnel

### ACCOMPLISHMENT OF WORK MAY BE CIVICALLY CELEBRATED

The city engineer, Mr. Angus Smith, last evening submitted for the council's approval the following report on the operations to date at Rice Lake:

Up to and including August 31st there have been spent the following amounts in connection with the tunnel:

For labor and material on old tunnel	\$ 2,740.90
For labor and material on new tunnel	15,755.45
Cost of plant, including all tools and machinery	6,116.10

Making a total expenditure for plant, material and labor up to 31st August of \$24,612.45

Up to and including August 31st, there were 592 feet driven in the new tunnel. While the cost of the work on the old tunnel must be charged to the Rice Lake tunnel account, it can not be taken as a part of the cost of the new tunnel, and were it taken as part of the cost of the new tunnel, it should be distributed over the entire length of the tunnel when completed, and not over a portion, which would be the case were this done before the new tunnel is completed.

It is also difficult to estimate what must be charged per foot on account of tools, plant and machinery, and it is safe to take the depreciation at least 40 per cent., so that \$2,416 would be required to be written off of the value of the plant.

The portion of engineering and overhead charges, which has not been included in the item for labor, should also be charged. This I estimate, together with the depreciation of plant, at \$3 per foot of tunnel, over the entire tunnel. The cost of driving the new tunnel will be therefore as follows:

For labor and material per foot	\$26.61
For plant, engineering and overhead expenses which have not already been charged, per foot	3.99
<b>Total</b>	<b>\$29.61</b>

The above is the cost per foot of new tunnel, and does not include the work done on the old tunnel, but it does include all the incidental expenses in connection with the work.

Alderman Irwin inquired as to how things had been going along since this report was compiled, and in reply to this Alderman Dick stated that since the end of August matters had been going ahead very satisfactorily. In considerably less than thirty days' time they should have the tunnel completed. Despite the adverse conditions which had been encountered the cost of the entire work would exceed by very little the original estimate of the city engineer.

"That's good," said Alderman Foreman.

"I'm glad you're pleased," said Alderman Dick.

Alderman Irwin thought that on the completion of the tunnel some kind of celebration might be held, seeing that North Vancouver would have accomplished a work of which it could feel justly proud.

## Telephone Conditions to be Investigated

### COMMITTEE OF COUNCIL WILL ASCERTAIN WHEREABOUTS OF NEW CABLE

The council last evening appointed Alderman Fraser and Alderman Foreman as a committee to investigate telephone conditions in North Vancouver. This action was taken upon receipt of a letter from Mr. William Wallace complaining of the service given the North Shore by the British Columbia Telephone Company who, he said, charged his firm and his customers over \$1,333 a year for the use of the long distance telephone to Vancouver. He considered that the long distance rate should be reduced to five cents.

Ald. Dick asked for an investigation before the Railway Commissioners

if such could be had. There were letters from the Telephone Company in the city hall now dated some months previously, and stating that the cable for the service across Burrard Inlet was already lying in Vancouver, and only a delay on the part of the government in allocating a route caused the delay in sinking the new cable. It had materialized since, however, according to reports, and the alderman, that the cable had not been made. If it could be found that the Telephone Company were telling an untruth to the council a case could easily be carried against them before the Railway Commissioners.

The committee to visit the officials of the Telephone Company were instructed to see the new cable if it is in Vancouver.

## Tomorrow Night's Event

### N. V. ATHLETIC CLUB "SMOKER"

An event to be borne steadfastly in mind is the "smoker" to be held under the auspices of the local athletic club tomorrow evening. Several interesting boxing and wrestling matches are on

the bill of fare, and those in momentary doubt may feel perfectly confident that Ernest Day, Johnnie Leonard and the other boys now in charge of the club will make the evening enjoyable from every standpoint. For the information of those who are not in touch with the times, the club rooms are situated at the corner of Esplanade west and Lansdale.



LONSDALE AVENUE DECORATIONS FOR ROYAL VISIT LAST FRIDAY

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## North Shore Coal & Supply Co.

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## NORTH VANCOUVER CITY FERRIES, LIMITED

TIME TABLE TAKING EFFECT MARCH 1st, 1912.

Leave Vancouver	Arrive North Vancouver	Leave North Vancouver	Arrive Vancouver
6:20 A.M.	2:40 P.M.	6:00 A.M.	2:20 P.M.
6:40	3:00	6:20	2:40
7:00	3:20	6:40	3:00
7:20	3:40	7:00	3:20
7:40	4:00	7:20	3:40
8:00	4:20	7:40	4:00
8:20	4:40	8:00	4:20
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10:00	6:20	9:40	6:00
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10:40	7:00	10:20	6:40
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11:20	7:40	11:00	7:20
11:40	8:00	11:20	7:40
12:00	8:20	11:40	8:00
12:20 P.M.	9:00	12:00	8:20
12:40	9:20	12:20 P.M.	9:00
1:00	10:00	12:40	9:20
1:20	10:20	1:00	10:00
1:40	11:00	1:20	10:20
2:00	11:20	1:40	11:00
2:20	12:15 A.M.	2:00	11:20
	1:00		12:45 A.M.

\* Arrives "Hot on Sunday." Time table subject to change without notice. Company not liable for delays, accidental or otherwise.

## THE GREAT CAPSICUM PLOT

By D. W. HIGGINS

"Tis the first virtue vices to abhor,  
And the first wisdom to be fool no more."  
—Pope.

Back again at Yale—bright, breezy, busy, festive Yale—a while ago a sleepy Indian village and a quiet Hudson's Bay Company's station—now the theatre of extensive mining operations, the head of Fraser River steamboat navigation and the starting point of pack trains and miners bound for the golden bars of the canyons and the upper river. A city of tents and shacks, stores, barrooms and gambling houses. The one street crowded from morning till night with a surging mass of jostling humanity of all sorts and conditions. Miners, prospectors, traders, gamblers and painted ladies mingled in the throng. The year is 1858, and the month is September. The hour is nine in the evening, and, in company with three or four other homeless young men, I find myself standing in the midst of a crowd of vicious men and lewd women who had gathered about a table to watch the players as they had "bucked" at faro. The dealer was a scorbatic-looking man of perhaps twenty-five. He was reputed the best faro dealer on the Coast. And, being not a little proud of the distinction, he seemed to regard the foolish persons who gathered about him with a cynical smile, while a contemptuous expression lurked in his sallow, immitable countenance. Every eye was repented by those who surrounded the table to watch the playing with feverish anxiety or to stake a coin on the outcome of a card.

As the game proceeded the excitement increased and many of the gamblers, having lost their all, slowly fell back and others who were anxious to try their fortunes took the vacated places. In the front rank of the latest comers my eyes fell on a respectfully dressed man of about thirty. He was smoking a cigar and appeared to regard the exciting scene with an expression of cynical listlessness. His well-to-do appearance attracted the attention of the professional gamblers, who, in the hope that he had money and would enter the game, gradually fell back and allowed the stranger to advance to the table until he stood in the front rank. Another deal from the box was impending and the eyes of the dealer were fixed like those of a basilisk on the newcomer, who, in a spirit of bravado, it seemed to me, placed a ten-dollar gold piece upon the ace of clubs. A miner standing near the stranger laid two twenties on another card and when the result was known the young man had won and the miner had lost. The miner turned away with a dejected air and his place was taken by the stranger, who continued to wager with cool indifference. After the first winning he lost steadily. Soon his money seemed exhausted, for he bet no more, but still retained his place without the least show of excitement or chagrin. Presently a bearded miner pushed his way to the front and laid four twenties on the first card that caught his eye. When the card came from the box the miner had won. He doubled the stakes, and again won. The owners of the bank scarcely concealed their anger. They made signs to the dealer to close the bank, but he did not appear to understand what was expected of him and continued to deal, while the pile of gold in front of the miner grew apace.

The other tables were soon abandoned and crowds pressed forward to watch the duel between the bank and the miner and inwardly to pray that the bank might be broken. There must have been one thousand on the last card the miner selected, and, strange to say, he won again. Then he began to place his winnings in a buckskin sack, for he had announced that he would play no more. The bystanders watched with covetous eyes the fortunate man as he filled his bag with the golden winnings, and several patted him on the back and congratulated him on his good luck. The dealer had closed the bank and was in the act of leaving the table when a pistol shot rang through the room. Simultaneously every coal oil lamp was extinguished and the place was in total darkness. A lamp that stood on the table where I had watched the playing was thrown to the floor and went out. The table was upset with a crash and then there arose cries of alarm and agony, mingled with fierce maledictions and murderous threats. I became aware of a stifling sensation. The air seemed filled with a penetrating pungent dust which I inhaled, and which caused my eyes to smart and my throat to parch and burn. Others seemed similarly affected and coughed and gasped for breath. I tried to grope my way outside, but found myself entangled in a struggling, gasping mass of humanity. It was some minutes before a light could be had. At last some one brought a lantern and then the faro dealer and the lucky miner were seen to hold their hands to their eyes while they raved

and stamped with anguish and cried for "Help! in heaven's name, help!" The affair was plain to the most ordinary mind. A band of ruffians had conspired to rob the bank. The pistol shot was the signal for extinguishing the lights and dashing cayene pepper into the eyes of the dealer and player. In the darkness and excitement the funds were seized and carried off, with the exception of a few gold pieces that fell to the floor. The anguish of the sufferers was pitiful to behold, and neither eye recovered the full use of his eyes.

A hue and cry was raised. The police were notified and the whole population turned out to search for the miscreants, but in the absence of telegraphic and telephonic communication little could be done. It was learned next day that an Indian canoe in which were seated four white men left the water front before daybreak. Those men were believed to be the culprits, but they got safely off and were not overtaken by the constables who were sent after them.

On the next day and on several succeeding days I looked in vain for the well-dressed man who stood near the table when the trouble came, but he did not appear at either of the hotels, nor was he seen on the street; so at last I began to connect him with the affair at the gambling house, and finally became convinced that he was one of the conspirators who made off with the money. I mentioned my suspicions to several and we found that he had stopped at York's Hotel, giving the name of Busdel, or something like it, that he had no baggage, and that he did not return to the hotel after the robbery.

The iron and stone building on the southeast corner of Langley and Yates streets, Victoria, was erected in 1861. It is still a substantial structure. The lot upon which it stands was one of three or four that were assigned to Governor Blanchard, who preceded Governor Douglas, and upon those lots stood the first Government House of the Colony of Vancouver Island. The Bank of British North America and the Adelphi also occupy two of the gubernatorial lots. The Adelphi and the brick building where Hall & Goepel's extensive coal business is transacted occupy the site of Mr. Blanchard's residence. The first occupants of the store in the iron and stone building were Burtis & Moore, druggists. They had opened business on the opposite side of Yates Street, their building, which was of frame, standing just where Oriental Alley now runs. After it had been decided to open Oriental Alley Burtis & Moore leased the Pidwell Building and moved into it in the fall of 1861. Mr. Burtis was an American, a jolly, whole-souled fellow, witty and generous, and an able chemist and druggist, and known to his intimates as "Jem" Burtis. He had but one fault, the nature of which will be developed as we proceed. Mr. Moore was an Irishman, very quiet and sedate, and the reverse of his partner in most things. He was an excellent druggist and a good man in all respects. Burtis married a charming young American girl in 1860, and the following year built a pretty cottage on Birdcage Walk. This house was torn down in 1897 and its site now forms part of Government Square.

I took a room in the Burtis cottage and the owner and I became fast friends, and when business did not prevent we were often together. I may say here that the pleasantest days of my bachelor life were passed in the Burtis household.

The upper flat of the building on the corner was divided into offices, which were rented to lawyers and others. In 1862 the front room was occupied by a stranger named Redford. He represented himself as a Southern gentleman who had been driven away from his plantations by the Northerners and had come to Victoria to reside until the war should be over. The room was very prettily hung with draperies and pictures and filled with good mahogany furniture, and there was nothing about the occupant to indicate that he was other than what he said he was—a Southern gentleman in exile. He was a smooth talking, quiet person, possessed of much general information, and was remarkably well read. I passed several evenings in his company and was entertained by his conversation and—must I confess it!—by his cigars and sherry. His stories of the South were engaging, too, and as I had many personal adventures in California and on Fraser River to narrate, we got along very well together.

One evening Redford asked me to describe Yale to him, and I did so as well as I could.

"Ah!" said he "I should like to see that place and I shall go up some day. Life there must be most interesting."

