The Express

Volume 10 — North Vancouver, B.C., Friday, February 3, 1911 — Number 48

FERRY COMPANY MEETING

The regular meeting of the North Vancouver Ferry Directors was held yesterday afternoon. Director Williams occupied the chair in the absence of Mayor McNeish who was in Victoria.

The question of insuring the new ferry North Vancouver No. 3 was first taken up and it was decided to place an insurance of $80,000 on the boat at once. The manager was instructed to place it in the best manner possible.

Mr. A. J. Harley, acting harbor master was present on invitation from the Board to take up the question of enforcing the rules of the road and regulation of small craft on the Inlet in connection with their interference with commercial traffic. The particular case under consideration was the recent collission of the two ferries in mid-stream, the cause being attributed to a small gasoline launch without horn or other adequate means of sounding alarms in the dense fog which prevailed at that time. Mr. Harley was not very well acquainted with the facts of the matter and the secretary was instructed to furnish him with these when he will take the matter up with the proper authorities.

A letter was received from "Citizen" suggesting that the new ferry be named King George which would be appropriate in this the coronation year. Filed.

C. A. Damon of Vancouver wrote applying for the privilege of conductin the card advertising on the ferries on 50 per cent. basis at no expense whatever to the ferry company. It was referred to the manager to effect a satisfactory arrangement.

Manager Heard reported that he had interviewed the light committee of the Vancouver council and they had promised to have additional arc lights placed on Columbia avenue near the approach to the ferry wharf.

THE NORTH VANCOUVER CITY FERRIES LIMITED

Statement of Receipts for the Month of January, 1911

Passenger Fares—	
Return fares	$1695.00
Commutation Tickets	
(6 for 25c)	1812.50
(30 for $1.00)	568.00
(70 for $2.00)	1320.00
Monthly Tickets	172.00
Vehicle Fares	566.50
Freight Receipts—	
Collected	183.75
Propaid	10.35
Sundry Receipts—	
Cash fares, rents, commissions and wharfage	250.55
	$6570.65
Total receipts for January, 1910	$4426.10

Certified correct:
North Vancouver City Ferries,
H. E. Kemp, Sec.-Treas.

OPENED TINSMITH SHOP

Messrs. McGurk and Sutton, formerly the Clark Sheet Metal Works in Vancouver, have purchased Paine & McMillan's tinsmith business and plant and have opened up a store in the Stevenson block on Lonsdale Ave.

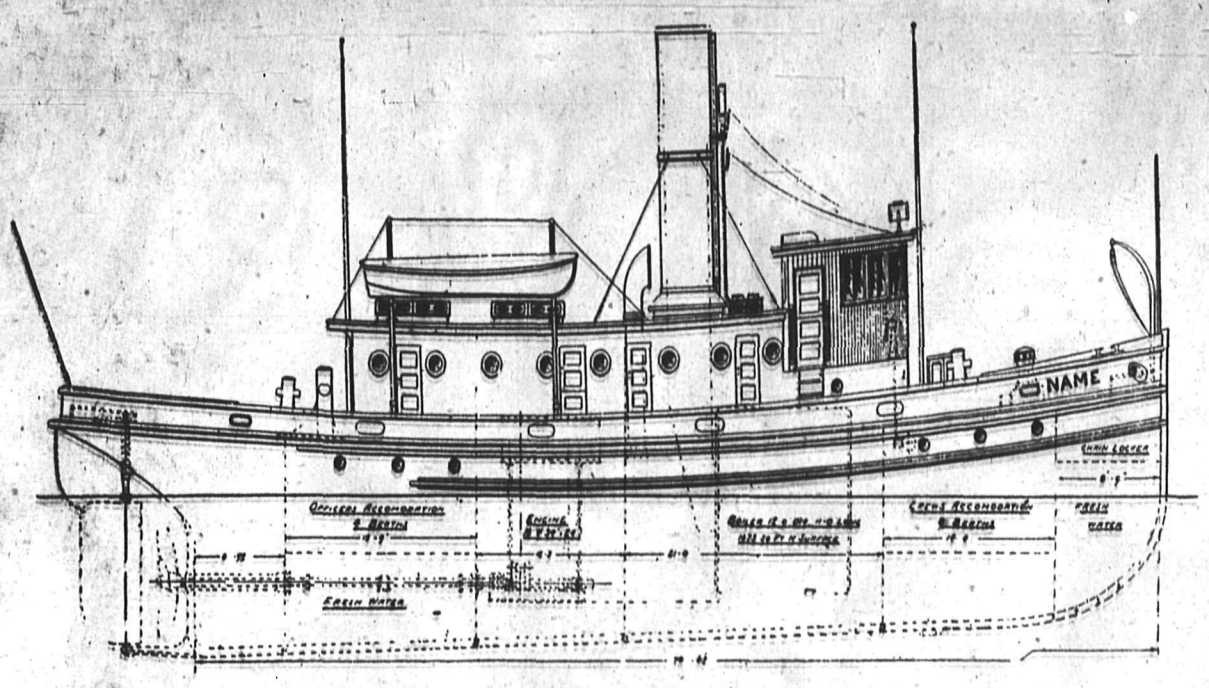
BORING BROUGHT SATISFACTORY RESULTS

It is understood on reliable authority that at 140 feet the engineers who were testing the north shore at the proposed site of the Second Narrows bridge for the abuttments of that structure struck a sufficiently substantial substance to carry the heavy weight which will be contained in the bridge.

W. C. T. U.

Mrs. Livingstone, provincial organizer W. C. T. U. will hold a public meeting on Tuesday evening next, February 7th in the Methodist church, 6th street and St. George (kindly loaned for the occasion) at 8 o'clock and every adult citizen is cordially invited. Admission free. Mrs. Livingstone is a lady of wide experience and excellent ability and an enjoyable and profitable time is assured. On Wednesday afternoon, 8th inst., in the vestry of the same church there is to be a meeting of the local branch of the W. C.T.U. to which all women will find a warm welcome at 3 o'clock. It is hoped that everyone interested will find time to attend either or both of these gatherings and give Mrs. Livingstone a hearty reception on her first visit to this city.

Canadian Merchant Marine---Local Engineering Works Awarded Contract



The Department of Public Works, Canada, has awarded Messrs. McDougall-Jenkins Engineers, Ltd., of North Vancouver, B. C., a contract to build a steel tug for use in Victoria Harbor. The builder is to build and equip a steel tug boat and deliver it to the Department of Public Works of Canada at New Westminster, B. C. afloat, under steam and ready for service, guaranteeing it for a period of three months after date of actual delivery.

The boat, plan of which is shown above, is to be of steel except where otherwise specified. The scantlings, thickness of plates, rivetting, quality of material and workmanship to be as required for 100-A in Lloyd's Register.

The dimensions are as follows: Length over all, about 91 feet 6 inches, length between Lloyd's perpendiculars 78 feet 6 inches, moulded beam, 20 feet, moulded depth 12 feet 9 inches, draught aft, about 10 feet 6 inches.

The boat will be equipped with five water tight bulk heads, all to extend from floor plates to deck.

The type of engine will be inverted fore and aft compound surface condensing, with a high pressure cylinder 15 inches and low pressure cylinder 34 inches diameter, stroke 24 inches, back columns of cast iron, front columns of solid round steel, to be equipped with steam reversing gear. Engines to be built by Ross and Duncan, Glasgow, of a special design to suit conditions. The air pumps are to be genuine Edwards Syndicate's Patent Air Pump of the latest design, 12 inches diameter by 12 inches stroke and to be driven from the low pressure cross head.

The circulating pump is to be independent, direct connected, steam-driven, of the "Gwynne" type. The main feed pump is to be a genuine Weir Patent Direct Acting Feed Pump, with float regulating attachment, arrangement "E" steam and water ends to be 7 inches and 5 inches diameter, respectively, stroke 12 inches.

The engine feed pump is to be driven by the air pump crosshead. The engine bilge pump is to be driven from air pump crosshead. The boat is to be equipped throughout with a steam steering gear, anchor winch and electric generating set of the latest type. The boiler is to be of the Scotch Marine type, single ended, 12 feet internal diameter at largest course by 11 feet long inside. Working pressure 150 pounds per square inch. There are to be three Morrison corrugated furnaces 36 inches mean diameter.

The cost of the boat including material supplied by the department of public works to be $45,000. Delivery June 28, 1911.

Boat and machinery was designed by H. A. Bayfield, local superintendent dredges, Department of Public Works, New Westminster, B. C.—Pacific Marine Review for January.

GEM THEATRE PROGRAM

This evening and Saturday evening the Gem theatre of this city is offering to its patrons a program of exceptional merit. The items which appear below have been especially selected by Mr. Venner who has by long experience become intimately conversant with the critique of his profession. Each will be found to be a winner with the humorous element predominating. The program consists of the following: "Wilson's Wife's Countenance, "Saved by the Flag" (a southern military drama), "Bud's Escapade", "Rastus in Zululand", "In the frozen North" (a 1000 foot Selig Drama), "The Open Gale" (a biographical drama). Mrs. Venner will sing a new selection entitled "Starlight". Saturday's matinee will commence at 2.30 sharp.

Messrs. Watt and Chalmers of Vancouver have started the erection of a fine residence on Ottawa Gardens.

The regular weekly practice of the North Vancouver hockey team has been postponed on account of the condition of the grounds after last night's storm.

Jonn F. Yates has lately applied to the council to have Keith Road east graded. He is about to build a fine residence for himself just east of Victoria park.

SUNDAY SERVICES

The pulpit of St. Andrew's Presbyterian church will be occupied on Sunday morning by Rev. A. MacAuley of the Logger's Mission and in the evening by Rev. A. L. Burch of Westminster Hall.

OBITUARY

The death occurred this morning at 6.30 of Robert McDowell of 2nd street, father of Marcus McDowell the pioneer druggist of this city. Mr. McDowell had been ailing for about two months and gradually grew weaker until the end came. He was a native of Ireland and an old resident of British Columbia and leaves a widow and eight children, five boys and three girls to mourn the loss of an endeared father. All of the children reside in B. C. the daughters being all married. Mr. McDowell was in his 86th year. Funeral arrangements are pending a reply to a telegram from some of the children. It will, however, be private from Harron Bros'. undertaking parlors.

