The Greater Vancouver CHINOOK

Vol. I, No. 7 — SOUTH VANCOUVER, B. C., SATURDAY, JUNE 29, 1912 — Price 5 Cents

Contracts Are Awarded by Board of School Trustees

Provision is Made for New Additions to Various Schools in South Vancouver

The School Trustees sat at Cedar Cottage for three hours on Tuesday night to decide upon the contracts for eight-room additions to the Carleton, Tecumseh and General Wolfe Schools. Mr. C. W. Whelpton presided, and among those present were Messrs. Scott, Mitchelmore, Neelands, Graham, Appleby, Spencer Robinson, Williams, Harrison, Architect Bowman, and the clerk, Mr. W. Kirkland.

Late Tenders Ruled Out

Mr. W. Kirkland, secretary, stated before the Board proceeded to award the contracts, that several tenders had been received late.

The Board proceeded to discuss the point as to whether they would accept these tenders, and a protest was made by the representative of one firm against their acceptance, on the ground that it would be unfair to others who had tendered. It was just possible that after tenders were sent in, the man who had tendered might divulge his figures.

Mr. C. Harrison said he had himself divulged his figures after twelve o'clock, the time specified for sending in tenders.

Mr. Spencer Robinson instanced a case in which figures were divulged, after which a contractor submitted a tender at 1.25, and the first man lost the contract in consequence.

The Chairman: It is up to the Board to make the best of it now.

Mr. W. Kirkland pointed out that some of the late tenders had come through the mail. One was received at 12.30, and another at 7.20 p.m.

It was proposed and seconded that on this occasion the lateness be overlooked, but this was subsequently withdrawn. The result was that the late tenders were ruled out.

The Tenders

The Board then proceeded to open and award the contracts. The tenders were as follows:

Messrs. Campbell and Wilkie, 615 Pender West: Tecumseh School, $34,968.

The J. T. Herrett Construction Company: Carleton School, $37,033; Tecumseh School, $37,519.

Messrs. Snider and Brethour, Dominion Trust Building, City: General Wolfe School, $31,995: Tecumseh School, $32,448; Carleton School, $32,-448.

The J. T. Herrett Construction Company: General Wolfe School, $37,494.

Messrs. Campbell and Wilkie: General Wolfe School, $34,946.

Messrs. McPhalen Brothers: Carleton School, $36,400; Tecumseh School, $38,100; General Wolfe School, $36,-700.

Mr. C. Harrison, South Vancouver: General Wolfe School, $35,649; Tecumseh School, $35,813.

The whole of the above tenders were carefully considered by the Board. For the addition to the Carleton and Tecumseh Schools, Messrs Snider and Brethour were the successful tenderers, their figures being $32,448 for each. With the award of this contract there was a clause inserted by the Board to the effect that the contract will only be awarded to Messrs. Snider & Brethour, providing they are able to furnish satisfactory references and bonds.

The firm of Charles Harrison, South Vancouver, was given the contract for the addition to the General Wolfe School, at $35,649.

The Chairman, after the contracts had been awarded, announced that the successful tenders had not in all cases been the lowest. In one case a City firm was slightly lower in price than one from South Vancouver, but as the difference was so small the contract had been awarded to the South Vancouver firm.

For the school on Sixty-first avenue and Ontario street F. C. Rogers received the contract at the price of $2,325, and for the Kerr Road school, Fletcher and Bonhon were successful at the price of $2,050.

Coal Contract

The Board gave the contract for the supply of coal to the South Vancouver Building Supply Co., at $8 a ton.

Cadet Camp

Superintendent Graham reported that he expected to have about 200 boys taking part in the cadet camps at Victoria in July.

New School Offices

Secretary Kirkland reported that he had shown the proposed plans of the board offices to the Municipal Council, and the members had approved of the sketch drawing.

Mr. Kirkland stated that the Council had agreed to give a site of 3,000 superficial feet, and had also asked him to intimate to the trustees that the Council hoped that body would not erect offices that would be too small.