(Continued on Friday.)

## Lacrosse

New Westminster, Sept. 29.—The world's lacrosse championship for 1912 will be decided at the provincial exhibition in New Westminster on Oct. 1 and 5th, when the New Westminster team, champions of the B. C. Lacrosse Association, and the Cornwall club, champions of the N. I. U., battle for possession of the Minto Cup which carries with it the title of world's champions. The cup was held by New Westminster for three years, going to Vancouver in 1911. The Salmonbellies regained possession of the trophy this summer, and the Cornwall, by virtue of their victories in the east, have come to the coast in an effort to carry off the silverware.

It was first arranged to play the Minto Cup games in this city during the week preceding the big fair. The exhibition management, however, sensed a big attraction and an offer to the clubs of \$7,000 for the two games was accepted. Joe Lally, the big lacrosse stick manufacturer represented the Cornwall club in the transactions. The games will be played on the opening and closing days of the fair, the first contest being staged on

Tuesday afternoon, Oct. 1, and the second on Saturday, Oct. 5.

The management of the fair feel particularly pleased at securing this additional attraction for the exhibition, as besides all of the many other acts, exhibits and concessions, the visitors to the fair will now have an opportunity to see the fastest teams of the east and west play the national game of the Dominion for the historic Minto cup, possession of which is the final goal of every senior lacrosse organization in the country.

## INTERESTING CONCERT PENDING

An event to be eagerly anticipated by all who love good music, and would have it propagated on the North Shore, is the concert announced for the evening of October 16th in the Lonsdale Theatre. On this occasion a program of popular classics will be presented by a trio of proven artists, namely, Madame Norminton, the well-known contralto; Mr. J. D. A. Tripp, the noted pianist, and Mr. Holroyd Paull, violinist, late of the Queens Hall concerts, London, Eng., who is already favorably known to North Vancouver audiences. Further particulars regarding this interesting concert will be available for a later issue.

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## Shipmasters and Bridge Plans

REMARKS SHOW THAT THEY STILL PREFER THE HIGH LEVEL STRUCTURE—MATTER IS AGAIN ADJOURNED FOR A WEEK.

At last night's meeting of the Shipmasters' Association Mr. C. G. Worsfold of the Department of Public Works, New Westminster, submitted a plan of the proposed Second Narrows bridge. This, it was stated, was the plan filed for approval by the Burrard Bridge and Tunnel Co. The opinion of the Shipmasters' Association was sought.

It was pointed out by Mr. Worsfold that the swing span on each side of the centre pier would be two hundred feet, clear of all obstructions.

The members immediately took possession of the plan and scanned it very closely.

It was stated that large craft would be able to use only one side of the swing. Thus fairly large craft would not be able to go up and down at the same time, and the bridge would have to be kept open for some time to allow both to pass, or else, in order not to delay the traffic very long, the bridge would have to be closed and reopened.

"We have kicked unanimously against a swing bridge in any form," said Captain Stewart. "We have given those concerned our ideas of the bridge that we think would be beneficial to the shipping interests and the travelling public. We have been for a high level bridge, and we cannot approve of a swing bridge."

"I think that we ought to hold in this association to what we have been agitating for," said Captain Anderson. "We are against that centre pier in the channel. It is going to make a hardship for people who use that part. They can only go through in slack water with a pier there. I would not approve of the plan."

Captain Wilbur held that the plan was not a good one of the south shore. "A tug with anything in tow dare not go through there with the tide running," he added. "One will have to go up there either at high or low water. Boats, of course, could go up there all right, but tugs towing could not."

"Don't you think that the \$3,000,000 could be better spent in harbor improvements than on this bridge, which will chiefly benefit North Vancouver?" queried Captain Stewart.

"It would be dangerous for any big boats to attempt to go in through the swing in anything but slack water," was Captain Newcombe's opinion. "Nature has made this a pretty good harbor. Why should they spoil it with a bridge for the sake of North Vancouver?"

It was unanimously decided to hold the matter over for a week.

The plan showed that the bridge on this side would begin on Hastings Townsite, but no definite location was indicated.—News-Advertiser, Sept. 21.

## Royal Visitors View Canyon

DUCHESS OF CONNAUGHT AND PRINCESS PATRICIA CROSS THE INLET INCOGNITO

At noon on Saturday a rumor was wafted mysteriously across the Inlet to the effect that their Royal Highnesses the Duchess of Connaught and the Princess Patricia purposed visiting the North Shore incognito during the afternoon.

The assumption being that the royal party was to cross by the three o'clock ferry, quite an assembly of people was stationed on the wharf at that hour, and some fear lest the rumor was after all a hoax began to assert itself when their Highnesses' automobile failed to emerge from the still decorated gates.

A patient proportion of the little cluster waited, however, for the arrival of two more ferries, and were rewarded by a glimpse of the Duchess, her daughter and suite, who arrived by the 3:40 boat.

The party crossed in two automobiles, their occupants being her Royal Highness the Duchess of Connaught, Princess Patricia, Miss Pelly, lady-in-waiting to the Duchess, Capt. E. S. Worthington, Capt. T. H. Rivels Butler, Capt. Walter Long, and Mr. E. R. Ricketts. The Duchess was wearing a grey striped suit and large black hat and veil; the Princess a suit of blue and white, with hat to match, and a scarf of blue crepe de chene. Miss Pelly was dressed in a suit of black and white serge, and wore a black hat and veil.

After leaving the wharf, where the royal ladies bowed many acknowledgments, progress was made up Lonsdale avenue, along the Esplanade west to Keith road, and thence onto the Capilano road. A short stop was made at the suspension bridge, which Princess Patricia crossed in order to better view the basin of the famous canyon. The journey was then resumed and at about 4:40 the royal car stopped at the Canyon View Hotel.

Here the party was received by Mr. Peter Larson, proprietor of the hotel, and Mr. C. M. Sloane, manager. Mr. Larson piloted his distinguished visitors to the various points where the finest views are obtainable. The high rock, situated a short distance from the hotel, and which overlooks the canyon, was first visited. Then descent was made into the basin of the valley and Princess Patricia, Miss Pelly, Mr. Larson and Mr. Ricketts proceeded south almost half a mile along the famous flume, Mr. Larson acting as guide, pointing out all features of interest and naming the several mountain peaks in the neighborhood.

Returning to the hotel a little after 5 o'clock, their Highnesses had presented to them Mrs. Peter Larson, Miss Olga Larson, Mrs. Sloane, Mrs. F. Yerbury and Mrs. H. O. McGregor. Tea was then daintily served in the open air tea rooms, which were on this auspicious occasion adorned with cedar boughs and autumnal maple leaves. The little occasional tables were artistically decorated with dahlias and asparagus fern.

After tea their Highnesses were shown the paintings on the walls of the dining room, and Miss Olga Larson presented to both the Duchess and the Princess a souvenir spoon of the canyon in sterling silver, together with a number of excellent photographs of the canyon. With many expressions of thanks and the pleasure the afternoon had afforded them, their Highnesses and suite left the hotel at 6 o'clock and returned to Vancouver by the 6:40 boat.

This little informal visit lasted only a trifle over three hours, but in that brief period an excursion was made which proved, in the words of one of the royal party, "the best we have had since we came to the coast." Their Highnesses expressed great wonder and delight at the beauties of the great canyon, and it was evident that the thoughtful simplicity with which they were received by their hosts at the Canyon View Hotel appealed to both ladies. The Duchess, it is stated, purchased two bags of popcorn at the little candy store at the end of the bridge, its proprietor being quite unaware of the identity of his customer.

"The remains of that mastodon," said the scientist in the museum, "were found buried in an iceberg."

"H'm," responded the man from Aberdeen. "That cold storage idea isn't so new after all."

## The Canadian Bank of Commerce

Capital \$15,000,000 Rest \$12,500,000

North Vancouver Branch Now Located at the Corner of LONSDALE AVE. and the ESPLANADE

A General Banking Business Transacted. SAVINGS BANK DEPARTMENT

Interest is allowed on all deposits of \$/ and upwards.

J. A. FORSTEE ..... Manager.

## Silverware

We are showing an excellent line of Sterling Silver and Plated Ware, nothing but the highest grade of Goods.

Our low expenses enable us to mark our prices much below those who pay high rents. A comparison will prove this to you. See our windows.

## SOMERTON

JEWELER AND OPTICIAN

The Store of Quality and Low Prices.

106 SECOND STREET.

## CIVIC LABOR EXPENDITURES

REPORT OF CITY ENGINEER APPROVED BY COUNCIL

Last evening the city engineer presented to the council a statement show-

ing the particulars of the different works carried out during June, July and August, with regard to the cost of labor, in which no account had been taken of the cost of material.

Local Improvements—

	August	July	June
Street grading contract .....	\$ 9,683.15	\$11,494.45	\$ 7,434.00
Grading Mahon Park contract .....	1,363.10	1,993.50	1,259.20
Cement sidewalk, curb and gutter contract .....	578.10		
Grading and spreading rock on various streets—day labor .....	8,009.90	5,406.00	7,348.85
Sewers .....		13.75	2,400.00
Board of Works—General—			
Road and sidewalk repair .....	781.10	497.00	742.50
New sidewalks .....	212.25	491.30	154.00
Clearing and grading new streets .....	2,412.95	3,695.95	5,220.40
Lane clearing .....	1,554.30	1,601.45	590.10
Rock crusher .....	1,296.20	820.40	437.45
Waterworks—			
Main construction .....	5,279.20	4,236.00	6,467.15
Service construction .....	2,481.50	2,198.00	2,037.50
Rice Lake tunnel .....	3,328.50	2,545.50	2,462.95
Rice Lake road .....		1,910.20	1,038.40
Sinking shaft at lake .....			67.20
Pipe line .....	3,181.70	1,353.35	165.90
	\$40,961.95	\$47,359.45	\$37,825.60

According to the city engineer's report, the amount of crushed rock delivered on the various streets by the Howes Proctor Co. up to and including September 20th is as follows:—

	Gu. Yds.	Total cubic yards
Esplanade, east of Lonsdale avenue .....	1,780	16,149.54
Esplanade, west of Lonsdale avenue .....	960	
St. Georges avenue .....	200	
Lonsdale avenue, waterfront to 19th street .....	7,326.16	
Lonsdale avenue, 19th to city limits .....		1,138.19
Third street .....		2,017.91
Queensbury avenue .....		1,975.14
Lynn Valley road .....		673.14
Second street .....		80.00

## "Phone Talk" About North Vancouver

The September issue of "Telephone Talk" contains the following article of local interest:

"North Vancouver is today favored with a steady increase in population and the demand for service in that city and district is such that the accommodation of the central office is being increased to the extent of 600 telephones. The existing equipment of the office is now practically filled. If the present rate of calls for service is maintained it will not be long before the additional equipment now being provided will have to be augmented to a very considerable extent.

The wisdom displayed in selecting the site of the company's office in North Vancouver is now very apparent. When the building was constructed some of the citizens wondered if it were not being placed further from the then apparent centre of the city than was necessary. Since the opening of the office the greatest growth of population has been towards the north, in the direction of and beyond the site of the exchange. Besides anticipating the growth of the city towards the north the company, in choosing the site for the office, took into consideration the question of eastern and western growth and selected a point exactly midway. Experience has proved that no better

site could have been chosen for the office.

A factor in the not inconsiderable growth which the service in North Vancouver will undergo during the next twelvemonth will be the new submarine cable which will shortly be laid under Burrard Inlet between that city and Vancouver. At present the two cities are connected via First Narrows, the circuits being passed through city of Vancouver water-mains at the passage of the Narrows which is the entrance to the harbor. In consequence of the dredging and widening of the Narrows which is now proceeding, the water-mains will have to be shifted at an early date. To provide an independent and permanent connection between the cities, and to furnish an improved scheme of service between the points, the company determined to lay a submarine cable under the Inlet. When the cable is laid, long-distance service connections between the cities will be discontinued and the two-number system substituted. Advice that the cable has been shipped by the manufacturers in England is expected any day; it is possible that the cable is even now on the way. It will be laid immediately on arrival, arrangements to that end having already been made.

**Shiloh's Cure**  
QUICKLY STOPS COUGHS, CURES COLDS, HEALS THE THROAT AND LUNGS. 25 CENTS

Published Tuesdays and Fridays by North Shore Press, Limited. GEO. H. MORDEN, EDITOR AND MANAGER.