SCENIC RAILWAY BILL PASSES COMMITTEE

CAPILANO LINE SUCCESSFUL—TO BE COMPLETED BY OCTOBER, 1912

The two applications for charter rights to construct a scenic railway up Grouse Mountain by the promoters of the Grouse Mountain Scenic and Incline Railway Co. and the Grouse Mountain Scenic Railway Co. which were fully discussed at a public meeting in this city recently came up before the railway committee in Victoria on Thursday morning. There were present representing and for the purpose of protecting the interests of the North Shore Mayor McNeish, Ald. Henderson and A. H. Douglas, who was retained for the city, A. Philip, A. E. Kealy and W. J. Irwin from the Board of Trade and Reeve McNaught from the district. Before the committee this delegation favored neither company but if only one charter was to be granted a preference was given Capilano route. Their particular contention was that a time limit for completion should be provided so that the interests of the municipality would be safeguarded against any undue delays for as Reeve McNaught put it they had already vouchsafed sufficient blessings in this way.

Messrs. T. O. Townley and H. A. McLean supported the application of the Capilano line. The facts as to the ownership of the scenic top of the mountain and the estimated cost of the line were gone over, with the exception of a slight change to that which was told the North Vancouver people.

As their application now reads the line practically starts from the west side of the Capilano at the Second Canyon where they propose building a steel bridge. From that point it will run through D. L. 594 to the foot of the mountain where the incline railway will start. The line from the present terminus of the B. C. Electric Company's Capilano line across the river and up the west side of that stream will be built by the B. C. Electric or by the Scenic Ry. Co. on the understanding that they be reimbursed in two years. Definite assurances were given by Mr. Townley that complete arrangements had been made with the B. C. Electric in regard to the supplying of power and other privileges in connection. It will be incorporated in the charter, if such is granted, that the line must be completed by October 1912. Work will necessarily have to start immediately.

Asked by Mr. Braden if the line would pay in winter Mayor McNeish replied that two lines would not pay and there would have to be combination in some way if two charters were granted but with the winter sports that could be participated in at the top of the mountain, such as curling, toboggoning, snow-shoeing, etc., there was little doubt of the popularity of the resort.

Reeve McNaught said the scenic beauties of North Vancouver's mountain tops surpassed the Alps of Switzerland. He did not want the proposition to degenerate into a mere real estate scheme but resolve itself into something in proportion to that which nature had provided. It was the district's wish to have a clause inserted in the charter giving the municipality power to purchase at certain intervals. This was not agreed to, however, by the members of the railway committee for the reason that the company was not asking any aid or bonus. Mr. Kealy and Ald. Henderson emphasized the fact that there were no profits in it for two companies. They considered that satisfactory arrangements could be effected with the B. C. Electric Railway Co. to connect with the mountain railway.

After a short deliberation the committee resolved to report the bill of the Grouse Mountain Scenic and Incline railway and to lay the application of the other company over to the 10th on their own request.

The committee, however, recommend the reduction of the bonding privileges of the former to $75,000 a mile which would make the total bonded indebtedness $300,000.

MIKADO

An entertainment which is being looked forward to with considerable interest will be given by the Grandview Operatic Society, assisted by the Vancouver opera house orchestra in the Horticultural hall on the evening of February 9th. The play will be the Japanese musical comedy by Gilbert & Sullivan "The Mikado."

DISTRICT COUNCIL

In the absence of Reeve McNaught the regular meeting of the district council was presided over by Councillor Bridgman last evening.

All the councillors were present.

Correspondence was read as follows:

From H. V. Smith, for a client, Mrs. J. Eaton, applying for a road to lots 17, 18, 19, block 4, D. L. 2023. Referred to the Board of Works.

From T. S. Nye referring to an arrangement made with him in regard to the settlement of the clearing and surveying of block 31 and 32, D. L. 2026 through which the Seymour Lumber Co. had constructed a plank road on St. George's Ave. He asked for attention at once to this matter and settlement of his account. Referred to Coun. Loutet to effect a settlement with Mr. Nye.

Ald. Dick, chairman of the city waterworks committee, appeared before the council in regard to the construction of a screening tank near the waterworks intake. Ald. Dick said the city did not want to hold up the district in the local improvement of Lynn Valley road in the lowering of the old water pipe. The city, however, could not lower this old pipe until the new one was in operation and this could not be effected until the city had constructed a screening tank immediately below the intake. He explained that the road at this point was 120 feet wide, the tank would only utilize 20 feet of the road allowance. Further, the district's bridge across Lynn Creek was south of the proposed screening tank and in this case it would not interfere.

Coun. Bridgman read a letter from Messrs. Wilson and Jamieson, solicitors for the owners of D. L. 1016 in which the road was situated threatening to take action as they deemed advisable if the road was going to be used for any other purpose than a road allowance. They protested against any work on the road in connection with the intake.

Ald. Dick said it was only the renewal of work established five years ago. He suggested that the city go ahead with the work on the understanding that it assume all the responsibility and indemnify the district for any expense incurred through any legal action taken on the part of the owners. Referred to the committee of the whole.

From Mrs. Campbell, secretary of the school board, asking that the Lynn Valley school grounds be graded and also that the Hollyburn grounds be cleared and graded. Resolved to do the work when the weather cleared.

The school estimates for 1911 were given as $12,275.

From the North Lonsdale Ratepayers' Association asking council to provide them with cost of operation of transporting rock to North Lonsdale. A resolution passed urging that steps be taken to widen Lonsdale Ave. to 100 feet and as it was a trunk road that the cost be charged against general funds and that a bylaw for this purpose be introduced.

Re the quarry the engineer was asked to report as to the widening of Lonsdale Ave.

Coun. Loutet was asked to report on the cost of expropriating the land necessary.

The engineer was instructed to report on the estimated cost of the whole work.

From S. Gintzburger, complaining that there was an overflow of water from Keith Road on his property in D. L. 237. Referred to the engineer.

From H. B. Howell asking council's approval of an application for foreshore lands. Referred to Coun. Lawson and Thompson to report on.

From J. E. Roberts asking in flowery language for a sidewalk on Doran Road to his property in block 5, D. L. 2169 from Centre Road.

The clerk was instructed to reply that his application would be considered in the general scheme. He also submitted a rough plan of block 5, D. L. 2169 for subdivision. This was laid over to next meeting.

The engineer was instructed to call for tenders for lumber and hardware for the construction of sidewalks through the municipality.

From the city clerk advising that the city was agreeable to pay half the cost of an arc light at the city limits. Referred to the light committee.

A request was received as to the district's intention re the widening of Lonsdale Avenue to 100 feet. The clerk was instructed to reply that the matter was under consideration.

From Theo. Giggie, asking for a road to his property, lot 12, block 35, D. L. 2087. Referred to the engineer.

From C. J. DuCane, asking for the extension of Philip Avenue to his property near the terminus of the Capilano car line in block 1, D. L. 607. Referred to Coun. Bridgman to confer with Mr. Mahon in connection with bearing a portion of the cost.

B. E. Stewart and others petitioned for a sidewalk on 10th street from Sutherland Avenue to Drayton street. Referred to the engineer.

An application for a street light on the corner of 10th street and Hendry Avenue was referred to the light committee.

R. Conroy and others applied for the opening of Lloyd Avenue and part of 24th street to block 1, D. L. 600. Referred to the engineer to report.

From W. E. Burns, solicitor, advising that the government engineer will make a survey of the Hollyburn wharf in respect to arriving at a final settlement of the matter.

The financial committee recommended the following schedule of wages for the clerical staff: J. G. Farmer, clerk and collector, $125; P. N. Bayliss, treasurer, $95; Robt. Chance, assessor and assistant collector, $95; Miss Peers, assistant clerk, $65, and Miss Campbell $45. Coun. Allan and Lawson voted to lay the report over for a week.

It was recommended that two tax commissioners be appointed and that the solicitor's and auditors' remuneration be laid over. The report was adopted.

Coun. Ward, acting chairman of the finance committee, read a letter from the solicitor advising that it was not in the council's power to bonus the car ferry proposed by the Imperial Lumber Co. by bonus or exemption from taxation where it any way competes with another company. His opinion was that only a ferry company carrying passengers and freight would be entitled to make such an application.

The matter was laid over for a full council.

A. L. Ronald is erecting a large residence on the corner of Jones Avenue and 14th street for rental speculation.

TO BE LAUNCHED BY MARCH 1st

It has been definitely reported to the ferry directors that the new North Vancouver Ferry No. 3 will be launched not later than March 1st.

Comments have been varied as to the time that was taken to build the boat but in justice to the builders the new ferry when finished and painted will do credit to its constructors and serve as a striking advertisement for the city.

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GROUSE MOUNTAIN SCENIC RAILWAY

Representatives of the Grouse Mountain Scenic and Incline railway addressed a fair sized gathering of North Shore citizens in Larson's Pavilion on Saturday evening last.

Mayor McNeish was appointed chairman.

The meeting was called as explained by the chairman for the purpose of hearing the proposals of the two scenic railway companies that are at present making application to the provincial legislature for a charter to operate a railway to the top of Grouse Mountain. They were heard previously at a joint meeting of the city and district councils and the executive of the Board of Trade and at that meeting as no decision was arrived at in respect to endorsing either scheme or neither, it was decided to hold a public meeting of the ratepayers of the city and district to hear and give the promoters of each railway an opportunity to state their definite propositions. There were present at Saturday's meeting Messrs. McGuigan, and Miles promoters of the aforementioned company. The representatives of the company backed by Macdonnel and Gzowski, contractors, failed to turn up for some reason. This may be attributed to the fact that both bills have already passed their first reading before the House committee.

Immediately after the meeting was convened Mr. A. Philip read the following which had been passed by the district council at a recent meeting; "Whereas it is of the utmost importance to the best interests of the development of the North Shore that our chief point of scenic beauty be in reliable hands; therefore, be it resolved that this council respectfully urge upon the government that if a charter is granted to any company for the building of a scenic railway to Grouse Mountain to North Vancouver the following clauses be inserted in such charter, namely: (1) that the construction of the railway be commenced before the 1st of June, 1911; (2) that the construction of the railway be completed and in operation not later than the first of June, 1912; (3) that the district council or its successors be empowered to purchase the undertaking of the company in 10 and 20 years from date at an arbitrated value of the capital invested; (4) that the government inspector safeguard the travelling public in the matter of grades. Clause 5 was added at the meeting, that there be incorporated in the charter any other clauses which the city and district's legal representatives may deem desirable.