The board confirmed the purchase of lots 13, and from 25 to 32 inclusive, block 2, D. L. 664. These lots are adjacent to the Sir Alexander Mackenzie School. The price is $12,500, and the board made a deposit on the deal of $500. The lots were purchased from the executive of the Harrison Estate.

Stationery

The tenders for stationery and school supplies were referred to School Superintendent Graham for report.

Clerk of Works

For clerk of works there were over one hundred applicants and their credentials were referred to Secretary Kirkland to examine and report on.

Manual Training

Superintendent Graham reported having examined various schools in connection with the proposed manual training course. In the Lord Selkirk School some alterations would be necessary and a furnace would have to be installed. At the Carleton School the size of the building would have to be increased, and a better system of lighting introduced by roof lights. In the Mackenzie School there would have to be a slight enlargement and some of the partitions would have to be taken out. The alterations were referred to Mr. Graham and Manual Instructor Woodcock.

DANGEROUS BLASTING

Narrow Escapes at Municipal Hall

It is only a week since a poor woman was killed in a South Vancouver shack as a result of blasting operations. On Thursday morning several persons in and around the Municipal Hall narrowly escaped a similar fate. Blasting operations were proceeding on Wilson Road in front of the hall, and people had been warned off, but owing to the force of the explosives used, the restricted area was not large enough, and huge pieces of stump fell within a few feet of a number of people waiting to board a car. Another large stump fell on the roof of the Municipal Hall, doing considerable damage, and causing consternation among the employees, who rushed to the doors and windows to ascertain what had happened. Wood was blown fifty to sixty feet high in all directions, and one lady was so scared that she fainted on the footwalk. The police took charge of some of the debris, and no doubt action will be taken to prevent a repetition of such dangerous work.

AUDITOR CREHAN

Mr. Crehan, municipal auditor, leaves Vancouver on Friday evening for Victoria. He will return to Vancouver next Tuesday morning and leave in the afternoon, with Messrs. Forrester and Carter, members of his staff, for Vernon, where they have a professional audit. From Vernon they go to Kelowna, afterwards to Peachland and Summerland, from there o Penticton and back to Kamloops. Mr. Crehan and his staff will be away about 14 days, and upon their return the court of inquiry will be resumed at the Municipal Hall.

ST. DAVID'S PRESBYTERIAN CHURCH

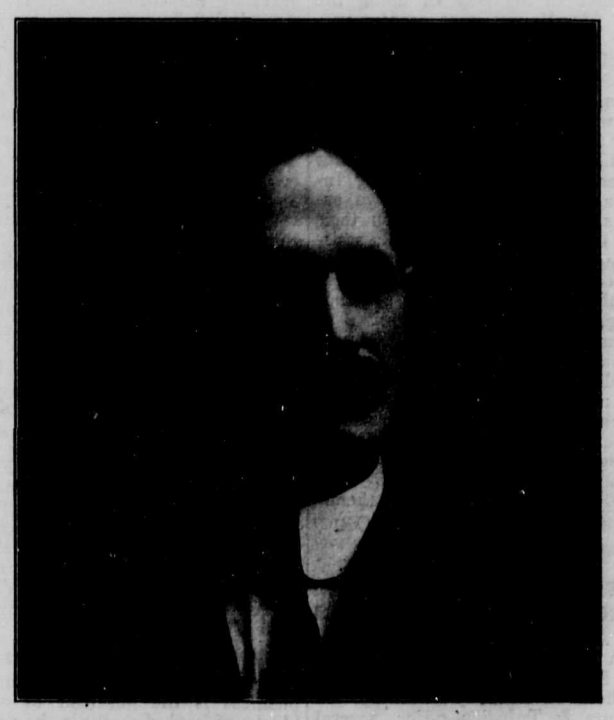
On Thursday, June 20, a most enjoyable evening was spent in St. David's Presbyterian Church, corner Bodwell Road and Windsor Street, when a strawberry festival and orchestral concert, in aid of the Building Fund, were held. In spite of the very inclement weather a large congregation filled the church, and the rain and darkness outside were forgotten in the bright, cheery intercourse and in listening to the splendid music provided by the orchestra, composed of city talent, whose services were procured for the evening. The program was gotten up by Mr. J. McMillan, a very active worker in the church, and great praise is due for his efforts in this respect.