Rates of Subscription:—One year, \$1.00. Six months, 50c. Three months, 25c. United States and Foreign, \$2.00 per year.

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. September 24, 1912

SHIPMASTERS' ASSOCIATION AND SECOND NARROWS BRIDGE

The Vancouver Shipmasters' Association have had under consideration a plan of the latest type of bridge proposed for Second Narrows, the plan having been conveyed to them through the medium of the government offices at New Westminster. We publish elsewhere an account of the discussion as it was reported in a Vancouver daily.

As was to be anticipated from their previous record with reference to Second Narrows bridge, the Vancouver Shipmasters' Association experienced no difficulty in discovering grounds for uncompromising hostility to the plan submitted.

The members of the association succeeded in colliding, mentally, with the proposed centre pier with commendable promptitude. They declared that they had kicked unanimously against a swing bridge in any form, and further that they were against that centre pier in the channel, and for these reasons they at once butted into the centre pier head on. It appears, therefore, that so far as the Vancouver Shipmasters' Association is concerned the matter has gone forth, and like the ancient laws of the Medes and Persians, it changes not, no matter what may transpire, or what developments may take place. The association has delivered itself of what in the opinion of the members is the last word with reference to bridge matters, and it evidently remains only for the Dominion Government to comply absolutely with every detail of their opinions or to incur their very grave displeasure. The fact that the Board of Railway Commissioners convened in Vancouver, where every convenience was afforded all objectors to be heard, held sessions which the Vancouver Shipmasters' Association was pleased to ignore, and that at those sessions the board handed down a deliberate decision approving a bridge with a single opening 200 feet in width—this important fact does not appear to be worthy a feather's weight of influence upon the part of these self-constituted censors in bridge matters. It does not appear to have occurred to the Vancouver Shipmasters' Association that it is presumption upon their part to adopt an attitude which implies that the Board of Railway Commissioners must reverse its finding in this matter, while the association is privileged to remain inflexible.

The position of the association with reference to a centre pier begs the question. There must be a pier of some sort, approximately in that position. The contention of the association is that the pier under consideration should be fifty feet further removed, that is all. Whether it is an ordinary pier with a fixed bridge span beyond it, or a centre pier with another draw span beyond it, does not affect the fact that a pier must be located in that vicinity. The location of the pier, therefore, and not the existence of a pier or the nature of the pier, is the real question. The position is taken in well informed circles outside the Shipmasters' Association that the use of a centre pier with two draw spans each 200 feet in width would be of much greater benefit to navigation than would a single draw of 250 feet in width, while at the same time it affords an arrangement which provides every security for all kinds of traffic across the bridge at a reasonable cost of construction.

The objections urged by the association as against a swing bridge are such as might be urged against practically all swing bridges spanning navigable waters marked by a current. If shipping may be somewhat delayed when the span is closed, then land traffic may also be somewhat inconvenienced when the span is open. This is the situation in all those many cases in which swing bridges are in operation at the present time, but it is ridiculous to conclude that swing bridges are therefore to be altogether eliminated. Both as to possible delays and as to current the Fraser bridge at New Westminster presents a parallel case. That bridge is a swing bridge located at a point which is characterized by a strong and rapid current. There is an ever increasing volume of traffic passing through the bridge with respect to both large vessels and tugs with tows, and there is likewise every prospect that the future demands of that traffic will bear favorable comparison with the traffic that would be destined to pass through a

bridge at Second Narrows. The bridge, however, is giving every satisfaction, both to water and land traffic; no accidents are recorded and no undue delays are experienced. The situation at Second Narrows is no more difficult than that on the Fraser, while the proposed span of 200 feet is a great deal wider than the spans of the Fraser River bridge. It may further be cited that conditions at the First Narrows of Burrard Inlet with reference to tides, etc., are more difficult than they are at Second Narrows, yet navigation has proceeded through First Narrows up to the present in ever increasing volume without serious inconvenience, and the width of stream regularly used by tugs with tows does not by any means measure 200 feet in width.

The most notable objection urged against the plans by the members of the association, however, was that in which North Vancouver was specifically mentioned. One speaker objected to the expenditure in building the bridge on the ground that it would "chiefly benefit North Vancouver," and a second speaker did not see why the harbor should be spoiled with a bridge "for the sake of North Vancouver."

With reference to the distribution of the benefits to accrue from the bridge the Vancouver Shipmasters' Association is evidently at variance with the opinion of the ex-mayor of that city, who declared that by means of the construction of the bridge Vancouver would "annex an empire"; and with the present mayor, also for the building of this bridge was a part of the programme on which he was elected. The association likewise evidently views with disfavor the action of the entire electorate of the city of Vancouver who voted to invest the sum of \$200,000 of civic funds in the bridge. It is doubtless true that North Vancouver will benefit in large degree from the presence of Second Narrows bridge, but it is generally conceded by those who have given the matter careful consideration that Vancouver will benefit in much greater degree.

It is instructive, however, to know the real sentiments entertained by the members of the association toward North Vancouver. In this respect the situation stands thus:—The cost of any type of bridge to be built at Second Narrows must be less than \$3,000,000; a high level bridge is the only type of bridge that will meet with the approval of the Vancouver Shipmasters' Association; but a high level bridge will cost \$3,000,000 or over; therefore the expenditure of a sum sufficient to build the only type of structure that should be allowed is unjustifiable; wherefore no bridge at all should be built at Second Narrows.

From the above it becomes evident that by a process of reasoning as in exorable as those of Euclid himself a bridge at Second Narrows becomes an impossibility, in the opinion of the Vancouver Shipmasters' Association; and after all is said, there is excellent reason for the conclusion that the actuating motive underlying the entire process is found in the simple statement that the bridge would "chiefly benefit North Vancouver."

The disinterested nature of the influences which actuate the Vancouver Shipmasters' Association in this matter and the high and lofty motives by which they are led to take action purely in the public interests, will doubtless appeal very strongly to the Dominion Government, and may be expected to commend themselves in such a manner as to accomplish a reversal of the decision of a tribunal such as the Board of Railway Commissioners.

CANADA AND THE BRITISH MONEY MARKET

The article headed "Canadian Financing in London," which will be found in our columns to-day, is reproduced verbatim from the columns of the London Daily Telegraph and should be closely read by all who wish to keep themselves well informed as to the attitude of British financial circles toward Canadian loans. Needless to say that the Daily Telegraph is probably the most influential publication in England in matters of finance and its utterances may be taken as accurately expressing the actual conditions with respect to those phases of the subject which are discussed in its columns. The article reveals the fact that the British men of finance have fully grasped the situation which exists, re-

lative to the financial requirements of Canada. They are accurately informed as to the great sums of Old Country money which have already been invested throughout the Dominion and they likewise have an adequate conception of the huge amounts which will be required in order to render possible the development of this country on a scale commensurate with the fabulous natural resources with which every section of Canada teems and with the opportunities which the present times afford.

In the face of the full realization of these conditions the article impresses the fact that the credit of Canada stands envily high in London. Canada has long been a privileged borrower and has received exceptional consideration in financial circles. Gratifying encouragement is extended to the belief that there is every probability that this favorable attitude toward Canadian loans will be of an abiding character.

It is quite clear that the British money market is not at all staggered at the colossal sums that will be required to develop the British Dominions in America. The British capitalist is not in the least fearful of sending his money across the seas for investment, neither will any hesitancy be perceptible on his part in this matter so long as he is convinced of the soundness of the projects in hand and the wisdom of the management which is afforded.

The article qualifies this optimistic view of the situation with a salutary warning to the effect that Canadians in all their undertakings should exercise every precaution to preserve and to strengthen the confidence of Old Country financiers in Canadian investments. This is a note sounded by a wise and friendly counsellor who speaks from an intimate knowledge of inner conditions and one which Canadians will be wise to accept in the spirit in which it is given. Without reference to the specific cases mentioned in the article, it may be observed that in a country of great distances of great variety of conditions and of invaluable resources such as Canada, it will be found practically impossible to carry forward national development, without the appearance at times of projects whose soundness is of a doubtful nature and without the obtrusion here and there of methods which would be better eliminated, but at the same time it is possible to hold such features down to the minimum to make the fact unmistakably clear that Canadian sentiment is unreservedly opposed to such things and that Canadian practice is to the utmost possible degree free therefrom. It is safe to conclude that the attitude of British capital toward this country will be influenced by the conception which obtains relative to Canada as a whole and relative to the sense of honor which Canadians possess as a people, rather than by specific instances of individual characteristics in either projects of persons, and on this ground Canada and Canadians can manfully face the world.

TO FINANCIAL AGENTS

North Shore Press Limited is prepared to entertain propositions for a loan to be utilized in the construction of a building for newspaper and printing purposes, to be erected on lot 16, block 157, D. L. 271, being the north west corner of First street and Rogers avenue, this city. Full particulars may be obtained by applying to the undersigned.

GEO. H. MORDEN, Manager.

NOTICE

In the Matter of The Leonard Sale Company, Assigned

The creditors having given imperative instructions to collect all outstanding accounts, parties indebted to the above "The Leonard Sale Company," are requested to call and settle their indebtedness forthwith. This can be done by either calling at the store, 99 Lonsdale Avenue, North Vancouver, to the man in charge, or at the office of Wilson & Perry, Assignees, 336 Hastings Street West, Vancouver.

W. J. WILSON, Lf. Assignee.

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Lodge Western Rose, No. 296

Meetings of this lodge are held in the Knights of Pythias Hall, corner of Chesterfield avenue and Fourth street, on the first and third Fridays in each month, at 8 o'clock p. m.

Communications and applications for membership to be addressed to Harold Lees, secretary, P. O. box 2211, 167-12

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336 Hastings St. W. Canada's Greatest Western School R. J. Sprott, B.A., Manager

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REAL ESTATE LAND AND MORTGAGE INVESTMENT ESTATES MANAGED FIRE INSURANCE

R. Kerr Houlgate --- Manager

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Either Flack Block or Hastings St., opposite the new post office. Leonard sells his tea by the pound

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AT THE EXPRESS

CANADIAN PACIFIC

B. C. COAST S.S. SERVICE FOR VICTORIA

10:00 a.m. Daily 2:00 p.m. Daily 11:45 p.m. Daily

FOR SEATTLE Daily 10:00 a.m. Daily 11:00 p.m. Daily

FOR NANAIMO Daily 10:00 a.m. and 6:30 p.m. Daily 8:00 a.m. Thursday and Saturday

FOR PRINCE RUPERT AND ALASKA 11:00 p.m. Saturdays PRINCE RUPERT AND GRANBY BAY

10:00 p.m. Wednesdays FOR HARDY BAY, RIVERS INLET AND OCEAN FALLS

10:00 a.m. Wednesdays FOR UPPER FRASER RIVER POINTS

Leave Westminster 8:00 a.m. Mon. Wed. and Friday Leave Chilliwack 7:00 a.m. Tues. Thurs. and Sat.

FOR GULF ISLAND POINTS 7:00 a.m. Tuesday for Victoria, calling at Galliano, Mayne Island, Hope Bay, Port Washington, Ganges Harbor, Sulchon Cove, Beaver Point, Fuiford and Sidney Island.

For rates, reservations and all further information apply to J. MOE, City Passenger Agent, 424 Hastings St., or H. W. BRODIE, G.P.A., Vancouver.

A Double Ender

50 x 175 ft. on two graded roads, 17th St. and Yorkshire Crescent, close to Fell Ave. carline, and all cleared and nearly level. A snap at \$2,000, One-third cash, bal. 6 and 12 months

Office Phone 173. Residence Phone 996

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

Martin-Senour's 100 Per Cent. Pure Paint

IS SOLD SUBJECT TO THE FOLLOWING GUARANTEE:

WE GUARANTEE the Martin-Senour 100 Per Cent. Pure Paint (except a few dark shades that cannot be prepared from lead and zinc), to be made from pure carbonate of lead, pure oxide of zinc, with coloring matter in proportionate quantities necessary to make their respective shades and tints, with pure linseed oil and turpentine dryer, and to be entirely free from water, benzine, whitening and adulterations, and sold subject to chemical analysis. The Martin-Senour Co. Ltd.

This is the only Paint so guaranteed because it is the only PURE PAINT on the market.

GET THE BEST. IT GOES FURTHER AND LASTS LONGER.

JOHNSTON & SALSURY

THE HARDWAREMEN 90 Lonsdale Avenue Next to P.O.