Mr. Miles was the first speaker. He outlined the proposals of his company as previously published. The cable line will be about 7,600 feet long and would be operated on the three rail system with cars every ten minutes. His company now owns D. L. 1526, which comprises the plateau at the top of Grouse from where only it is possible to get a panoramic view of the surrounding country. A large $50,000 hotel and summer cottages will be erected at the terminus on the top. He said it was intended to build the railway similar to the Mount Low Scenic railway in California.

Mr. McGuigan assured that complete arrangements had been made with the B. C. Electric Ry. Co. for power. His company proposed to build the Capilano extension from the Capilano road up the west side of the river to the Canyon for the B. C. Electric Ry. Company on the understanding that they be reimbursed in two years. Referring to the other scenic railway company he said they could not say where they were going. They had never visited the top, according to the admission of Mr. Gzowski. Their proposed terminus at the top of the mountain was too far back to afford a panoramic view of the surrounding country besides they had no means of getting water. Mr. McGuigan said his company had already expended about $10,000 in running surveys and making plans and estimates. Regarding the latter he gave the following figures as to proposed cost: Top electric line, $73,085; lower electric line, $71,870; cable line, $270,045; total estimated cost of construction $415,000. He later on declared that if granted a charter his company would undertake to complete the line by the 1st of June, 1912.

Question—"What grant do you expect from the city?"

Mr. McGuigan—"Our finances have been arranged and no grant will be asked for, only good will is solicited."

Mr. Philip—"When are you prepared to start construction?" Answer—"As soon as the charter is granted."

Mr. Philip—"Is there not some provision granted by the legislature that you can delay construction for two years?"

Mr. McGuigan—"By the payment of a certain sum of money."

Question—"If granted a charter would you be prepared to start construction this year or next?"

Answer—"This year, probably initial step about February."

Question—"When could you complete the line?"

Answer—"In one season."

Question—"Have you a clear understanding with the B. C. Electric railway Co. for supplying power?"

Mr. McGuigan—"We have arranged that."

He then explained that Mr. Sperling general manager of the company had authorized him to use his name in connection with the agreement and also the proposal of the scenic railway company to construct the electric line west of the Capilano in the meantime. He also explained the route of the proposed scenic railway up the mountain from a painting of the landscape that was on exhibition behind the platform.

Mr. A. E. Kealy asked if they would be willing to have inserted in the charter a date from which to start construction.

Answer—"Yes."

Mr. Sargent—"Are you willing that (completion of the line be effected within 12 months of starting) be put in the charter?"

Answer—"Yes."

In answer to a question from Mr. W. J. Irwin, Mr. McGuigan said they would agree to complete the entire line to the top of the mountain within 12 months of starting.

Mr. Irwin—"Is the resolution of the district council agreeable to you?"

Mr. McGuigan—"Yes."

Ald. Henderson—"Is it the intention of the company to sell out their charter?"

Answer—"No."

Question—"Would you be agreeable to sell out in 10 or 20 years to the municipality?"

Mr. McGuigan said he had not considered that but expected that such negotiations could be easily entered into.

Mr. Irwin then moved that the resolution passed by the district council be adopted. He did not agree with the meeting endorsing either company.

Mr. A. E. Kealy took exception to Mr. Irwin's statement that preference should not be given. He said Mr. McGuigan's company put up a definite proposition while the other people have not given us any proposition. He wanted to know why they were not present when they were invited. "It is because they have no definite proposition to offer," he volunteered. They do not know where they are starting from or where they will go. There is no scenic beauty to be seen by going around the mountain as

(Continued on page 7)

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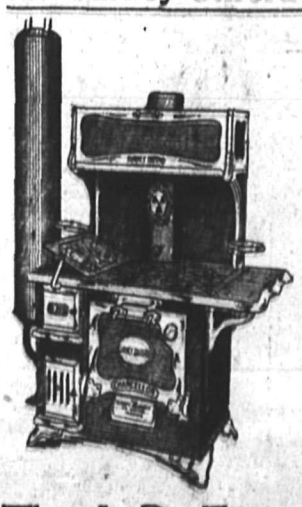

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Lynn Valley Notes

(Express special correspondent)

Mr. and Mrs. Underwood are receiving congratulations on the arrival of a young daughter.

Sleigh driving in the Valley is becoming a popular pastime. A very stylish turnout was seen driving down Centre Road Tuesday afternoon.

Mrs. Lewis, Fromme Road, has been confined to her room on account of illness. Her friends will be pleased to know she is improving.

The Methodist Ladies' Aid will meet next Tuesday, 7th inst., at the residence of Mrs. R. Whipps, Frederick Road. All ladies interested in church work are cordially invited to this meeting.

The annual meeting of the Institute Hall, Lynn Valley, was held last Monday when the election of three new members on the Board of Directors took place. The names of the successful candidates are E. V. Stewart, J. Kirkland and S. Allman. A report of last year's progress was read, also a report showing the financial standing of the hall, which showed a balance on the right side. Mr. Duval made a strong plea for better support towards such a worthy object as the hall is intended for. A vote of thanks was passed and forwarded to Mr. F. S. Goodall for his generous donation of his services at the social on the 24th after which the meeting adjourned. The executive will meet on Wednesday evening for the transaction of business.

An event of unusual interest occurred last week at the home of Robt. Brown, Kilmer Road. Twenty-four of the Brown family sat down to a family reunion. Among the group were Mr. and Mrs. Robt. Brown, Mr. and Mrs. Robt. Brown, jr., of Hilyard, U. S.A., Mr. Wm. Brown and family of Vancouver, Mr. Henry Brown and family of Vancouver, Mr. Robt. Harvey and family of Spokane, Mr. Harry McCormick and family of Vancouver, Mrs. Frank McCarthy and family of Vancouver, Mr. Allman Brown and family of Vancouver. After enjoying a bountiful repast a special car conveyed the party to the North Vancouver ferry thence to Vancouver where a group photograph was taken to commemorate the affair.

Through the blowing out of one of the flues in the engine of the SS. North Vancouver on Wednesday afternoon that ferry was compelled to lay off for a couple of trips to allow of repairs being made.

NORTH VANCOUVER SPECIALS

Lot 18, Block 35, D. L. 550, $1125. Cash $425, balance 6 and 12 months

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Telephone 215

Branch Office: End of Lynn Valley Carline
Main Office: 632 Granville St. Vancouver

Foreign Office: Glasgow, Scotland.

HARD TO BEAT

50 FEET IN FIRST BLOCK ON **FOURTH STREET**

WITH COTTAGE for only $3200; Cash 1200, balance reasonable.

Martinson & Co. 62 LONSDALE AVENUE NORTH VANCOUVER, B.C.
Phone 173. P.O. Box 72

FOR QUICK SALE

Prices Reduced for Lots in

CAPILANO GARDENS

Subdivision of Portion of District Lots 601 and 607, North Vancouver Municipality. At Terminus of B. C. Electric Carline.

For Plans, Price Lists & Particulars Apply To **MAHON, McFARLAND & PROCTER, LTD.**

Phone 6286. Corner Pender and Seymour Streets, Vancouver.

Pleasant Fields of Holy Writ

Save for my daily range
Among the pleasant fields of Holy Writ,
I might despair. —Tennyson.

THE INTERNATIONAL SUNDAY SCHOOL LESSON

First Quarter. Lesson VI: February 5, 1911: 1 Kings xvii.

ELIJAH THE PROPHET APPEARS IN ISRAEL

The accepted idea of a prophet is too mechanical. We have been accustomed to imagine one called to this office and so possessed by the Divine Spirit that his personal will and judgment are practically supplanted. He is moved like an automaton. A verse in St. James's epistle turns a strong light upon the prophetic office and corrects our misapprehension. "Elijah was a man of like nature as we are." In and out of his special function he was a perfectly normal character. Over in Tishbe of Gilead he contemplated the disgrace and impending ruin of his country. His heart was stirred with patriotic feelings as ours are by events now transpiring. Do not take Elijah out of the category of perfectly normal human life. St. James says his feelings and emotions were just such as ours would be under similar circumstances. In his distress he communed with God. "Is the evil remediless? Can not the people be chastened? Will not drought and famine bring them to repentance?" He believes so. He prays that it may not rain. Can he aspire to be Jehovah's ambassador to the Court of Ahab? If so, he places himseld unreservedly at the disposal of the Almighty. So, of his own will, with use of his own judgment, in normal manner he becomes Israel's reformer. Some scholars have been annoyed at the abruptness of Elijah's appearance in the narrative. The Jerusalem Talmud fills in the apparent hiatus with an imaginary conversion between Elijah and Ahab. It is gratuitous. Abruptness is in appearance only. From St. James we know how a season of prayer prepared the prophet for his mission. The people would recognize him as Jehovah's messenger. * * * Next this portrait of the prophet hangs that of the widow of Zarephath. Plague and famine has fallen upon her. She is gathering fuel to bake the last cake. A footstep! She looks up. A stranger; a Hebrew; a prophet. Possibly the prophet whose word has brought the famine. However, she recognizes in the alien a fellow-sufferer. He, too, is famine-stricken. Her benevolence rises to subdue her racial prejudice, and even the stronger passion, her religious prejudice. The prophet makes as great a requisition as was ever made upon himself. She honors it. So this heathen woman, whose faith excelled that of any woman of Israel received a prophet, and with him a prophet's reward. It was no accident that Elijah was sent to her. She was worthy. Now she stands forever incensed with the Saviour's commendation and hallowed with his praise.

THE TEACHER'S LANTERN

The Lord has his prophets yet. Who see the evil. Whose hearts are stirred. Who put themselves at disposal of heaven for reformation of the evil. * * * Two portraits appear upon the same page. Women, contemporaries, same race, worshippers of same gods. Here resemblance ceases. One is a queen, ambitious, cruel, intolerant, licentious. Other a widow, on whom and her dying son the plague has fallen with all its weight. Her benevolence and faith outshine the queen's jewels. * * * No accident these two portraits appear together. Bible teaches by example. Each character stands for an opposite principle of life. In Jesebel it was love of self. In the widow it was love of others. * * * Outcome of the two lives was what might have been expected. Jezebel dies a violent death at hands of traitorious menials. Whether it be true or not that the widow's son became the Prophet Jonah, at any rate she received the commendation of the Prophet of prophets.