CALL and SEE US

Regarding the sale of the 33 lots which were the site of the old Seymour Mill on Sutherland Avenue.

For a payment of \$200 cash and \$40 per month you have a chance of valuable residence lots, close to the Grand Boulevard at a very low price.

We have also for sale ten lots in Block "C" of District Lot 785 on St. George's Road where the Seymour factory is located at moderate prices and on easy terms of payment.

All these lots are cleared and ready for occupation.

The Burrard Development Company Limited.

Assignees of the Seymour Lumber Co., Ltd. 17 Lonsdale Avenue North Vancouver Phone 37

We Study Printing

We make a feature of preparing printing that is profitable to our patrons.

We study type faces and effects to insure attractive arrangement, and we believe you will appreciate our handling of your work.

From a card to a huge poster or an illustrated catalogue we will give you a figure or our advice.

PHONE 80

NORTH SHORE PRESS, LTD. FIRST STREET, EAST

# 1836 THE BANK OF 1912 British North America

78 Years in Business. Capital and Reserve Over \$7,500,000.

## Two Members of a Family

particularly if they live far from town. Frequently find it convenient to take advantage of our Joint Account plan.

Either make deposits or withdraw cash on his or her own signature alone. Thus either can do the banking when in town, as suits their convenience.

\$1.00 opens a Savings Account, Joint or ordinary. Interest added half-yearly. Money may be withdrawn at any time.

Two Offices in North Vancouver, Corner of Lonsdale Ave and Esplanade. Upper Lonsdale Avenue, near 14th Street



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Electric Irons

10 Days' Free Trial Solves the Summer Ironing Problem

For 1912 we are offering a "Hotpoint" of the 6 lb size, suitable for general household use, for \$4.50. This iron is similar to all "Hotpoints" except that the upper surface is unpolished.



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Second Street East, North Vancouver, B. C.

Possesses the finest roof garden on the Pacific Coast.  
Band concert every Friday evening from 8 to 10.  
Hot and cold water in every room.

Rates:—  
European Plan only \$1.00 a day up.  
Weekly Rates \$3.00 up.  
Meal Tickets \$5.00.

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## THE BURRARD CAFE

Business Gentlemen's Popular Lunch Place.  
Breakfast 8.00 to 10.00. Lunch 12.00 to 2.00  
High Tea 5.00 till 7.30. Afternoon Tea.  
Short Orders specially attended to.

GARROW & FINDLAY.  
Proprietors. CLUB BLOCK, ESPLANADE WEST.

## Lynn Valley Notes

Born—To Mr. and Mrs. J. P. Crawford, Thursday, Sept. 16th, a son.

After the renovation of the floor of the Institute Hall the trustees will give fortnightly cinderella dances.

Mrs. J. Kirkland and her daughters, Misses Gladys and Dorothy, are spending six weeks' vacation at Victoria.

On Sunday afternoon Lynn Park was the scene of hundreds of spectators owing to the beautiful weather prevailing.

Mr. and Mrs. Morrison of Frederick Road, moved to Abbotsford where they recently purchased a ranch. Mr. Morrison has disposed of his property in the Valley.

Mr. and Mrs. Walter Everitt of Palmerston, Ont., left for their home on Monday evening via Great Northern, after spending the past two weeks as guests of their daughter, Mrs. H. C. Herman, Chamberlain Drive.

A special meeting of the members of the Choral Society and all intending members is to be held in the Institute Hall on Friday, Oct. 4th, at 8 o'clock sharp at which it is imperative that there be a good attendance.

The officers and members of the crew of the R.M.S. Zealandia, now in port, will give a concert in the Institute hall on Monday, Sept. 30th. A charge of 25 cents will be made to wards the Institute funds.

Miss Gladys Kirkland had the honor of being presented with two certificates by H.R.H. the Duke of Connaught on Friday, which she recently won at the examination of the Royal Academy of Music, London, England.

The sports and pastimes club attached to the Australian liner S.S. Zealandia now in port, utilized the newly opened park in Lynn Valley for their sports last Saturday the 21st Sept., and at the close of a pleasantly spent day gave an impromptu entertainment to the intense enjoyment of the visitors who happened to be present.

A meeting of the Lynn Valley Day celebrating committee was held on Friday evening for the purpose of ascertaining from a financial side the success of Lynn Valley Day. It was shown that the Institute will benefit about \$185 which was far beyond the expectations of the committee. It was decided to publish a financial statement at an early date. The committee being unable to send a letter or thanks to all who so generously helped to make Lynn Valley Day such a success financially or otherwise, the press was asked to convey the committee's sincere thanks to all who took an active part and interest, especially to the Boy Scouts, Sixth Field Engineers and North Vancouver City Band.

The Boy Scouts troop assembled at the ferry wharf at 1 p.m. on Friday. Various manoeuvres were performed while awaiting the arrival of the Vancouver Scouts on Ferry No. 1. The combined forces then marched to Victoria Park to the accompaniment of the bugle band of the Seymour troop. On arrival at the entrance to the park a halt was called in order to let the school children take their places. On entering the park the Scouts took up their position on the north and east sides of the band stand. They were then inspected by the Duke. Several members of the Lynn troop are now in-sufferable owing to their having been complimented by the Duke of Connaught. A few minutes before the "Duke's" departure the Scouts lined the sides of Lonsdale from the park downwards. They remained at the "alert" till the Royal party had passed. After marching down to the wharf they were dismissed for the day. On Saturday afternoon the Lynn troop had its regular meeting at the old school-house. After some drilling they went to the Lynn Valley Park where various instructing games were played. In the late afternoon the troop returned and after some more drilling were dismissed. All Lynn Valley boys who wish to join should apply to Patrol Leader Noel Mann.

## Echoes of the Royal Visit

### EVENTS OF FRIDAY AND SATURDAY AS VIEWED FROM A FEMININE STANDPOINT.

Apocryphal of last Friday's suspicious happenings, the Express is indebted to a lady contributor for the following essentially feminine "impressions":

"Well, it is all over. The Royal visit is now a thing of the past. Visitors of all grades and conditions have come and gone continuously from this youthful growing city of ours, but none so illustrious as our recent one. Oh, no, this was an epoch in the history of North Vancouver.

"Many were the predictions among the female element as to whether or not the Duchess and her daughter would grace our city with their august presence on Friday; but alas, although the day arrived bathed in glorious sunshine and looking temptingly seductive to them over the Inlet, they did not come and we—the said female element—were doomed to a certain degree of natural disappointment.

"However, at three thirty, our Royal Governor General sailed over the blue waters in Number Three Ferry, passed through the beautifully decorated arch and motored up the newly graded Lonsdale avenue to Victoria Park. A strange thrill of enthusiasm ran through the great crowd as the Duke drove through the Indian arch—which had been erected with such taste and care, the old time honored canoes forming the bases of the arch while at the top the Indians' own exquisite handiwork was displayed most effectively in the shape of rush baskets

—and an inexpressible feeling of cheerfulness and gaiety permeated the air as the Royal presence became felt. Even the unusual sight of all the little "toppers" and black frock coats, donned for the occasion after their long rest in the camphor-scented chests—failed to subdue the boisterous enthusiasm for the moment.

"How fine the Duke looked! And what an attractive smile he has! How one admires the pink healthy complexion and the flawlessly white moustache! He looked a noble figure as he stood in the centre of the decorated stand and received our city directors one by one, making appropriate little speeches to some and giving a shake of the hand and a smile to all. The little Indian children were especially interesting to the Duke, giving their quaint song to him and singing a bow of the head at each mention of royalty.

"A look of pleasant satisfaction spread over his handsome face as he walked down the avenue to his automobile at the completion of the afternoon's ceremony. It is as natural for many of us to admire the ways and customs of Royalty as it is for the flowers to turn their heads to the sun. In some subtle way it creeps into the very blood.

"A few of us even in North Vancouver were not to be outdone from viewing the Duchess and Princess Patricia, as on Saturday afternoon they paid an informal visit to Capilano. One or two enthusiasts got wind of this and kindly phoned to a few more, who quickly responded and found their way down to the wharf, there to await the royal ladies' arrival. As the new travellers ahead, quite a small colony of expectants assembled to give them a welcome. A modest cheer broke from the little crowd as the Duchess, looking very sweet, drove from the wharf up Lonsdale to First street, followed by Princess Patricia, as usual bright, vivacious and beautiful, gazing about her with that look of buoyant freshness which is her strong personality.

"After partaking of tea at Capilano and enjoying the view of the wondrous canyon and suspension bridge, they left for Vancouver shortly after six. The Duchess graciously declined to have the ferry allotted to Royalty only and requested that all the passengers should travel with them, much to the delight of the said passengers. The ladies were heard to remark flatteringly on the decorative art displayed in the making of the lovely arch at the entrance to the ferry wharf. It is not often, even in the fall, that such an abundance of beautiful red maple leaves can be shown to such perfection as was on Saturday afternoon.

"Perhaps the next time the Duke and Duchess of Connaught pay a visit to this vicinity North Vancouver might be honored as their headquarters! Some fine palatial mansion on the north shore may then be loaned to Their Royal Highnesses during their sojourn! Who can tell!

The government tug Newington is expected next week when she will go on the ways at Wallace Shipyards for painting and overhauling.

## Adjourned Meeting of Board of Trade

The adjourned general meeting of the local Board of Trade takes place this evening in the city hall. The meeting is more than likely to prove one of unusual public interest and a proportionate attendance of members is desired.

## West Vancouver Ferry By-law Adopted

### FAVORABLE RESULT OF SATURDAY'S POLLING

West Vancouver ratepayers on Saturday carried the \$100,000 ferry by-law. For the measure 136 votes were cast, while 49 electors voted against it.

This passing of the measure means that an early start will be made upon securing large steel steamers fitted for the ferry traffic between Vancouver and Hollyburn. These will be of a type suitable for carrying vehicles as well as passengers. It is expected that they will have to be secured in England and shipped around.

At the best rate of progress it is regarded as unlikely that they will be available for service until about May of next year. Only one will be secured at first, the second will have to be provided for by an additional by-law. The construction of new wharfs at each terminal will also be necessary to accommodate the larger type of boats.

### NOTICE FOR TENDERS

TENDERS are hereby called for the purchase of the Burrard Sash and Door Factory, including the following: Lease, buildings, machinery and stock of doors, sash, lumber and mouldings, all complete as a going concern. Splendid opening for business. All tenders must be in no later than Monday, October 7th.

The tenderers must state their own terms for payment. The plant will be open to intended purchasers for inspection every afternoon between the hours of two and four.

J. D. FRASER,  
Assignee.  
P. O. Box 2545,  
North Vancouver.

### IN THE MATTER OF W. H. STONEY & CO., NORTH VANCOUVER

In pursuance of an assignment dated August 28th, 1912, to the undersigned, parties indebted to the W. H. Stoney & Company are hereby notified to pay the amounts due at the office of the assignee, Wilson & Perry, suite 9, DeBeck Building, 336 Hastings street west, Vancouver, B. C., at the earliest possible moment, who will issue receipts for same.

W. J. WILSON,  
Assignee.  
Phone Seymour 4734.

# CLASSIFIED ADVERTISEMENTS OF THE "EXPRESS"

**FOR RENT**

TO RENT—Rooms. Eighth and Lonsdale. Phone 91. l.f.

ROOMS FOR RENT—Housekeeping and single. 214 2nd street east.

TO RENT—Rooms, furnished and unfurnished, also stable. 342 12th St.

FOR RENT—Two 2 room cottages, with water \$8 and \$9. A. Smith & Co.

FOR RENT—8 roomed flat near ferry, \$25 per month. Apply Warburton's Piano House.

FOR RENT—Furnished front room, central, private family. Apply Box A139, Express Office. 24-9

TO RENT—Large front bed room, furnished. Suit two friends. 120 21st st. W. Phone 354 after 6 p.m. 30-9

FOR RENT—A house on 10th street and Boulevard; also shack, suitable for couple. Apply F. Booth, plumber. l.f.

FOR RENT—Colonial Apartments, 4 roomed suite, unfurnished. Inquire Dierksen, 8th street and St. Andrew's. Phone R411. l.f.

TO RENT—One of those beautiful bungalows on 5th street west. No. 147, from 1st October. Apply Mrs. McNeish, Keith road west. Phone 81. 27-9

TO RENT—Furnished house, seven rooms and bath, hot and cold water, electric light throughout. Large grounds wood and coal on the premises. Apply at 209 Second street west, North Vancouver. 30-9

FOR RENT—4 roomed modern houses, 5 minutes from ferry. Rent \$15 per month. Peers & Boul. Phone 188. l.f.

**FOR SALE**

FOR SALE—Ducks, cheap. Cor. 21st and St. Andrew's.

FOR SALE—Apples, Astrachan, Duchess, Gravenstein. Keene, 15th St. 26-9

FOR SALE—Counter and office table, etc. Apply Box 2153, North Vancouver P. O. 24-9

FOR SALE—Stove or furnace wood. 12-inch to 4 feet. Apply C. A. Lindsay, Phone 153. 6-10

FOR SALE—Restaurant business in good running order. Apply 134 1st street west. 6-10

FOR SALE—Snap on Western Ave. lot 35x154 for short time only. \$1,000 cash. For particulars apply 150 15th street west. 1-10

FOR SALE—Nice little bungalow, Centre Road, Lynn Valley, \$1,500, \$90 cash, balance \$20 per month. Phone B. L. Thompson, 514 or M522. 20-9

FOR SALE—Frena camera, 5x4, to carry 60 films, with 10 carriers for plates. Extra good lens with portrait attachments. Owner purchasing larger camera. What cash offers! P. O. Box 1, Lynn Creek.

A SNAP—To be sold cheap owing to sickness, the owner is willing to sacrifice away below market value two valuable lots adjoining Mahon Park at the bottom of 14th street west. For further particulars apply Army House, on the spot. 30-9

FOR SALE—Or exchange for North Vancouver real estate, an equity of \$1,500 in 10 acres of first-class farm land in Surrey, Apply Box A112, Express Office. 23-9

FOR SALE—We are instructed by one of our clients to dispose of two automobile motor trucks, capacity one ton. These we will sell on cash payments or will trade on good real estate property. Apply Wilson & Perry, Assignees, 336 Hastings Street West, Vancouver. 24-9

FOR SALE—Or exchange, 4% acres in D. L. 855, one acre cleared, 15 minutes from car line, \$3750. One third cash, 6, 12, 18 at 7 per cent. or exchange for house and lot in city valued at \$3,000 and balance to arrange. Owner, Jas. Caulfield, General Delivery, City. 24-9

**WANTED**

WANTED—Dining room girl for American Cafe. 27-9

WANTED—Route boys to deliver the Express. Apply at this office.

WANTED—An experienced waitress. Good wages, Kilburn Cafe, Esplanade East.

WANTED—General servant, good wages. Apply W. P. Hogg, Esplanade west. 24-9

WANTED—A nurse girl for afternoons. Apply Mrs. Lewis, 217 5th street east. 27-9

WANTED—Any kind of work for only morning by young Japanese. Apply Japanese Tea Gardens. 1-10

WANTED—A Japanese wants position as school boy or housework. Apply Express Office, box A138. 24-9

WANTED—Young girl, about 18 years old, to do housework mornings. Apply North Shore Drug Co., Esplanade W. 20-9

WANTED—Piece of property to rent, size about 30x60, located on 18th street between St. George's and Lonsdale Avenue, to erect a factory on. Apply Box 1975, Post Office, North Vancouver, or Express Office.

**LOST AND FOUND**

LOST—Near Capilano swing bridge, Sept. 12th, lady's gold watch, engraved "A. B." Pearl Chatam Pin. Reward if returned. 728 Victoria Park, east or Express Office.

**MISCELLANEOUS**

Dressmaker wishes to go out by the day. Terms: \$2.00. Apply Phone 86. 24-9

First-class dressmaking and Tailoring, 410 Keith road west. Fit guaranteed. 13-10

For fine watch and jewelry work go to Geo. Somerton, the new jewelry store on 2nd street.

Short time loans on vacant or improved property. Star Loan Company, 614 Hastings, Vancouver. l.f.

**MONEY TO LOAN**—Money loaned on diamonds, jewelry, furs. Star Loan Co., 614 Hastings, Vancouver. l.f.

Miss Isabel M. Dann, Licentiate of the Royal Academy of Music, London, England, teacher of pianoforte, visits North Vancouver every week. Address 1108 Denman street, Vancouver. Phone 6649L, Seymour. 6-10

Lonsdale Realty Co., 535 Lonsdale—Agreements discounted at current rates. Money waiting. Listings solicited. l.f.

When needing coal or building supplies, call up phone 488, North Shore Coal & Supply Co., Kichhams wharf. L. S. Eaton, manager. Note name and phone number. l.f.

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 l.f.

Authorized agent for Singer Sewing Machine Company in North Vancouver. J. J. McAlece, Dry Goods and Gents' Furnishings, corner First and Lonsdale Avenue. l.f.

Land Clearing and Grading Lots, Pete Andrus, General Contractor. Sewer connections a specialty, basement and other excavating work undertaken. Estimates free. 120 18th street west, North Vancouver, post office box 2393.

Orders for cabinet and picture frame making promptly executed. Furniture and office fittings to any design. Jobbing work and repairs of all kinds, specially attended to. Estimates free. J. E. Haynes, 1236 Lonsdale Avenue, North Vancouver, Phone L147.

**TO LET FURNISHED.**

Bungalow, 6 rooms, on car line, 10 minutes walk from ferry, facing Inlet and Stanley Park. Reasonable rent to careful tenants. Apply P. O. Box 1819, North Vancouver. 44

**VISIT OF H.R.H. THE DUKE OF CONNAUGHT TO THE NORTH SHORE**

All persons having claims against the Reception Committee in connection with the above are requested to lodge the same with the undersigned as soon as possible.

W. AUSTIN BROWN,  
Secretary Reception Committee.  
City Hall, North Vancouver. 24-2

**SYNOPSIS OF COAL MINING REGULATIONS**

Coal mining rights of the Dominion in Manitoba, Saskatchewan and Alberta, the Yukon Territory, the North-west Territories and in a portion of the province of British Columbia, may be leased for a term of twenty-one years at an annual rental of \$1 an acre. Not more than 2,560 acres will be leased to one applicant.

Application for a lease must be made by the applicant in person to the Agent or Sub-Agent of the district in which the rights applied for are situated.

The surveyed territory the land must be described by sections, or legal subdivisions of sections, and in un-surveyed territory the tract applied for shall be staked out by the applicant himself.

Each application must be accompanied by a fee of \$5 which will be refunded if the rights applied for are not available, but not otherwise. A royalty shall be paid on the merchantable output of the mine at the rate of five cents per ton.

The person operating the mine shall furnish the Agent with sworn returns accounting for the full quantity of merchantable coal mined and pay the royalty thereon. If the coal mining rights are not being operated, such returns should be furnished at least once a year.

The lease will include the coal mining rights only, but the lessee may be permitted to purchase whatever available surface rights may be considered necessary for the working of the mine at the rate of \$10 an acre.

For full information application should be made to the secretary of the Department of the Interior, Ottawa, or to any agent or Sub-Agent of Dominion Lands.

W. W. CORY,  
Deputy Minister of the Interior.  
N. B.—Unauthorized publication of this advertisement will not be paid for.

# Money to Loan

On Improved Property. at  
Eight Per Cent.

No good security turned down

**ALEX. SMITH & COY.**

NORTH VANCOUVER

Phone 24.

P.O. Box 1820

## To Those Whom it May Concern

To try to do business without advertising is like winking in the dark, you know what you are doing but no one else does.

To let the people know what you are doing you must reach the people effectively.

The Express circulates at almost every house on the North Shore.

Therefore to do business effectively on the North Shore you must advertise in The Express.



Phone **80**

# Victorian Order Of Nurses Fund

CONTRIBUTORS THANKED BY THE  
DUCHESS OF CONNAUGHT

Mr. Alexander Smith, president of the Board of Trade, has received the following letter from Miss Evelyn Pelly, lady in waiting to the Duchess of Connaught:

Hotel Vancouver,  
Sept. 20, 1912.

Dear Mr. Smith:—

In the name of Her Royal Highness, the Duchess of Connaught, I write to thank you most sincerely for the contribution which the North Vancouver Board of Trade have made to her fund for the Victorian Order of Nurses. Her Royal Highness is very sensible of the trouble which must have been taken, and would be most grateful if you would very kindly convey her thanks to the members of the board who have helped in this most worthy cause.

It was a matter of great regret to the Duchess to be unable to visit North Vancouver with His Royal Highness this afternoon.

Believe me,

Yours very truly,  
EVELYN PELLY,  
Lady-in-Waiting.

The cheque which was handed to the Governor-General on Friday by Mr. Smith was for the amount of \$500.

## Railway Receipts and Expenses

As the month of July began a new fiscal year for the railways and also from all indications a period of reviving traffic, it is probable that railway returns will be closely watched, especially during the months of the presidential campaign. But the uninitiated reader who tries from the newspaper reports of earnings and expenses to keep track of the business of the railways has a perplexing task, for in one and the same issue of a newspaper he not infrequently finds statements of earnings and expenses that may refer to different periods separated by weeks or months, or maybe a year or more.

The accounting departments of many of the principal railroad companies make up at the close of each week estimates of the receipts for that week and sometimes include estimates of the expenses. These are primarily for the information of the officers and directors of the companies, but are frequently sent to the newspapers. Thus appear estimates and cumulative estimates for the first, second, third and fourth weeks of each month and for the entire month. These are but estimates in gross, and as such serve as the earliest approximate indications of increase or decrease in the volume of traffic. They are widely regarded by business men as a barometer of the general business of the country. From these estimates various financial newspapers frequently compile tables showing approximately the earnings and expenses of a number of roads selected as representative.

As soon after the close of each month as practicable each railway company is obliged to send to the Interstate Commerce Commission a report of its total operating revenues during that month with separate specification of the receipts from freight, passengers, mail and express; of its total operating expenses with separate specification of those incurred for maintenance of way and structures, maintenance of track and equipment, for securing traffic, conducting transportation and in general, of the net operating revenue, of revenue from outside operations; of taxes; and of operating income which is the amount remaining as available for rentals, interest on bonds, appropriations for betterments, and dividends.

The filing of these monthly reports with the Interstate Commerce Commission is usually not completed until about six weeks after the close of the month to which they refer. From these official reports the Bureau of Railway Economics, an organization maintained in Washington by the railways, compiles a summary of revenues and expenses for the month which is usually issued within a week after all of the reports have been filed. Most of the newspaper publications of earnings and expenses give the amounts for the different railways separately, the information thus presented being of especial interest to the investor who wants to know what each road is doing. The compilations of the Bureau of Railway Economics, however, are of the collective earnings and expenses of the Eastern, Southern and Western groups of railways, thus showing the ebb and flow of traffic for the three great sections of the country, each of which has its peculiar economic characteristics. These publications also contain comparisons of the earnings and expenses per mile of line, thus showing the actual trend of railway business, the indication of which is often confused in other compilations by the use of aggregates applying to the total mileage,

which is continually increasing to a greater or less extent. The earnings and expenses are thus also reduced to concrete and comprehensible units of measurement.

For example, in its summary of earnings and expenses for June, 1912, the Bureau of Railway Economics shows that the net revenue for the month increased about 48 cents for each day for each mile of line over the net revenue of June, 1911. It shows that during the fiscal year ending June 30, 1912, total operating revenues increased \$23 per mile of line, operating expenses increased \$83 per mile of line, leaving a decrease in net revenue of \$60 per mile of line. An increase of \$48 in taxes and a decrease in net revenue from outside operations resulted in a decrease in operating income of \$112 per mile of line for that year. This is equivalent to a decrease in the operating income of 215,000 miles of line to which these reports have applied on the average of over \$24,000,000.

The monthly report of the Interstate Commerce Commission issued usually about a month later than the summary of the Bureau of Railway Economics presents an abstract, company by company of the monthly report filed with it.

As soon after the close of the fiscal year as is practicable, and under penalty not later than September 30th, each railway company is required to make to the Interstate Commerce Commission an elaborate report of its transactions for the year. This includes a statement in great detail of receipts and expenditures, of mileage, of locomotives and cars, of the number of employees and their compensation, of the capitalization and capital issues, of statistics as to train miles, car miles, freight traffic movement, ton miles, passenger miles, taxes and of profit and loss.