YOUNG PEOPLE'S DEVOTIONAL
YOUNG PEOPLE'S RELIGIOUS SERVICE

February 5, 1911: Proverbs xxii: 6, 8, 12-17, 32-36.

* * *

WHY DO YOU BELIEVE IN A SOCIETY?

A young people's society in the church is a laboratory where the character is analyzed, its elements discovered and developed; an armory where young soldiers of the cross are disciplined and panoplied; a gymnasium where young christians make themselves strong and athletic. The wonder is not that the church has a young people's society, but that it was so long without one.

SPECIAL MEETING

A special meeting of the North Vancouver Board of Trade will be held on Friday evening when the business in hand will be the consideration of sending a representative from the Board to Ottawa in connection with the application of the Burrard Inlet Tunnel and Bridge Company for a Dominion subsidy of $300,000 towards the construction of the Second Narrows bridge and railway. As the executive meeting is slated for the Tuesday evening following it is possible that the meeting will resolve itself into an executive meeting and despatch any matters of business intended to be dealt with on Tuesday evening.

I. O. G. T.

Ambition lodge No. 73 is competing with others in Vancouver district for membership prize to be presented by G.S. Bro. J. R. Matthews. Last Friday evening's meeting of Ambition lodge was a good one despite the weather and next Friday's is expected to be better still, being first meeting in the new quarter. Any candidates for membership may hand their names to some of those already members.

IN THE MATTER of the Water Act and Amending Act and

IN THE MATTER of License No. 42 granted to the Corporation of the District of North Vancouver for 300 inches of water to be taken from Lynn Creek, dated the 30th August, 1904.

NOTICE is hereby given that the City of North Vancouver being the owner and licensee under the said license by virtue of the North Vancouver City Incorporation Act, 1906, will apply to S. A. Fletcher, Esq., Water Commissioner for New Westminster, B. C., on Wednesday the first day of March, 1911, at the hour of eleven o'clock in the forenoon or so soon thereafter as counsel can be heard for an order amending the said license by substituting therein as licensee the name of the City of North Vancouver in place of the Corporation of the District of North Vancouver, and for adding to the words defining the point of diversion the words "and at a point on Lynn Creek either on Lot 999, Group 1, New Westminster District or Lot 1363, Group 1, New Westminster District at or near the boundary between the said Lots" or, in the alternative, for an order amending the license originally granted apportioning the water to be taken from Lynn Creek under said license No. 42 between the point of diversion as set out in the original license and a point of diversion of Lynn Creek either on Lot 999, Group 1, New Westminster District or Lot 1363, Group 1, New Westminster District, at or near the boundary between said Lots or to issue two or more licenses for the water to make such other order in the premises as may be just and equitable.

DATED this 24th day of December, 1910.

R. L. REID,
Solicitor for said City of North Vancouver. 57-3

LYNN VALLEY

Why pay $350.00 for rough uncleared Lots when we can sell you the very best cleared Lots without a stone on them, level as a table and into grass. Been cultivated for ten years, situated on Centre Road, being the best Road on the North Shore and one block from the Car Line, School, Church and Store; have city water, electric light and telephone.

Price $350 to $400 each. Terms $100 cash, balance 6, 12 and 18 months. These lots will bring at least in our estimation 100 per cent. profit on the amount invested within six months. Buy quick, they are going fast.

MAY and BURNS

P. O. Box 172 North Vancouver

PALACE HOTEL

RATES: $2.00 per and up. Special rates to families and to regular boarders.

FINEST ROOF GARDEN ON PACIFIC COAST

REDA & ANDRUSS
PROPRIETORS

SECOND STREET. - - - - NORTH VANCOUVER, B. C.

West Vancouver Motor Launch Service

Launch "West Vancouver," Captain Findlay
Licensed for 35 passengers

TIME TABLE

Leaves Hollyburn Wharf	Every Day Except Sunday	Leaves Vancouver City Ferries' Wharf
7.30 a.m.		8.00 a.m.
9.00 a.m.		10.00 a.m.
11.00 a.m.		12.00 a.m.
13.00 p.m.		14.00 p.m.
15.00 p.m.		16.00 p.m.
17.00 p.m.		18.00 p.m
19.00 p.m.	Saturdays Only	22.00 p.m.
9.30 a.m.	Sunday Schedule	14.00 p.m.
17.00 p.m.	"	22.00 p.m.

Single Fare 15c. Two Tickets 25c.

Quickest route from North Vancouver to the district beyond Capilano River. Launch "West Vanconver" makes connections, without fail, with the ferry steamers from North Vancouver, as per above schedule.

NORTH VANCOUVER FERRY TIME TABLE

STEAMER ST. GEORGE		STR. NORTH VANCOUVER	
Leave Van.	Leave N. Van.	Leave N. Van.	Leave Van.
*6.20 a.m.	*6.45 a.m.	*6.20 a.m.	*6.45 a.m.
7.30 "	7.50 "	*7.20 "	*8.00 "
8.30 "	8.50 "	*8.20 "	*8.50 "
9.15 "	9.45 "	9.20 "	9.45 "
10.15 "	10.45 "	10.15 "	10.45 "
11.15 "	11.45 "	11.15 "	11.45 "
12.15 p.m.	12.45 p.m.	12.15 p.m.	12.45 p.m.
1.15 "	1.45 "	1.15 "	1.45 "
2.15 "	2.45 "	2.15 "	2.45 "
3.15 "	3.45 "	3.15 "	3.45 "
4.15 "	4.45 "	4.15 "	4.45 "
5.15 "	5.45 "	5.15 "	5.45 "
6.15 "	6.45 "	6.15 "	6.45 "
7.25 "	7.45 "	7.25 "	7.45 "
8.15 "	8.45 "	8.15 "	8.45 "
9.15 "	9.45 "	9.15 "	9.45 "
0.15 "	10.45 "	10.15 "	10.45 "
		†11.15 "	†11.30 "
*11.30 "	*11.45 "	12.00 "	12.15 "
		12.45 "	1.00

† On Sundays

* Not on Sundays. Time Table subject to change without notice.

THE EXPRESS

NORTH VANCOUVER, B C

RATES OF SUBSCRIPTION:

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

United States and Foreign, $1.50 per year

ADVERTISING RATES

TRANSIENT DISPLAY ADVERTISEMENTS—50 cents per inch each insertion.

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

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

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

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

CONTRACT ADVERTISEMENTS—Rates arranged according to space taken.

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

NORTH VANCOUVER, FEB. 3, 1911

PROVINCIAL DEPARTMENT OF RAILWAYS

The new department of railways which is created by the bill which has just passed the provincial legislature, will doubtless be recognized throughout the province as a timely and wise provision.

British Columbia is a province which in the very nature of things must be dependent on railways for her development to an exceptional degree. This is due in part to the topographical features of the country. In a country whose surface is comparatively level, heavy loads may be transported for some distance over wagon roads, but this province is comprised by a continuous succession of mountains and valleys, conditions which unavoidably develop heavy grades which render the hauling of wagon loads extremely difficult and at times well nigh impossible. Under these circumstances the railway or the tramway becomes not only the most satisfactory but the indispensable means of intercommunication and takes foremost rank as a factor in the internal development of the province.

Further, the nature of the resources of British Columbia is such as to render communication by rail essential to their development. Our coal, gold, silver, lead and other mines, our timber, our factories, as well as the develoument of our water power are all peculiarly dependent upon railway communication. It is not at all necessary for comparison that each farmer should have a sidetrack from a railway line running alongside his barn, but in a country such as British Columbia every mine, every mill, every smelter, every factory, etc., deems it an indispensable requisite to successful operation that railway cars reach its premises. Even with regard to our agricultural, our fruit raising and our live stock interests, the fact that the market is not local but distant, together with the topographical features above noted, renders the nearer proximity of railway facilities more imperative than would be required were conditions different in this respect.

The longer the mind dwells upon the situation, the more convincing does the fact become that British Columbia is destined to become a complete network of railways and similar means of transportation. The country will abound in steam railways, electric railways, gravitation railways; in logging railways, mountain railways, in aerial tramlines and ground tramlines in local systems and in transcontinental system and in every variety of this class of transportation that can be devised to answer the requirements of existing conditions.

Such being the case, it becomes evident that the interests of the province fully justify the creation of a department of the government charged with the specific oversight of this important feature of provincial progress and development. There is every reason to conclude that the Department of Railways will speedily become one of the most active and important in the list.

The extensive railway construction which is now either assured or actually under way, together with the prospect of unprecedented and sustained activity in every section of the province in railway building for years to come, renders the present an opportune time for the establishment of the new Department.

RECIPROCITY AGREEMENT

There apuears to have been more or less unnecessary haste in connection with the early deliverance of opinion, with reference to the proposed reciprocity agreement with the United States. The leading newspapers have evidently deemed it incumbent upon them to hand out something to an expectant public upon the strength of information of a general character, while prominent citizens in political and in commercial circles have granted interviews for purposes of publication the applicability of which to the provisions of the proposed agreement cannot be gauged until its explicit terms have been published and discussed. Partisan politicians favor or oppose the measure irrespective of its stipulations according to party policy while exponents of different interests take that view which is dictated by their conception of the effect of its terms as they at present understand them upon their commercial or other interests.

The Dominion is in no danger, however of being pitchforked into an undertaking of a nature so far reaching as the reciprocity agreement and the Canadian public can afford to meet the situation quietly and to approach the issue with calm deliberation. While it may be unfortunate that it is a party measure and may, therefore, not be treated strictly upon its merits in the House at Ottawa, it is nevertheless true that the opposition in the House is sufficiently strong and able to see that the progress of the measure is not marked by undue haste but that the whole matter is thoroughly threshed out in all its details in the interests of the respective provinces and the Dominion as a whole. Meantime the multitude of independent thinkers and voters will hold their final conclusions in abeyance awaiting that full information and mature consideration which will enable them to arrive at an intelligent opinion from the viewpoint of broad and unbiased citizenship.

B. C. FRUIT GROWERS

(Special to the Express)

The fruit growers of the province held a meeting recently in Victoria, under the auspices of the B. C. Fruit Growers' Association which dealt with a number of important matters now before the fruit industry of the province generally. On the question of the market for British Columbia fruit it was made abundantly clear that the principal one for at least the present will be the prairie provinces and particularly the non-competitive territory on the Canadian Pacific and to a less extent on the Canadian Northern where British Columbia has an advantage as to freight rates. The report of Mr. Metcalfe, markets commissioner was approved by the meeting and will be issued by the department of agriculture later. Prominent fruit growers and shippers from all over the province reported a volume of business this year greater than any before and had, generally speaking, good prices.

With regard to transportation, there is considerable discussion on the need for certain reduction in rates and certain improvements in service. The Association has passed a resolution asking for the appointment of a strong transportation committee to deal effectively with these problems by that means. Experience has also shown that we cannot secure from the railway companies any considerable improvement through the medium of general meetings.

The association approved unanimously of the present size of the apple box. It approved unanimously of the pear box 18½x11x8½ inside; of the peach box, 18½x4½x11½ inside; of the plum crate, 15½ square and 4½ inches deep and approved generally of the use of the pear and half pear box for crab apples.

On the labor question and on the need for more rapidly colonizing the province by a working class of agriculturists, the resolutions were exceedingly strong. It is hoped that the provincial government will do something in this matter in the near future.

The association closed last year with the support of practically every prominent fruit grower of the province. It is expected that the coming year will see it very much stronger and much more fitted to carry on the work of securing the great reformations necessary to the continued progress of the fruit industry here.

The Royal Bank of Canada

Capital $6,200,000.
Reserves, $7,200,000.
Total Assets $95,000,000.

A general banking business transacted. Savings accounts a specialty. Accounts of firms and individuals solicited.

W. DICKINSON,
Manager.
North Vancouver Branch.

Bank Office in N. V. Club Block

B.C. MARKET CO.

229 LONSDALE AVE.

WANTS you to know that they sell the Finest Quality Meats at strictly Vancouver Prices. Free Delivery to all parts of the city, and every article is sent out in the best possible style. We guarantee to give you entire satisfaction. A trial order will convince you.

THE ADDRESS IS
229 Lonsdale Avenue
Phone 16

I. O. O. F.

North Vancouver Lodge, No. 55, meets every Thursday evening, corner Lonsdale Avenue and First street, at 8 o'clock. Visiting brethren cordially invited to attend. Ira E. Peers, N. G.; R. K. Donaldson, rec.-sec.; J. H. Pilling, P.G., Fin.-sec.

Finest Home Sites on Boulevard

We have the exclusive sale of a number of choice 50-foot lots in Block 230 D. L. 545 fronting on the Grand Boulevard and only one block from Lonsdale tramway terminus. No building restrictions. Prices and terms are right. Come and see us regarding them.

We have also an excellent double corner on the Grand Boulevard in D. L. 550 at a bargain price. Choice site for large house.

We have one of the finest lots in Burrard Townsite near Second Narrows Bridge at $800, will soon be worth five times that. Easy terms. Now is the time to purchase.

Philip, Cameron & Co.
Financial and Insurance Agents,
117 FIRST STREET EAST

For Sale

Salmon River Valley Land, close to Fort George

40 acre tracks, $11 per acre
$50 cash and $10 per month
Enquire or write

W. B. DEAN
218 Second Street East

THIRD STREET—
ELDER MURRAY CO.
50 Feet on Lane
Adjacent to Lonsdale Avenue
$10,000

Wanted at Once

Listings of Boulevard lots in D. L. 550 direct from owners. Immediate results if rightly priced. ::: :::

Pierce & Hall
Next to Palace Hotel

North Vancouver is Moving

We have just received some listings on First St., close to Lonsdale ave., which will yield quick and substantial profits

ALEXANDER SMITH & CO.
Phone 24 P. O. Box 50
NORTH VANCOUVER, B. C.

NORTH VANCOUVER

16th Street Block and half from carline, 40 ft. all cleared. Price $850. $350 cash, balance 6 and 12 months.

Eleventh Street Block and half from Lonsdale, 50 ft. facing south. Price $1400. $400 cash, balance 6, 12 and 18 months.

THESE ARE SNAPS.

C. E. LAWSON & CO.
15 LONSDALE AVE. NORTH VANCOUVER
Phone 70—P. O. Box 97

North Shore Locators
REAL ESTATE & FIRE INSURANCE

WE are now offering 40-ft. lots in Bk. 205, on 21st street, one block west of Lonsdale Avenue Car Line. Price $500 to $700. Cash to suit purchaser, balance quarterly for two years. Make your selection early.

No. 8 Lonsdale Ave. Phone 123

LYNN VALLEY

We have appointed MR. SIDNEY ALLMAN as special representative for Lynn Valley and have some exceptional bargains to offer.

CALL IN AND SEE US.

North Vancouver Trust Co., Ltd.
(Late Inkster & Ward)
219 Lonsdale Avenue.

Campbell Realty & Investment Co.

HOUSE FOR SALE on 18th Street, near Lonsdale. Price $3000. Terms arrange.

REAL ESTATE, LOANS, INSURANCE.
TELEPHONE 89. P. O. BOX 114

W. B. HOOD

The Cash Store

Staple and Fancy Groceries
Fresh and Smoked Meats

TWO SPECIALS for One Week Only

Highland Potatoes—equal to Ashcrofts, per sack $1.70

Cooking Apples, Swaar's and Grime's Golden, per box $1.15

Chivers Marmalade in 1 lb. glass jars, each - 15c.

Ayrshire Rose Creamery Butter, - - 3 lbs. $1 00

Cheese—Finest Ontario, —2 lbs. 35c

Lemons, per doz. - - 20c.

Oatmeal Soap. 10. bars 25c

Home Made Pork Sausage, —per lb., 15c

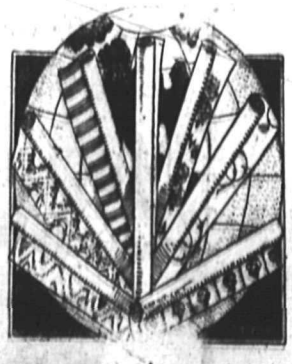
Pure Castile Soap, per bar - - 25c

Phone 40
1111 Lonsdale Ave

NEW YORK CAFE
ESPLANADE WEST
LOW SEA, Proprietor

MEALS AT ALL HOURS—
6 a.m. to 8 p.m.
First-class Meals 25c.
Commutation Tickets, 21 meals $4.75
Rooms for Rent at moderate rates

N. V. Artistic Cabinet Maker, Upholsterer and Decorator
Manufacturer of
all kinds of Mission and Antique Furniture Store, Office, Bank and Bar Fixtures. Repairing in all its branches.
Picture Framing. Furniture Storage.
173 THIRD STREET, W.
MAIL ORDERS given prompt attention



We Could Paper the World

from our stock of new wall papers, so it seems. Ev[illegible]day some new designs [illegible] fill the vacancy of, t[illegible] out.

Handsome Wall

are here in endless [illegible] tell our salesman f[illegible] you want the pa[illegible] will show you just [illegible] you are looking for.

To choose from [illegible] a pleasure, to pay [illegible] easy.

W. H. STONE
117 Lonsdale

North Vancouver City

Lots in Blocks 9, 9a, 15, 15a, 16 and 16a; District Lot 550; now on sale;

also

Acreage in District Lots 544, 545, 546 and 550; subdivided into blocks of from 1 to 22 acres.

The Grand Boulevard Extends Through This Property.

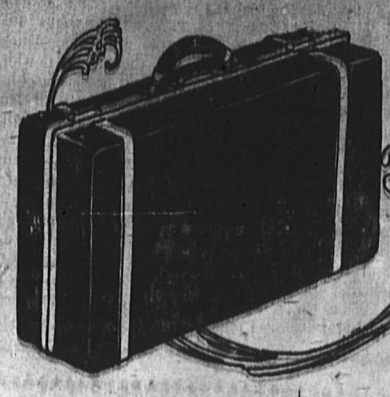
For Plans, Price List and Particulars, apply to

The North Vancouver Land and Improvement Co. Ltd. Lty.

MAHON, McFARLAND & PROCTER,
LIMITED,

Corner Pender and Seymour Streets.
Vancouver, B. C.

OFFICIAL AGENTS.
Phone 6286



The BLACK BAG

By Louis Joseph Vance

Copyright, 1908, by the Bobbs-Merrill Co.

"Pardon me." Mr. Calendar's moonlike countenance darkened. He assumed a transparent dignity. "You misconstrue my motive, sir."

"Then I'm sorry."

"I am not here to borrow. On the other hand, quite by accident I discovered your name upon the register downstairs, a good old Frisco name, if you will permit me to say so. I thought to myself that here was a chance to help a fellow countryman?" Calendar paused interrogatively. Kirkwood remained interested, but silent. "If a passage across would help you, I—I think it might be arranged," stammered Calendar, ill at ease.

"It might," admitted Kirkwood speculatively.

"I could fix it so that you could go over first class, of course—and pay your way, so to speak, by rendering us, me and my partner, a trifling service."

"Ah!"

"In fact," continued Calendar, warming up to his theme, "there might be something more in it for you than the passage if—if you're the right man, the man I'm looking for."

"That, of course, is the question."

"Eh?" Calendar pulled up suddenly in a full winged flight of enthusiasm.

Kirkwood eyed him steadily. "I said that it is a question, Mr. Calendar, whether or not I am the man

"I was looking for some one to serve me in a certain capacity."

you're looking for. Between you and me and the firedogs, I don't believe I am. Now, if you wish to name your quid pro quo, this trifling service I'm to render in recognition of your benevolence, you may."

"Ye-es," slowly. But the speaker delayed his reply until he had surveyed his host from head to foot with a glance both critical and appreciative.

He saw a man in height rather less than the stock size six feet so much in demand by the manufacturers of modern heroes of fiction—a man a bit round shouldered, too, but otherwise sturdily built, self contained, well groomed.

Kirkwood wears a boy's honest face. No one has ever called him handsome. A few prejudiced persons have decided that he has an interesting countenance. The propounders of this verdict have been, for the most part, feminine. Kirkwood himself has been heard to declare that his features do not fit. In its essence the statement is true, but there is a very real, if undefinable, engaging quality in their very irregularity. His eyes are brown, pleasant, set wide apart, straightforward of expression.