The statistics contained in these reports are of such great volume that their compilation requires several months, the annual report of statistics of the railways of the United States issued by the Interstate Commerce Commission not appearing as a rule until a year or more after the close of the year to which the statistics refer. It is a most valuable compendium placing before the student of railway transportation the most complete available information. The system of accounts prescribed for the railways by the Interstate Commerce Commission and the publicity in regard to their affairs which it has enforced have placed the railways in that position where far more is made public about their accounts and their affairs than is known in regard to any other industry of the United States, or any of the state or municipal governments.

In addition to all the reports that have been enumerated each railway company makes an annual report to its stockholders to which many newspapers give more or less extended reference, and many if not all of the State Railroad commissions require separate reports.

## Big Fortunes in Little Inventions

Mr. W. A. Du Pay, a writer in the Scientific American, points out how many fortunes have been made from little, useful, everyday inventions. Mr. W. M. Palmer, of Baltimore, was the inventor of a cap for beer or soda water bottles which has made him a millionaire. He carried the patent in his pocket for six years before he succeeded in placing it on the market; when it was placed Palmer and his capitalist had a profit of many thousands of dollars between them on the first year's business. The difference between the old straight and the crinkly hairpin made a fortune for an inventor, who took his cue from his wife's difficulty in the use of the article.

Thaddeus Fairbanks was a New England farmer who, in the silent watches of the night, thought out the principle of the now well-known Fairbanks scales. The rubber eraser on the end of a pencil made a fortune for its inventor, H. L. Lipman, of Philadelphia; while Heatin, of Providence, who devised the little metal staple that holds on shoe buttons, realized a fortune thereby. Elias Howe evolved the sewing machine from the idea of placing a hole near the point of a needle; others followed, and brought the machine still nearer perfection. Adams, who brought out a patent in 1871 for chewing gum, made a great fortune from it.

The man who invented an opener for tins did well, as also the inventive genius who made a can with a seam just below the top which, when the owner wants to open the tin he has but to strike, when the seam breaks and the top comes off. A Chicago packer ordered ten million of these cans as an experiment, and others followed suit.

Quite as interesting a list, Chambers' Journal points out, might be compiled of British inventors on similar lines. The matter is suggestive as well as encouraging. Mr. Du Pay reckons that half of the patents taken out are of public value, many of them of stupendous worth.—Westminster Gazette,

# BANK OF HAMILTON



CAPITAL PAID UP.....\$ 2,870,000  
Reserve and Undivided Profits..... 3,500,000  
Total Assets..... 44,000,000

JUST as a successful merchant makes every effort to give his customers courteous, efficient attention, so do the officers of the Bank of Hamilton endeavor to render to depositors every service consistent with conservative banking practice. No deposit is too small to assure the depositor considerate treatment—the savings accounts of those in moderate circumstances are welcomed with courtesy, and with that absence of undue formality which makes banking a convenience and a pleasure.

This branch is now equipped with Safety Deposit Boxes.  
C. G. HEAVEN, Agent,  
North Vancouver

# WEST VANCOUVER

## DUNDARAVE - D.L. 555

Three new blocks of lots have just been put on the market. They are situated one block from the Marine Drive and three blocks from the sea, and measure 65x 122 feet to a lane. The finest views of the Gulf of Georgia can be had from these lots. Crowds of people have visited and bought at DUNDARAVE this summer, and the universal verdict is that it cannot be beaten as a residential district.

## PRICES From \$650 to \$900

TERMS—A fifth cash and the balance over 2 years. Call us up and make an appointment to go out in our automobile and see the property.

# JOHN ALEXANDER & Co

121 Lonsdale Avenue and corner Marine Drive and Marr Road, West Vancouver

### District of North Vancouver

A By-law to enable the Corporation of the District of North Vancouver to raise by way of loan the sum of \$50,000 for Street Purposes.

WHEREAS it is deemed expedient by the Council of the Corporation of the District of North Vancouver to raise by way of loan the sum of \$50,000 to be expended in the construction of streets in the said District;

AND WHEREAS the amount of the debt which this By-law is intended to create is the said sum of \$50,000 and the object for which the said debt is created is the construction of streets as aforesaid;

AND WHEREAS it will be necessary to raise annually by special rate the total sum of \$2828 for fifty years for the repayment of the said loan and interest at 6 per cent as hereinafter provided;

AND WHEREAS the value of the whole rateable land or improvements or real property in the said District according to the last revised Assessment Roll amounts to \$8,082,790;

AND WHEREAS the aggregate of the Debt of the Corporation of the District of North Vancouver in Council assembled (with the assent of the Electors of the District duly obtained) do hereby enact as follows:

1. It shall be lawful for the Council for the purposes aforesaid to borrow or raise by way of loan from any person or persons, body or bodies corporate, who may be willing to advance the same upon the credit of the Debentures of this Corporation hereinafter provided for, a sum or sums of money not exceeding in the whole the sum of \$50,000, and to cause the same to be placed in the Bank of Hamilton to the credit of the Corporation for the purposes aforesaid;

2. Debenture Bonds of the Corporation to the amount of \$50,000 in the whole may be issued by the Reeve and Clerk of the Corporation in terms of the Municipal Act in sums as may be desired, but no single Debenture shall be for a greater sum than One Thousand Dollars. Each of said Debenture Bonds shall be signed by the Reeve and Clerk and shall be sealed with the Seal of the Corporation;

3. The said Debenture Bonds shall bear interest at a rate not exceeding five per cent per annum payable half yearly on the 1st day of May and the 1st day of November in each and every year during the currency of said Debentures or any of them. There shall be attached to the Debenture Bonds coupons signed by the Reeve and Clerk for each and every payment of interest that shall become due, and such signatures may be either written (illegible) or stamped;

4. The said Debenture Bonds shall as to principal and interest be payable at the District Municipal Office, North Vancouver, B. C., or at the principal office of the Bank of Hamilton

in the City of Toronto, in the province of Ontario, or at the principal office of the said Bank in the City of Montreal in the Province of Quebec.

5. The said principal sum shall be made payable by the Corporation not later than fifty years from the 1st day of November, 1912.

6. There shall be raised and levied annually by special rate on all rateable land or improvements or real property in the District the sum of \$228 for the purpose of forming a sinking fund for the payment of said Debentures when they become due, and the sum of \$2,500 for the payment of the interest at the rate aforesaid to become due on such Debentures during the currency thereof, and that in addition to all other rates to be levied and collected in the said District during the whole currency of the said Debentures or any of them.

This By-law may be cited for all purposes as "The Streets Loan By-law, 1912, No. 2."

This By-law shall come into effect on the 1st day of November, 1912.

Passed by the Council on the 19th day of September, 1912.

Received the assent of the Electors at an election held on the 19th day of September, 1912.

Reconsidered and finally adopted by the Council and signed by the Reeve and Clerk and sealed with the Corporate Seal on the 19th day of September, 1912.

W. H. MAY, Reeve.  
JOHN G. FARMER, Clerk.

### ELECTORS OF THE DISTRICT OF NORTH VANCOUVER

TAKE NOTICE that the above is a true copy of the proposed By-law upon which the vote of the Municipality will be taken within the following polling stations, viz.: In the Municipal Hall, Lynn Valley Road, in the Church Hall at corner of Lonsdale Avenue and Queen's Road, and at Capilano Road Fire Hall, all in the District of North Vancouver, on Saturday, the 6th day of October, 1912, between the hours of 9 o'clock a.m. and 7 o'clock p.m.

JOHN G. FARMER, Reeve.  
C. M. C. and Returning Officer.

PUBLIC NOTICE is hereby given that the vote of the Electors of the District of North Vancouver will be taken on the "Streets Loan By-law, 1912, No. 2," on Saturday, the 6th day of October, 1912, between the hours of 9 o'clock a.m. and 7 o'clock p.m. within the following polling places, viz.: In the Municipal Hall, Lynn Valley Road, in the Church Hall at the corner of Lonsdale Avenue and Queen's Road, and at Capilano Road Fire Hall in the District of North Vancouver, and that John G. Farmer has been appointed Returning Officer to take the votes of such Electors with the usual powers in that behalf.

By Order of the Council.  
(Signed) WM. H. MAY, Reeve.  
(Signed) JOHN G. FARMER, Clerk.

## We have some good, inside buys; also good acreage listings Lynn Valley Sub-division.

Let us quote you rates on Fire, Life and Accident INSURANCE

# McMILLAN & REID

Phone 434. 10 LONSDALE AVENUE

# North Vancouver Business and Professional Cards

**ACCOUNTANTS**  
Insurance Guarantee Bonds  
**FELIX GRAHAM**  
Auditor and Accountant  
101 Lonsdale Avenue, P. O. Box 2307,  
North Vancouver. Phone 437.

**BARBERS**  
**Underwood's Barber Shop**  
**IS NOW OPEN**  
at 6 LONSDALE AVENUE  
FERRY WHARF

**CONTRACTORS**  
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Will undertake all kinds of wood work, repairs, etc.  
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High Class Ladies' and Gents' Tailoring  
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Ladies' and Gents' Cleaning, Pressing and Repairing a Specialty  
120 Second Street East  
NORTH VANCOUVER, B. C.

**TINSMITHS**  
**N.V. Tinning & Sheet Metal Works**  
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Lowest prices and best work guaranteed on tinning and sheet metal work.

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All kinds of saws filed and set on the shortest notice. Lawn mowers, knives, hedge shears and scissors sharpened. All work guaranteed, moderate prices.

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On the car line. Boarding, meals good accommodation for working men. Contractors' men boarded. Hy. Eastcott, Proprietor.

**WATCHMAKERS**  
Is your Watch stopping or keeping irregular time? If so, see

**A. J. HOOD**  
Pioneer Jeweller, 60 Lonsdale Avenue.

**NORTH SHORE PRESS LIMITED**  
Job Printers  
Publishers of the "Express"  
First Street East Phone 80

## Canadian Financing in London

A Metropolitan View of the Situation

City Treasurer, Mr. S. Humphreys, has kindly loaned the Express a very strong article on Canadian Finance in London, which appeared in the London Telegraph of September 3rd. The article presents a very sane view of the situation throughout the Dominion and contains likewise some wholesome advice as to tentative methods, which Canadians will be well advised not to overlook.

The article reads as follows: "Mr. Borden's visit to England 'on business of the Empire,' has terminated with a dignified and grateful farewell. This closes for the present the political side of the episode, but only to make room for the practical side. The Imperial plans which have been discussed in Councils of State will require money to carry them out. Dreadnoughts cannot be built for nothing, and when Canada pays for them it will have to do with borrowed money. They will add one more to the many demands which are already being made on the credit of the Dominion. Consequently they furnish another reason for increased vigilance to prevent that credit being overstrained or abused."

Already this question has been causing some concern in the city. The economic development of the Dominion is such a gigantic task, and it is absorbing such an enormous amount of British capital, that no new financial claim can be faced lightly. Canadian borrowing has now reached a point when every additional million will be of consequence. If there are to be new demands on a large scale an effort will have to be made to retrench in some other direction. It may be taken for granted that the Canadian Dreadnoughts, be they few or many, will have to be financed in London. This will involve the opening of another loan account with Canada, and it may be interesting to inquire how many such accounts are now in operation. Their sum total, we all know, is some what large—in fact, it is huge.

There is much more British money invested in Canada to-day than in any other colony or foreign country with which we have financial dealings. It has been advanced in all sorts of ways and for all manner of purposes. It has been sunk by hundreds of millions in railways for the opening up of the Dominion. Millions more have gone into land and mining speculations. Other millions have been invested in industrial enterprises. From the Dominion Government down to ten-year old municipalities in the North West every public authority is a debtor to British stockholders.

**A Privileged Borrower**  
These loans and investments have been made with an open heart as well as on an open hand. Partly for sentimental and partly for practical reasons, Canadian credit has of late stood exceptionally high in the British market—so high, indeed, as to form a substantial preference over other borrowers. Canada receives not only most favored-nation treatment in Lombard street, but better treatment than the British Exchequer itself. Not many people may be aware of the fact that the Dominion Government at one time achieved an issue of Two and a Half Per Cents. Fewer still may know that these Canadian Two and a Half per Cents stand today at 78, or nearly three points higher than our own—our father Mr. Lloyd George's—Consols. But sad to say so it is—that is sad for us but fine for Canada.