Now, it appeared that, whatever his motive, Mr. Calendar had acted upon impulse in sending his card up to Kirkwood. At all events, this Calendar proved not lacking in penetration. Men of his stamp are commonly endowed with that quality to an eminent degree. Not slow to reckon the caliber of the man before him, the leaven of intuition began to work in his adipose intelligence. He owned himself baffled.

"Thanks," he concluded pensively; "I reckon you're right. You won't do, after all. I've wasted your time—mine too."

"Don't mention it."

Calendar got heavily out of his chair, reaching for his hat and umbrella. "Permit me to apologize for an unwarrantable intrusion, Mr. Kirkwood." He faltered. A worried and calculating look shadowed his small eyes. "I was looking for some one to serve me in a certain capacity"—

"Certain or questionable?" propounded Kirkwood blandly, opening the door.

Pointedly Mr. Calendar ignored the imputation. "Sorry I disturbed you. G'dafternoon, Mr. Kirkwood."

"Goodby, Mr. Calendar." A smile twitched the corners of Kirkwood's too wide mouth.

Calendar stepped hastily out into the hall. Kirkwood closed the door and the incident simultaneously with a smart bang of finality. Laughing quietly, he went back to the window, with its dreary outlook, now the drearier for lengthening evening shadows.

"I wonder what his game is, anyway. An adventurer, of course. The woods are full of 'em. A queer fish, even of his kind. And with a trick up his sleeve as queer and fishy as himself, no doubt."

CHAPTER II.

THE assumption seems not unwarrantable that Mr. Calendar figuratively washed his hands of Mr. Kirkwood. Unquestionably Mr. Kirkwood considered himself well rid of Mr. Calendar. When the latter had gone his way, Kirkwood, mindful of the fact that his boat train would leave St. Pancras at 11:30, set about his packing and dismissed from his thoughts the incident created by the fat adventurer and at 6 o'clock or thereabouts let himself out of his room, dressed for the evening, a light raincoat over one arm, in the other hand a cane, the drizzle having ceased.

A stolid British lift carried him down to the ground floor of the establishment in something short of five minutes. Pausing in the office long enough to settle his bill and leave instructions to have his luggage conveyed to the boat train, he received with entire equanimity the affable benediction of the clerk, in whose eyes he still figured as that radiant creature, an American millionaire, and passed on to the lobby, where he surrendered hat, coat and stick to the cloakroom attendant ere entering the dining room.

The hour was a trifle early for a London dinner, the handsome room but moderately filled with patrons. Kirkwood absorbed the fact unconsciously and without displeasure. The earlier the better, he was determined to consume his last civilized meal as he chose to consider it at his serene leisure, to live fully his ebbing moments in the world to which he was born, to drink to its cloying dregs one ultimate draft of luxury.

With a deferential flourish the waiter brought him the menu card. He had served in his time many an American millionaire; he had also served this Mr Kirkwood, and respected him as one exalted above the run of his kind in that he comprehended the art of dining.

Fifteen minutes later the waiter departed rejoicing, his order complete.

To distract a conscience whispering of extravagance Kirkwood lighted a cigarette.

The room was gradually filling with later arrivals. It was the most favored restaurant in London, and despite the radiant costumes of the women its atmosphere remained sedate and restful.

A cab clattered down the side street on which the window opened.

At a nearby table a woman laughed, quietly happy. Incuriously Kirkwood glanced her way. She was bending forward, smiling, flattering her escort with the adoration of her eyes. They were lovers alone in the wilderness of the crowded restaurant. They seemed very happy.

Kirkwood was conscious of a strange pang of emotion. It took him some time to comprehend that it was envy.

He was alone and lonely. For the first time he realized that no woman had ever looked upon him as the woman at the adjoining table looked upon her lover. He had found time to worship but one mistress—his art.

And he was renouncing her.

He was painfully conscious of what he had missed, had lost or had not yet found—the love of woman.

The sensation was curious, new, unique in his experience.

His cigarette burned down to his fingers as he sat pondering. Abstractedly he ground its fire out in an ash tray.

The waiter set before him a silver tureen, covered.

He sat up and began to consume his soup, scarce doing it justice. His dream troubled him—his dream of the love of woman.

From a little distance his waiter regarded him with an air of disappointment. In the course of an hour and a half he awoke to discover the attendant in the act of pouring very hot and black coffee from a bright silver pot into a demitasse of fragile porcelain. Kirkwood slipped a single lump of sugar into the cup, gave over his cigar case to be filled, then leaned back, deliberately lighting a long and slender panetela as a preliminary to a last lingering appreciation of the scene of which he was a part.

He reviewed it through narrowed eyelids lazily, yet with some slight surprise, seeming to see it with new vision, with eyes from which scales of ignorance had dropped.

This long and brilliant dining-hall, with its quiet perfection of proportion and appointment, had always gratified his love of the beautiful. Tonight it pleased him to an unusual degree. Yet it was the same as ever. Its walls, tinted a deep rose, with their hangings of dull cloth of gold; its lights discrim-

(To be continued)

BURNABY COUNCIL ENDORSES APPLICATION

The council of Burnaby has endorsed the application of the Dominion government to a subsidy of $300,000 towards the construction of the Second Narrows bridge. A resolution was passed to prepare and submit a bylaw to the ratepayers in connection with the municipality subscribing for shares in the Company.

Horseshoeing and Blacksmithing

Kerr & Wallace

At Alex. Gibson's Old Stand
THIRD STREET AND LONSDALE

H. D. RUGGLES

BARRISTER AND SOLICITOR

122 6th Street East North Vancouver
Phone 273

Specials for This Week at Welcome Parlor Grocery Store

Tea, Braid's Ceylon	25c lb.
Coffee, roasted or ground to order	25c lb.
Cheese, Canada Cream	17½c lb.
Corn, Beans and Cream per can	10c
Tomatoes and Peas, large size Cans	12½c
Gloss or Corn Starch, 1 lb. pck.	5c
Heintz Pork and Beans, per can	12½c
Pineapple in large tin	15c
Imported and local Jams, Jellies, per jar	15c
B. & C. Rolled Oats, a sack	25c
Royal Standard Flour, 49-lb. Sack	$1.75
Eggs (every egg guaranteed) per dozen	35c
Butter, Star Creamery, 14-lb. Box	$4.20
Maple Syrup in 5-lb. Tins	80c
Lilly White Syrup, 10-lb. tin	55c
Raisins, choice seeded, 3 pcks.	25c
Sugar, B. C. best; per sack	$1.00
Apples, cooking, per box	$1.20
Bananas per doz.	25c
Oranges, sweet Navels	10 for 10c
Figs, Sal. New dried	4 lbs 25c
Honey in comb	20c
Cream Soda Biscuits per lb	10c
Gold Leaf Lard 10-lb. pail	$1.60

Fresh every day—

Milk, Cream, Buttermilk, Bread, Cakes, Pies.

Vegetables as lettuce, cauliflower, cabbage, carrot, turnip at lowest standard prices.

Local new laid eggs, 45c per doz.

Ring up Tel. 126 and we will quote prices on Swift's Hams and Bacon etc.

Coupons given free on every $2.50 order to get a chance on residential lot in Port Angeles.

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Commercial Union Fire Assurance Co., Ltd.
(LONDON, ENGLAND)

ASSETS: $94,900,000

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Household Requisites at a Lower Price than elsewhere.

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MY MOTTO:
"Small Profits and Quick Returns"

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Phone 184
and Corner Granville and Smythe

The A. Farro Grocery

126 2nd St. West

When you deal at the A. Farro Grocery you get exactly what you ask for at right price.

Special Attention!

We carry a complete line of Groceries,

Hanbury & Evans Bread 22 for $1.00

Read the Express Classified Column on the Back Page

EASTERN VISITOR IMPRESSED

Mr. William Lewis of Owen Sound is a visitor on the coast and is the guest of his sister, Mrs. R. Fawcett, 442 2nd street. Mr. Lewis is well known to those travelling on the Great Lakes, having been connected with the C. P. R. for the past fifteen years as chief engineer of the "Manitoba" and the past three years as chief of the new "Keewatin." Mr. Lewis visited the coast ten years ago and two years ago and is amazed at the wonderful change in Vancouver and also on the north side of the Inlet. Particularly noticeable is the new wharf and the ferry system. Mr. Lewis expects to go to southern California before returning east.

Dr. Spencer will speak at the Gem theatre, North Vancouver, Sunday afternoon next at 4 o'clock on "The Moral Issues of British Columbia." Everybody is invited.

COMMUNICATION

BOTTLE LICENSE

Editor Express:

Dear Sir,—In your issue of the 27th ult. is a letter signed R. E. Macnaghten and P. Rochussen, asking all the citizens to support them in their efforts to secure a bottle license in this city. They ask for this support because 1st, All the profits will be devoted to some philanthropic purpose; 2nd, They will supply only the best quality liquors at market prices; 3rd, The element of private gain being entirely eliminated will tend toward a proper regulation of the "traffic."

I fully recognize and appreciate the generous and philanthropic spirit of the above named gentlemen, but judging from the failure of similar efforts made in this direction in the past, I am satisfied that it is philanthropy misdirected. Why have we opposed the granting of all bottle licenses in the past? Not because the applicants were likely to make large profits; not because the liquors sold would be of an inferior quality, or that the sale of liquor would not be properly regulated. But because liquors would be sold, and that increased facilities for getting liquor has always meant an increase in drunkenness and all its attendant evils. What is alcohol? Is it food? Is it medicine? Is it poison? Science has answered these questions, and repeated experiments have demonstrated upon the most accurate and scientific basis that alcohol introduced into the human system, even in small quantities, disturbs the harmony and well being of this wonderfully and fearfully made human organism. If this be true, then it is physiologically wrong to drink it. If it is physiologically wrong, it is morally wrong, it is politically wrong, it is economically wrong, and the man who makes a business of selling is committing a wrong against the individual, the community, and the state, and the community and the state become equally guilty when they grant a license to sell.

The history of the liquor trade for the last four or five hundred years is a history of attempts to regulate the public sale of alcohol without causing drunkenness, but it still remains the open sore of the world, or as the "Times" puts it, "Drink baffles us, confounds us, shames us and mocks us at every point." The fallacious idea that it is not the drink that causes drunkenness, but the manner in which the drink is supplied or consumed has given rise to the Gothenburg System, the Public House Trust, and other disinterested management schemes. They have all had a fair trial. The results have been such that the "Edinburgh Evening News" commenting on the experiments said, "The evidence was particularly fatal to the theory of disinterested management." It is regrettable that the launching of such schemes for a time divided and weakened the temperance forces and the Dean of Hereford was right when he said, "I believe that the patronage of licensed houses by honorable and influential people would lead to increased drunkenness amongst respectable people including women and the young who do not now frequent public houses."

The only real remedy or preventative for drunkenness is personal abstinence and the prohibition of the manufacture and sale of alcohol wherever possible. In Sweden where they have had both the Gothenburg System and Local Option in force, a plebiscite has recently been taken and a majority of 1,728,778 was given in favor of prohibition, and in the city of Stockholm where the Gotherburg System had been in force for 45 years the vote showed that nearly 16 to 1 were in favor of prohibition. In Ontario at the last municipal elections there were 134 municipalities in which the liquor traffic was prohibited by law, an which through the effuxion of time the friends of the bar-room could be brought on voting had public opinion with them. In every one of these places the law had had a three years' trial, and any defects ought to have made themselves manifest. There had been ample time to organize opposition if it had been possible. Yet in only three out of the 134 did the liquor men manage to secure a repeal contest and in every one of the three they were badly beaten. Local Option is a decided success. Why waste our energies in trying to regulate a system so essentially bad, utterly wrong in principal and disastrous in results.

These questions are being discussed every Sunday afternoon in the Gem Theatre at 4 o'clock. We would extend an invitation to all interested to attend. If Professor Macnaghten wishes to place his views before us we will gladly make arrangements for him to do so. Yours, etc.,

M. B. MARTINSON.

THE GRANDVIEW AMATEUR OPERATIC SOCIETY

PRESENTS

GILBERT & SULLIVAN'S COMIC OPERA

"THE MIKADO"

IN THE

HORTICULTURAL HALL

THURSDAY, FEBRUARY 9, 1911

AT 8:15 P.M.

Admission, 25c. Vancouver Opera House Orchestra in attendance. **Reserved, 35c.**

ONE OF THOSE LUCKY OPPORTUNITIES

The Manufacturers' Realization Company

Concluded the Biggest Deal in Men's Suits ever heard of in Canada. **From Three Factories---** We have cleared out their entire Winter Suits at practically our own prices.

Your Golden Opportunity to Buy Suits at Less Than Half Price. The prices will shatter the nerves of all competitors, and bring joy to the men who enjoy getting a bigger snap than we or anybody else have ever given before. View the Finest showing of MEN'S SUITS ever exhibited in Vancouver. See Hastings and Abbott Street Windows.

MEN'S SUITS

$9.75

—In this shipment there are fine grey worsted suits in pin head pattern and diagonal, also a range of blue worsted suits, double breasted, the sizes 34 to 44. This is an opportunity to save $10.25, for you'll be wearing a nice grey suit for spring if you wish to be in fashion's swim. Retail Price $18.00 and $20.00.
Your opportunity for 9.75

$13.90

—At this price we have included all our own broken lines which we sold regularly at $25.00, $27.50 and $30.00. We can give you Scotch tweeds, worsteds, diagonals and serges, all in the latest styles, in sizes 33 and 44.
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—Hand Tailored Suits made with the American concave shoulder and Bartlett's Patented non sacking pocket. There is no custom tailor can put better workmanship in them, the trimmings are all A 1 quality, every detail in making a first class suit is embodied into them. Regular retail price $35.00 and $37.50.
Your opportunity for 18.50

IT WOULD be utter foolishness for us to make promises and then deceive or disappoint you after we get you here. You may speculate as much as you like, but you must investigate to know. Investigate the money savings in this wonderful Sale, then if you are dissatisfied with your purchase after you get it home, bring it back and get your money. —WE CAN DO NO MORE.

This stock is all new, up-to-date suits, all made for fall, winter and early spring wear; no old shopworn stock, but brand new suits.

OVERCOATS

Only 80 of them. Men's Overcoats in Tweeds, Vicunas, Beavens and Meltons. Sizes, 40, 42 and 44 only. Regular $25.00 to $30.00.
Your opportunity for 12.50

Waterproofs

$5.00

—English made Waterproofs, pure rubber, with a twill lining. Retail price $10.00.
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—A nice Drab Coat that will shed the rain. Retail price $6.00.
Your opportunity for 2.75

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—The New Gaberdine Coat, Raglan Sleeves, also Rubberized Cashmere, with fancy striped lining. Auto collar. Very suitable for Spring wear. Retail price $16.50 and $18.00.
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Autumn and Winter Suits for women in a great range of styles in both plain and novelty fabrics, including sizes from 32 to 56. Specially attractive showing for women of average figures at $20.00, $25.00, $28.00 and $32.00.

Important offering of Coats for women; styles particularly suitable to coast climate. The offering represents a remarkable complete range in wanted fabrics and shades. Decidedly smart models are shown at $12.50, $15.00, $18.50 and $22.50.

Choice collection of Furs of every desirable kind. A particularly noteworthy offering in small Mink Stoles at $17.50, $21.50, $36.50 to $47.50. Higher priced pieces in splendid assortments.

Gordon Drysdale, Limited
575 Granville Street. Phone 3541

GROUSE MOUNTAIN SCENIC RAILWAY

(Continued from page 2)

they propose. Why are they not willing to join with this company. In Mr. Kealy's opinion it was because having seen another company in the field for this purpose they thought they would get some of the plums. The speaker did not see how the city was concerned in the matter. It was wholly a district undertaking. Any solicitor appointed other than from the district council, he thought should be from the Board of Trade which represented to a large extent the interests of the entire North Shore. A railway to Grouse Mountain was talked of as long as 12 or 13 years ago. Then an aerial line was suggested. He was glad that some one could at last make positive statements with financial backing and definite statements regarding starting and completion. If the other company will not come forward as this company has done and give positive assurances of their sincerity it was his opinion that this company should be endorsed and representatives sent to Victoria to help their scheme through.

Mr. Irwin did not think the meeting should declare itself in favor of either company. None were familiar with either company's plans and it was not business for the people to throw themselves in the arms of any company.

Mr. Philip said a railway up Grouse Mountain had been talked of for years. The district had a most valuable asset in this mountain from a scenic standpoint which would be advertised the world over by tourists if such transportation to the summit as a railway was afforded. He thought that the people should not commit themselves to any particular proposition. It was a matter affecting every ratepayer and citizen on the North Shore and should be zealously considered.

Mr. G. H. Morden was of the opinion that it was inadvisable to give preference to one company as against another. The one company was present and had made definite statements. The other company was not present. It was not reasonable to suppose that they could not make definite statements also. He declared that the reputation of Macdonnel, Gzowski & Co. was too good to cast any reflection on them. The effect, he said, of a scenic railway would be lost by following Lonsdale Ave., while from the other route a grand panorama of the Fraser river, the Gulf, Vancouver, False Creek and away down the coast would be unfolded to the tourists and travellers, which would do more to increase the prestige of the North Shore and advertise the place than anything else. If it is deemed inadvisable to favor either company why not decide in favor of the best route, he suggested.

Ald. Henderson regretted that the matter had come up so suddenly and had to be acted upon immediately. While the undertaking was purely a district affair and the city had no locus standi he thought as every passenger on the line would have to pass through the city that from a common sense point of view the city should have a say in the consideration of the proposition.

Mr. Harry Dick thought it was up to the meeting to express an opinion in favor of either company.

Mr. Irwin said it was possible that at some future date connections might be made with this railway from Vancouver by way of the tunnel under the First Narrows and the city of North Vancouver would be left out in the cold. Why not have it so a line from the city could join the scenic railway at the foot of their incline railway and have provisions made so that running rights could be obtained over the cable line.

Mr. Kealy wanted to know if Lonsdale Ave. was always going to be the only street that would have a wharf. Many other street ends would have wharves out from them, he asserted, and the time was not far distant when the city would take in all the land lying between the Capilano and the Seymour rivers and he did not see where the city would lose anything.

Mr. Kealy did not know of any reason why the government should not grant the two charters applied for.

Ald. Henderson declared that no scheme was complete without taking in the Capilano.

Mr. Philip spoke in reference to having a belt line so that cars could start from the Lonsdale Ave. wharf run out west and around to the foot of the cable line then come back on the return trip by means of a connecting line from there to the Lonsdale Ave. tram line. He was surprised to learn that the distance from the foot of the incline railway line over to Lonsdale Ave. in the city was little over a mile.

The resolution of the district which had been moved by Mr. Irwin was read again and seconded and passed unanimously.

Mr. McGuigan said he was sorry that the meeting could not express an opinion at least on the better of the two routes submitted. A committee to go to Victoria and look after the interests of the North Shore in this connection was agreed upon and the Mayor and Ex-Ald. Irwin were appointed to represent the city, Mr. A. Philip and Ald. Henderson the Board of Trade, and the district will be asked to make two appointments to represent them on the committee.

OPPENHEIMER MEMORIAL

In recognition of the services of a man who has been a tower of strength towards the upbuilding of Vancouver and surrounding districts, a movement has now been started in Vancouver to erect by popular subscription a memorial in the form of a large bronze bust of the late David Oppenheimer. The cost of the undertaking is estimated at $3,600 and no difficulty is foreseen in raising this amount by public subscription. All remittances to the Oppenheimer memorial will be gladly received by the secretary, W. D. Burdis, marked "Oppenheimer Memorial" P. O. Box 8, Vancouver, B.C.

Miss Mabel Fugler was the victim of a painful accident on Saturday evening last when she with some companions were coasting on St. George's Ave. One of the party in the spirit of fun threw a piece of ice which struck Mabel on the forehead inflicting a cut 1½ inches long. The force of the blow caused the breaking of two front teeth.

Special Prices on Staple Dry Goods

Check Glass Cloth, per yard	8c
Unbleached Tabling, good value, per yard	35c
8-4 Full Bleached Sheeting, per yard	25c
30c Turkish Towels, per pair	50c

Buttons covered from your own material. All sizes.