A borrower so favored and privileged as that is likely to be an active and willing borrower. The Canadians would not have been half wise if they had hesitated to take full advantage of their rare financial opportunities. On that point there has been no false modesty among them. They have borrowed early, borrowed often, and borrowed liberally. British capital has been to them as manna from Heaven—to be had for the gathering, and no questions asked. This beautiful sentiment is frequently expressed in financial debates at Ottawa. It shed a patriotic glow over some of the most fervid speeches in the discussion of the current year's Budget.

The Finance Minister himself put the plea for Imperial Dreadnoughts on broad financial grounds. The progress of Canada, he said, depended on the rush of immigration and on the rush of money from Britain for purposes of development. Another hon. member (Mr. Maclean, South York) proceeded in a similar vein and with even greater enthusiasm to proclaim that "England is the fountain-head of our money supply, and unless she is maintained supreme in her political power and commercial wealth, then she cannot supply money for the development of the resources of the associated States of the Empire." Which is a very practical as well as patriotic, view to take of the Imperial problem.

Applying the Loans  
It is to be hoped that Canadians

generally realize the important fact that they are making history with borrowed money, and that they will need a lot more of it before they are done. Mr. Maclean hardly exaggerated when he said: "The financial requirements of Canada to-day are not millions, but billions (meaning, of course, dollars). Millions are required to complete our railway systems, to increase railway accommodation in the Canadian West, to establish the great steamship lines that have become absolutely necessary in the interests of our trade, to build our ocean terminals, to develop our natural resources, and to extend our industrial enterprises."

That, it must be admitted, is a very attractive and, at the same time, a business-like programme. If the Canadians were devoting the whole of the British money they borrow to the building of railways, ships and harbors, there would be no criticism to offer except best wishes for their success. Of ships, harbors and railways they cannot have too many. Wealth of that sort will be good both for borrowers and lenders—good not merely for Canada herself, but for the empire and the world at large. But are all the borrowed billions going into these beneficent and reproductive channels? There is a suspicion abroad among us that a good deal of the money going to Canada finds its way into less commendable objects than new railways, ships and harbors.

Anyone glancing through the Canadian papers, and especially those of the North-West, might imagine that the people were not railway mad, but land mad. They have gone crazy over town lots and speculative garden cities. How supernaturally crazy it is possible to become in a land boom was proved at a sensational sale held lately at Edmonton, under the auspices of an ancient and venerable British corporation, to wit, the Hudson's Bay Company. Men and women flocked in from miles around and sat up all night around the door of the land office for the sake of an early chance to become the owner of strips of prairie land at the rate of £1,400 up to £10,000 an acre.

**Land Booming**  
Edmonton has been the head centre of this land jobbing mania, but every town and village in the North-West is suffering from the same fever. Martin Chuzzlewit's Garden of Eden is being reproduced at scores of points along the new railways. Local papers teem with advertisements in the best style of Mr. Scudder. A mere rumour that a railway station is to be located at a particular place starts furious advertising and booming of the yet unborn city. "Fort George" will serve as a sample. It is described as "the magnet that is now attracting all the big railroads"—"the transferring point from rail to steamer and steamer to rail—a factor that creates cities and not mere villages."

Real estate companies are formed to buy up blocks of land all round the imaginary railway station. If it is a "catch," offices will be opened at Montreal and Toronto to give Eastern capitalists a chance to get in. From its agricultural value of \$15 or \$20 an acre, the land will be run up to \$200 or \$300 and centre lots to \$2,000 or \$3,000 an acre. When the clever exploiters have worked off nearly all the lots, the rumor about the railway station will be officially denied. But the ardor of the land boomers will not be damped by a trifling accident like that. Next day a fresh rumor will be started, locating the new railway station somewhere else and another paper city enriches its dupes beyond the dreams of avarice. Unfortunately only for a few months, it may be.

In the large cities the "gentle art of land booming" is carried on much more scientifically, and so far it has shown greater staying power. But that may be simply because it has greater facilities for financing itself, in other words, more borrowing capacity. In justice to the Canadian banks, it should be stated that they by no means encourage land booming. On the contrary, they keep it in check as far as they possibly can. They lay down strict rules and adopt all possible precautions to prevent their advances being diverted to illegitimate objects, but the "corner lot fever" is hard to control when it has once laid hold of a man. Just now it is raging severely all over Canada and the inevitable crisis cannot be far off.

### Duke's Life Story in Tabloid Form

Here is the life story in compact form of the Duke of Connaught:  
Born May 1, 1850—present age 62 years; younger brother of the late King Edward.  
Named Arthur William Patrick Albert.  
Served through the Fenian Raid in Canada. During this stay he was made "blood brother" and chief of the Iroquois tribe. He was 20 years of age.  
Married in 1879 Louise, daughter of Prince Frederick of Prussia.

In 1881 he joined the Egyptian Expeditionary Force. Was in the battles, thanked by parliament and received several orders. Later made commander-in-chief of the troops in Bombay.  
Then went to Portsmouth, later to Aldershot.  
Three years after was given command of the forces in Ireland.  
In 1904 he was appointed inspector-general of the forces and president of the Selection board.  
Less than three years later (1907) he became commander-in-chief in the Mediterranean. Resigned two years later.

The Duke of Connaught is the grand master of the United Grand Lodge of Freemasons, an elder brother of Trinity House, a bencher of Gray's Inn, president of Wellington college and St. Thomas hospital, a member and president of the general council of Boy Patriotic Fund corporation, president of the Kennel club, a knight of justice of the Order of St. John of Jerusalem in England, of the Order of the Golden Fleece of Spain and of the Prussian Order of the Black Eagle.

### District of North Vancouver

**A BY-LAW to enable the Corporation of the District of North Vancouver to raise by way of loan the sum of \$8,000 for the purpose of purchasing a park or pleasure ground being part (5.3) acres of Block 24, District Lots 601 and 607.**

WHEREAS a petition dated as to each signature and signed by the owners of more than one-tenth of the value of land in the District of North Vancouver, as shown by the last revised Assessment Roll has been presented to the council of the said District, requesting them to introduce and pass a By-Law to authorize them to borrow the sum of \$8,000 to be expended in the purchase of a park or pleasure ground in Block 24, D. L. 601 and 607.  
AND WHEREAS the amount of the debt which this By-Law is intended to create is the said sum of \$8,000 and the object for which the said debt is created is the purchase of a park or pleasure ground, being part (5.3) acres of Block 24, District Lots 601 and 607 as aforesaid.  
AND WHEREAS it will be necessary to raise annually by special rate the total sum of \$463 for fifty years for the re-payment of the said loan and interest at 5 per cent as hereinafter provided.  
WHEREAS the value of the whole rateable land or improvements or real property of the said District, according to the last revised Assessment Roll amounts to \$8,683,790.  
AND WHEREAS the aggregate of the Debt of the Municipality (except for works of Local Improvement and School purposes) including the loan hereby authorized amounts to \$385,000.

THE REFERENCE the Reeve and Council of the Corporation of the District of North Vancouver in Council assembled (with the assent of the Electors of the District duly obtained) do hereby enact as follows:  
1. It shall be lawful for the Council for the purpose aforesaid to borrow or raise by way of loan from any person or persons, body or bodies corporate who may be willing to advance the same upon the credit of the Debentures of this Corporation hereinafter provided for, a sum or sums of money not exceeding in the whole the sum of \$8,000 and to cause the same to be

placed in the Bank of Hamilton to the credit of the Corporation for the purpose aforesaid.  
2. Debenture Bonds of the Corporation to the amount of \$8,000 in the whole may be issued by the Reeve and Clerk of the Corporation in terms of the Municipal Act in sums as may be desired, but no single Debenture shall be for a greater sum than One Thousand Dollars. Each of the said Debenture Bonds shall be signed by the Reeve and Clerk and shall be sealed with the Seal of the Corporation.  
3. The said Debenture Bonds shall bear interest at a rate not exceeding five per cent. per annum payable half yearly on the 1st day of May and the 1st day of November in each and every year during the currency of said Debentures or any of them. There shall be attached to the Debenture Bonds coupons signed by the Reeve and Clerk for each and every payment of interest that shall become due, and such signatures may be either written, lithographed or stamped.

4. The said Debenture Bonds shall as to principal and interest be payable at the District Municipal Office, North Vancouver, B. C. or at the principal office of the Bank of Hamilton in the City of Toronto, in the province of Ontario, or at the principal office of the said Bank in the City of Montreal in the Province of Quebec. The said principal sum shall be made payable by the Corporation not later than fifty years from the 1st day of November, 1912.  
5. There shall be raised and levied annually by special rate on all the land or improvements or real property in the District the sum of \$54 for the purpose of forming a sinking fund for the payment of said Debentures when they become due, and the sum of \$100 for the payment of the interest at the rate aforesaid to become due on such Debentures during the currency thereof, and that in addition to other rates to be levied and collected in the said District during the whole currency of the said Debentures or any of them.

This By-Law may be cited for all purposes as "The Park Loan By-Law 1912, No. 2."

This By-Law shall come into effect on the 1st day of November, 1912. Passed by the Council on the 19th day of September, 1912.  
Received the assent of the Electors at an election held on the day of 1912.  
Reconsidered and finally adopted by the Council and signed by the Reeve and Clerk and sealed with the Corporate Seal on the day of 1912.  
WM. H. MAY, Reeve.  
JOHN G. FARMER, Clerk.

### ELECTORS OF THE DISTRICT OF NORTH VANCOUVER

TAKE NOTICE that the above is a true copy of the proposed By-Law upon which the vote of the Municipality will be taken within the following polling stations, viz: In the Municipal Hall, Lynn Valley Road; in the Church Hall at corner of Lonsdale Avenue and Queen's Road; at Capilano Road Fire Hall, all in the District of North Vancouver, on Saturday, the 5th day of October, 1912, between the hours of 9:00 o'clock a.m. and 7:00 o'clock p.m.  
JOHN G. FARMER, Reeve.  
C. M. C. and Returning Officer.

PUBLIC NOTICE is hereby given that the vote of the Electors of the District of North Vancouver will be taken on "The Park Loan By-Law, 1912, No. 2" on Saturday, the 5th day of October, 1912, between the hours of 9:00 o'clock a.m. and 7:00 o'clock p.m. within the following polling places, viz: In the Municipal Hall, Lynn Valley Road; in the Church Hall at the corner of Lonsdale Avenue and Queen's Road; and at Capilano Road Fire Hall, in the District of North Vancouver, and that John G. Farmer has been appointed returning officer to take the votes of such electors with the usual powers in that behalf. By Order of the Council.  
(Signed) WM. H. MAY, Reeve.  
(Signed) JOHN G. FARMER, C. M. C.

**Western Dominion Land & Investment Co.**  
LIMITED  
With which is Incorporated  
**Bevan, Gore & Eliot, Limited**  
North Vancouver Branch: 67 Lonsdale Avenue, opposite Post Office.  
Representing Lynn Creek Zinc Mines Limited.  
WOULD YOU LIKE TO SEE SOMETHING NEW IN WEST VANCOUVER?

## DID YOU EVER STOP

to figure out how much time your Clerks waste each day in walking to and from the telephone?

## An Extension Telephone

on the counter or desk will prevent it.

**Only 5 Cents Per Day**  
for either a "Wall" or "Desk" set

Call up the Commercial Manager  
TELEPHONE 98

**British Columbia Telephone Co.,**  
Limited

If you want to succeed in business on the North Shore, ADVERTISE in the "Express"

## HOLIDAYS ARE OVER

How about a snap-shot album for those views you have gathered of your holiday excursions? We have a large stock of snap-shot albums, varying in price from 25c. to \$2.50. Also cushion tops, pipe racks, tie holders, bags, coin purses, etc., at right prices.

**J. E. Scouten's Book Store**  
(N. S. Book and Stationery Company).  
38 Lonsdale Avenue PHONE 191

## WANTED

### Furnished House to Rent

Three adults, careful tenants, must be modern. Furnace, fireplace, 2 or 3 bedrooms. Fairly close in. Apply Box A136, Express.

## NORTH VANCOUVER COAL & SUPPLY CO., LTD.

DEALERS IN

Coal, Brick, Lime, Gravel, Sand, Plaster, Cement, Lath, Sewer Pipes, and  
**General Builders' Supplies**

Office: 56 Lonsdale Avenue. Phone 198  
Wharf: Foot of St. Georges's Avenue. Phone 178

## SIX WARDS OR THREE

### ALDERMEN WISH TO RENDER "COMBINATION GAME" IMPOSSIBLE

Problematical points attending the division of the city into wards were referred to last evening at the meeting of the city council. Ald. Dick informed his brother aldermen that he had been devoting considerable time and thought to the matter in order that the best possible adjustment in accordance with assessment might be made. It was, however, a bigger undertaking than he had anticipated. The alderman thought that a committee of the council would have to devote a whole day to the matter in order to ensure equalization of assessment and as fair an adjustment as possible. He, therefore, moved that the mayor be empowered to appoint a committee for this purpose.

Ald. Fraser thought it was necessary that the council should first decide how many wards the city was going to comprise, so that the committee might have something to work upon. In order to expedite matters he moved that the city be divided into six wards. This Ald. Dick seconded.

Ald. McRae, however, favored division into three wards. He considered this more advisable on account of the present size of the city. If the city grew arrangements could be made accordingly.

Ald. Foreman thought that the committee might consider the advantages of both six wards and three wards and bring in a report, after seeing which seemed likely to work best.

Ald. Fraser admitted that there were points in favor of each. A divi-

sion into six wards would make it more convenient for the taking in of additional territory. It would also prevent two aldermen from representing one ward. Every member of the council would be on his own footing.

Ald. Irwin agreed to this. If North Vancouver's development came up to the expectation of the council twelve councillors might soon be in requisition. As things are at present, Ald. Irwin did not favor the idea of one ward being represented by two aldermen. He would prefer one alderman to bear the responsibility of one ward and so avoid any kind of adverse combination. Also each alderman would have a smaller territory to look after.

Ald. Biss considered six wards would prove the best. He also mentioned that this arrangement would be a preventative to aldermanic combinations being formed, explaining his reference to such a possibility by stating that North Vancouver ratepayers might not always have such an impartial council as that which was representing them this year.

Ald. Foreman belittled this argument on the grounds that aldermen could play the combination game, if they wished to do so, on either three wards or six.

Eventually the two courses were voted upon, Ald. Dick, Ald. Irwin, Ald. Fraser and Ald. Biss recording themselves in favor of six wards; Ald. Foreman and Ald. McRae in favor of three. The mayor announced the motion advocating six wards carried.

"Same old thing," said Ald. Foreman.

A committee was then appointed comprising Ald. Dick, Ald. Irwin and Ald. Foreman, the mayor explaining that it was his intention to include a representative of the minority vote in case he should be able to convince the other two aldermen that three wards would be preferable.

## The Council and the Royal Visit

### ALD. DICK THANKS THE RECEPTION COMMITTEE FOR FREE ADVERTISING

Towards the close of last night's meeting of the city fathers, the mayor touched upon the visit of the Governor-General on Friday, stating his belief that it was a matter for congratulation that this city had been honored with the presence of His Royal Highness, and later by the Duchess of Connaught and Princess Patricia. The mayor dwelt upon the fortunate fact that the weather conditions were such on this occasion as to show off the beauties of the North Shore to perfection.

Ald. Biss thought mention should be made of the successful manner in which the arrangements for the day had been carried out.

Ald. Irwin thought likewise, and proposed that the council should express its commendation of the work done in this connection by the executive and the reception committee.

Ald. Dick then arose and assured the meeting of his sorrow at having to interpose, but he did not consider that the work of the reception committee required any commendation from the council. It was all right to say that the celebrations had been a success, but the less that was said about the work of the reception committee the better, and the more honor to North Vancouver. It was the citizens of North Vancouver who by turning up in such numbers, made the day the success it was.

Ald. Foreman insisted however that the committee had done its work well. The alderman also mentioned the decorations, voicing an opinion that had been expressed to him by an outsider that the ferry arch was better than any erected in Vancouver.

Ald. Irwin then remembered that he had been a member of the reception committee, so that in any case a motion of thanks could not properly be voiced by him.

Ald. Foreman therefore expressed his entire willingness to father the motion if Ald. Irwin would second it. This being by general consent no better arrangement than the original one, Ald. Biss volunteered to second such a motion, which was formally submitted by Ald. Foreman. Ald. Dick's was the only dissentient voice.

Immediately upon the passage of this motion, Ald. Dick rose and ironically thanked Reeve May, Coun. Bridgman, Reeve Nelson and those other gentlemen for the free advertising they had given him since the last meeting. "I thank them," said Ald. Dick, "from the bottom of my heart. There is only one regrettable fact in connection with this, and that is that these gentlemen did not give the readers of the newspapers my business address. But it was free advertising just the same."

## Campers' Water Supply

### UNDER PRESENT SYSTEM CITY IS NOT RECEIVING PROPORTIONATE PAYMENT

The council last night received a letter from the North Vancouver Land & Improvement Company objecting to the charge of \$145 for rates for water for 29 camps on their property. The company wrote that Mr. P. Larson had charge of the collection of rates up to this year, when C. E. Lawson & Co. had taken over the business.

Alderman Dick moved that the letter from the agents be referred to the water committee and that in the meantime a letter be sent them in reply that "while the campers may have had various agents in North Vancouver to collect their rents and water rates and while they may have paid rents and rates to the agents, no one of these agents have ever paid to the city what is purported to have been collected from the tenants."

This motion was formally seconded and carried.

Later in the evening Ald. Dick brought to the consideration of the council a proposal that in the case of all campers water should not be furnished unless the means was in sight of the applicant's home. This would prevent water being stolen and not paid for, and proper application would have to be made to the city in each case. There were, now, said Ald. Dick, 250 campers, and the water revenue which the city should derive from this source amounted to anything from \$1,200 to \$1,500. The city was at present receiving a very small proportion of this. This question will be taken up further when the council meets on Thursday night.

## City Hall Site

### CENTRAL SCHOOL MENTIONED AS TEMPORARY CIVIC HEAD-QUARTERS

At the close of last night's meeting of the council the mayor exhorted the aldermen to keep in mind the matter of acquiring a city hall site.

Ald. Dick called attention to the fact that the school trustees had been asking for a bigger school site. It might be well to invite the board to confer with the council in this regard seeing that the school on Chesterfield avenue might reasonably be turned over to the city at the same time for city hall purposes. The building itself was very commodious and would doubtless be a suitable one for several years.

Ald. Irwin did not see the wisdom of rushing things in this connection. All had been privileged to see the mistakes that had been made by other cities. The alderman wished to see North Vancouver provided with a city hall situated in some entirely new location, the building and surroundings being such as would constitute a beautiful civic centre. He did not favor discussion with the school trustees until the matter had been more thoroughly gone into.

During the meeting a letter was read from Mr. A. D. Nye, offering for sale for city hall purposes lots 1 to 6, D. L. 148 149, being a block on Chesterfield avenue facing on Victoria Park. The letter was filed for reference.

## LONSDALE CAR LINE EXTENSION PLANS APPROVED

The council last evening approved the location of the Lonsdale avenue tram extension as far north as Windsor road. The regulation in the franchise that requires the company to give notice to the city before commencing construction work will be waived so that the work of laying rails may proceed at once.

At the request of Ald. Foreman, Mr. Angus Smith, the city engineer, was last evening instructed to bring forward a report on the sewers to be laid in the city so that those desiring extensions not included in the plan to be submitted by the engineer may apply for them before it is too late.

# HUNTING



NOW THAT THE SEASON HAS OPENED, WE INVITE EVERY ONE TO VISIT OUR STORE AND EXAMINE OUR GOODS. WE HAVE THE LARGEST AND BEST STOCK OF GUNS AND AMMUNITION IN NORTH VANCOUVER.

## PAINE & McMILLAN

NORTH VANCOUVER'S LEADING HARDWARE MERCHANTS  
Phone 12. FIRST STREET AND LONSDALE

## NORTH LONSDALE

You can buy a 50-foot lot on Osborne Road, 1/4 blocks east of Lonsdale Avenue, for \$800.00, on terms of one-quarter cash, and the balance over 18 months.

## STREET CAR INDICATOR CO., LTD.

Enquire about this while One Dollar Shares are selling for Fifty Cents. CALL or WRITE for Prospectus.

## HOOD & SOUTAR

213 LONSDALE AVENUE P. O. Box 2397  
Phone 452

## The Monarch Malleable Range

Everybody knows the Monarch. If you intend purchasing a Range this fall, it will pay you to investigate the Monarch. It costs less, lasts longer and burns less coal or wood than any other malleable range sold in North Vancouver.



## Patterson & Goldie HARDWARE

Phone 88 105-7 Esplanade West

## North Lonsdale

Cheapest homesite in North Vancouver, 40 ft. lot within 2 blocks of Lonsdale Avenue, only \$375.00. Terms \$95 cash, 8, 12 and 18 months.

## CARDINALL & MacGREGOR

104 ESPLANADE  
Local Agents for British Empire Home Insurance Co., London Assurance Company  
We will be pleased to have listings; also homes for sale or rent.  
Phone 983 P. O. Box 2346

# Shoe Talks

## MOTHERS

The time to buy your Children's Shoes is NOW. We carry the largest stock of Children's Shoes in British Columbia. We specialize in Children's Shoes and take the greatest care in fitting the little ones' feet.

Wear is the important feature.  
Our Shoes are made for hard wear.  
Our outside and inside built for comfort.  
Don't let your children get wet feet.

A Doctor's bill soon runs up.  
Now is the time to prepare for winter.  
Drop in and examine our stock.

See our new styles in Men's, Women's and Children's Shoes.  
Our Prices are Right.  
New Goods are on our shelves.

Shoe Repairing by machinery on the shortest notice.

## Everybody's Shoe Store

P. O. 1815 FIRST STREET EAST Tel. 393

## NORTH VANCOUVER LADIES PRESENTED TO H. R. H. THE DUCHESS OF CONNAUGHT

H.R.H. the Duchess of Connaught and Princess Patricia visited the home of the Royal Victoria Order of Nurses on Venables street, Vancouver, on Saturday morning, when Miss Thompson, Mrs. Graham and Miss Simpson of the North Vancouver branch had the honor of being presented to H. R. H. the Duchess of Connaught.

## IRISHMAN'S WILL WHICH WAS WRITTEN POETICALLY IS GRANTED PROBATE

Dublin, Sept. 20. Mr. Thomas Andrew Armstrong of Pilot View, Harbor Road, Dalkey Co., Dublin, who died on June 23rd last, leaving £1359 16s 10d, disposed of it in the following will in verse:

"All earthly goods I have in store,  
To my dear wife I leave for evermore,  
I freely give, no limit do I fix,  
This is my will, and she executrix."  
(Signed) Thomas Andrew Armstrong  
Probate of the will has been granted his widow, Mrs. Henrietta Armstrong.

Ald. Foreman objected last evening to the payment of \$25 to Mr. Thomas Shepherd in respect of work alleged to have been done by him as an employee of the city. The alderman contended that Mr. Shepherd on attempting to search the titles of city lanes had not been given access to the Land Registry office owing to his not being a qualified solicitor. Ald. Foreman did not see why in this case Mr. Shepherd should be paid this sum. Ald. Fraser explained that had he wished to do so, Mr. Shepherd could have claimed a month's salary, \$150. The alderman thought the city had been let down very easily. To this, Ald. Foreman retorted that if Mr. Shepherd was entitled to \$150 he should be paid that sum by the city. Eventually the matter was voted upon as follows: For the payment: Ald. Dick, Ald. Irwin, Ald. Fraser, Ald. Biss; Against, Ald. Foreman and Ald. McRae.

Mrs. Thomas Moore, who has been visiting her sister, Mrs. Geo. H. Mor den during the past summer, left for her home at Holland, Manitoba this morning. She was accompanied by her niece, Miss Bertha Miller of this city.

## Some Everyday Drug Prices

- Enos Salt ..... 75c
- Zambuk ..... 35c
- Allenbury's Food ..... 85c
- Allenbury's Food, No. 3 ..... 55c
- Pink Pills ..... 35c
- Peroxide, per lb. .... 65c
- Cuticura Soap ..... 25c
- Baby's Own Soap ..... 3 for 25c
- Anti-Colic Nipples ..... 5c each
- Absorbent Cotton ..... 35c lb.

We have constantly in stock a complete stock of Bed Pans, Douche Pans, Hot Water Bottles, Irrigators, Elastic Hosiery, Abdominal Belts, Batteries, Electric Belts, Trusses, and, in fact, everything in the sick room line not usually stocked by smaller drug stores.

Phone 311 and your order will be rushed to any part of the city.

## North Shore Drug Co.

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