J. J. McALEECE
Keith Block, LONSDALE AVENUE, Phone 93
Lonsdale Block, COR. 15th and LONSDALE, Phone 263

North Lonsdale

JACK LOUTET & CO.
213 Lonsdale Avenue - Tel. 47
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Union Made. Home Industry.
Bigger Loaf. Better Bread.
Don't forget our latest Home Made Loaf. 5c loaf.

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

Vancouver Business Directory

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Kallethe's Bath
Corner Homer and Pender Sts.
The only up-to-date and reliable bath house in British Columbia.
We cure where others fail. Satisfaction guaranteed or no pay. Plain baths, electric bath, shower baths, massage for body, scalp and face; electro therapeutic baths a specialty.
JOS. KALLETHE, PROP.,
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Day school open all the year round. Night school commences September 8th.

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Canadian Detective Bureau :—
Offices everywhere
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698 Hastings st. west. Phone 2225
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General Superintendent

LADIES' HAIRDRESSING

PERMANENT HAIR WAVE
Every lady longs to have wavy hair. It is now within the reach of everyone. For some years cut hair has been permanently waved, but the process it had to undergo was too severe for it to be applied to hair on the head, but now science has discovered a method by which the hair can be waved without injury to hair or scalp. The wave will not wash out and damp weather will not affect it. The process leaves the hair soft and wavy. It has become the rage in Paris, London and all the large cities of the States. Special rates for one month.
Any information regarding the work will be gladly given to any ladies who will call or write to
MADAME HUMPHREYS,
723 Pender Street.

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Groceries and Provisions
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RESTAURANTS

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

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Marine and Stationary Engine and Boiler Work promptly executed.
Telephone 103
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Expert on Fireplaces and all classes of Brickwork.
All Work Guaranteed
Corner Fifteenth St. and Mahon Ave.

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All new houses should be piped for gas in order to save the heavy expenditure for this convenience at a later date.
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NORTH VANCOUVER HOSPITAL
CONDUCTED BY
THE MISSES DAWSON
Certificated Surgical, Medical and Maternity Nurses
Nurses Sent Out on Application.
For terms apply at the Hospital 12th Street East.
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SASH DOORS MOULDINGS BRACKETS
VERANDAH POSTS, ETC., ETC.
BURRARD SASH & DOOR FACTORY, foot of St. George
We solicit a trial bid on your Orders small or large

We operate the only padded furniture and piano moving van in the city. . .
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The North Vancouver Lumber Company
Have now a good stock of
BUILDING LUMBER
FLOORING
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CEDAR DOORS
AND WINDOWS
at Bottom Prices.
Prompt Delivery.
Esplanade, East

DUNDARAVE

D. L. 555, West Vancouver.

There are still a few specially fine lots for sale in this sub-division, most of them 65x132 feet, some larger. The most westerly part of the property recently put on the market includes 16 waterfront lots with a waterfrontage of 59 feet and an average depth of 220 feet. The lots have a pleasant slope to a gravelly beach, and there are many fine old trees which add greatly to their beauty. We have the verdict of many who have bought there that nowhere on the whole Pacific Coast is there a more beautiful spot than "DUNDARAVE" and most people who look over the property buy some of it. There are several summer houses already built on the beach lots, and others will be built in the spring.

Call in and get a price list and make an appointment with us to take you out and show you the property. You will enjoy a visit to "DUNDARAVE".

The prices are from $3.5 to $825 per lot, and the terms are easy, one-fifth cash, and the balance over two years. The waterfront lots are $4,500

JOHN ALEXANDER & Co.
121 Lonsdale Avenue
NORTH VANCOUVER

Watch our CLASSIFIED AD. Columns

RATES
Single Insert, 10c per line
One Week, 7½c per line per insertion
One Month, 5c per line per insertion

WANTED

WANTED—A Grocery Clerk. Apply No. 23, Express Office. 3-2

WANTED—Housekeeper for bachelor household of six members. Apply 146, Express Office.

WANTED—We have numerous inquiries for North Vancouver property. As we have decided to give North Vancouver special attention list your property with us and get results. British American Trust Co. Ltd., Carter Cotton Building.

FOR RENT

Furnished housekeeping rooms, 218 2nd street East. 6-2

TO LET—Furnished room without board in private home. Good location and close to car line. X. Y. Z., Express Office. tf

HALL FOR RENT—For private dances in Japanese Tea Gardens, North Vancouver. Steam heated. Apply, Geo. Phillips, 19th st. east.

MISCELLANEOUS

J. Loutet and North Lonsdale

Elder Murray Co. fire insurance.

Saw Filing and General Grinding, The Red Caravan Workshop, Esplanade. 6-2

FURNITURE

We will buy or exchange your stoves, ranges and household goods for spot cash. Turner's, 70 Lonsdale Avenue. Phone 184. P.O. Box 213.

HENRY B. WATSON
Architect
Rooms 10 and 11, Pender Chambers, 522 Pender Street W. Phone 3451

Residence, cor. Lonsdale Ave and 22nd street, North Vancouver.

G.M.N. COAL & SUPPLY CO.

are now ready to fill all orders for coal. . . . . They will carry a full line of building supplies. Get the best. They have it. A trial order will convince you of that. Get your coal before the rainy season sets in. Headquarters on corner of Esplanade and St. George, North Vancouver.
Phone 259 - Terms Cash

NOTICE TO CONTRACTORS

TENDERS will be received by the undersigned until 5 p.m. on Thursday, 16th February, 1911, for the clearing and grubbing of portion of Keith Road West, improvement known as the Marine Driveway, District Lot, 555, in accordance with the specification and plan to be seen at this office.

The lowest or any tender not necessarily accepted.

J. R. COSGROVE,
District Engineer.
District Municipal Office,
North Vancouver, B. C.,
3rd January, 1911. 14-2

DISTRICT OF NORTH VANCOUVER

NOTICE OF COURT OF REVISION

NOTICE is hereby given that the Court of Revision of District Assessment Roll will meet in the District Municipal Office, North Vancouver, on Tuesday, the 14th day of February, 1911 at 3 o'clock p.m. when all complaints and appeals against assessments will be considered.

Notice of complaints and appeals must be given to the Assessor at least ten days before the said date, and such notice must set forth the ground of complaint.

Given under my hand this 5th day of January, 1911.

JOHN G. FARMER, C.M.C.

DISSOLUTION OF PARTNERSHIP

NOTICE is hereby given that the partnership heretofore existing between us, the undersigned, as Hickman & Hood, in the City of North Vancouver has been this day dissolved by mutual consent.

All debts owing to said partnership are to be paid to W. B. Hood at the City of North Vancouver aforesaid, and all claims against the said partnership are to be presented to the said W. B. Hood by whom the same will be settled.

Dated at the City of North Vancouver this 23rd day of January, 1911.

(Signed) C. R. HICKMAN,
(Signed) W. B. HOOD.

FOR SALE

FOR SALE—Cyphers incubator, 70 egg, used one season, $18.80. H. Douglas, Doran Road, Lynn Valley. 3-2

FOR SALE—Four-foot wood, $4.50 per cord. Phone 110 office or 212 house Guinan and Saffin. 3-2

FOR SALE OR RENT—Seven room house with large garden and fruit, very cheap, possession at once. Apply 229 5th street W. 7-2

PRIVATE SALE FURNITURE CHEAP, account leaving city. Two iron beds with springs, dining table and chairs, lounge. Evenings or Saturday p.m., 538 Lonsdale. 3-2

FOR SALE—Four-foot wood, first growth, 12th street, first house west of Lonsdale. O. McDade, care box 120. 24-2

FOR SALE—Snap in fruit and poultry ranch, two miles from Langley, nine acres partly cleared and planted to fruit, good house, barn and chicken houses. R. J. Smyth, Langley, B. C. 6-2

FOR SALE—Fruit bushes on Lonsdale School Grounds, good healthy plants, 150 red currant, 320 black currant and about 900 rasp canes. In bulk or any number. Cheap. Obtain prices from or make offer to secretary to trustees.

GEO. CAMPBELL,
2nd street East. 7-2

DEPARTMENT OF WORKS

NOTICE TO CONTRACTORS

Wing, Court House, Vancouver

NOTICE is hereby given that the time for receiving tenders for "Wing, Court-house, Vancouver," is extended up to and including Tuesday, the 21st day of February, 1911.

F. C. GAMBLE,
Public Works Engineer.
Department of Public Works,
Victoria, B. C., 31st January, 1911.
21-2

W. B. Lees is erecting a three-storey frame apartment house at the corner of 8th street and Chesterfield. This is one of the initial undertakings in the line of apartment blocks in North Vancouver.

NORTH LONSDALE RATEPAYERS' ASSOCIATION

The adjourned meeting of the North Lonsdale Ratepayers' Association was held in the office of Mr. Ferris on Wednesday evening. There was a good attendance of members.

It was resolved to take action to make Lonsdale Ave. 100 feet wide according to the petition to that effect and as this is a main trunk road it was further resolved that the additional cost should be borne out of the general revenue. The question was brought up that the North Lonsdale Ratepayers' Association had been waiting for about two months for a report from the board of works and the engineer in regard to the cost of operation of the rock crusher and the cost of transporting the rock from the quarry in Lynn Valley to North Lonsdale. This was considered an undue delay and the secretary was instructed to again bring the matter to the attention of the council.

The matter of parks for each ward was taken up. Mr. Cornish pointed out that the other wards already had parks whereas North Lonsdale had none and therefore it would not be fair to purchase equal areas in the different wards now.

A resolution was passed that the school trustees be requested to take immediate action to buy a strip of land to the south of the North Lonsdale school grounds and that the original idea that the school grounds should face on King street be carried out and that it was very necessary that the grounds should have that frontage.

Mr. Nye advised that the Lynn Valley Ratepayers' Association has reorganized and the secretary was instructed to write them offering the co-operation of the North Lonsdale body in any matters of mutual interest.

The secretary and president were appointed a committee to meet them in such matters.

The secretary was instructed to write to the clerk of the municipality calling his attention to the East Capilano savings bank account in the corporation's statement for the year 1910 in which the disposition of an item of $10,000 was not clearly stated, and ask the chairman of the finance committee to explain.

The resignation of Coun. Jack Loutet as secretary was accepted and Mr. E. Adamson was appointed to fill the position.

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