Mr. A. R. Gibson, B.A., pastor of the church, acted as chairman. The orchestra gave several selections which were heard with a great deal of pleasure. Miss Beswick, of South Vancouver, rendered "Rain and Sunshine" and "Angus McDonald" very sweetly. Miss Beswick is the possessor of a clear, sweet voice, and it is hoped she will be heard in this church again in the near future. Other enjoyable items on the programme were the singing of three anthems by the choir of St. David's Church, to whom great praise is due; a recitation by Mr. McMillan, "The Soldier's Pardon," and a quartette consisting of Messrs Simpson, Campbell, Raeburn and Robson, who did well in the rendering of "Brave Hearts Forever True." The ladies were kept busy supplying the demand for strawberries and ice cream.

Altogether the festival was a very enjoyable one, and resulted in considerably increasing the finances of the Building Fund.

Miss Cowan, of New Westminster, is visiting Mrs. McGillivray and family, corner 26th Avenue and St. Catherine's Street.

COUNCILLOR FOR WARD V



CHARLES STUART CAMPBELL

A sketch of Mr. Campbell will be found on Page Ten

BIG HARBOR SCHEME AT THE NORTH ARM

At the Board of Trade meeting on Monday night the proposed great harbor scheme on the North Arm of the Fraser River was discussed. In the course of remarks made it was pointed out that the matter is not progressing very rapidly. It is hoped to get down to some practical means of furthering the scheme at no distant date.

A committee that was appointed at the joint meeting of the Richmond, Burnaby and South Vancouver councils is acting in the matter now, and is to find out the cost of engaging the services of an engineer, who will lay out a plan of the proposed scheme. This scheme will at some future time be laid before the government, who naturally will stand the greater part of the expense in connection with the carrying out of the scheme which is finally decided upon.

PRESBYTERIAN CHURCH, COLLINGWOOD

Knox Presbyterian Church, Collingwood, organized only a few months ago, is growing rapidly in numbers, and its members are enthusiastic over the prospect of soon having a neat church erected near Carleton School. At present service is held at 11.30 a.m. and 7.30 p.m. in Carleton Hall every Sunday. The hall was filled last Sunday evening to hear Dr. Margaret McKellar, of Neemuch, India, speak of the problems of that great empire.

On Sunday morning, June 30, the day preceding Dominion Day, a special Patriotic Service will be held. Mr. W. S. Jamieson, B.A., LL.B., a talented speaker and lawyer of Vancouver, will speak to the congregation on "Citizenship." Rev. George C. F. Pringle, B.A., is the minister of this thriving congregation.

A Word With the Public

At the last meeting of the Council of the Corporation of South Vancouver, a resolution was passed authorizing the municipal clerk, Mr. J. B. Springford, to offer the publishers of this paper the sum of five dollars a column to print the minutes of each council meeting—the plain, official report of the doings of the South Vancouver Council.

Such reports have never been published in any paper whatsoever save in the columns of "The Chinook."

Five dollars would not pay for setting the type for a column of the Council's minutes. Another five dollars would not pay for copying such a report from the books of the municipality.

Lengthy, tabulated reproductions of the minutes of the South Vancouver Council meetings do not make very live reading. Yet such reports furnish the ratepayers with an exact knowledge of the conduct of municipal affairs in South Vancouver.

It was quite within the law for the Council to assist in bearing the cost of placing such information before the public.

Had the South Vancouver Council and the South Vancouver School Board possessed means in the past of taking the public into their confidence, it is quite probable the business of the people might have been carried on with more attention to detail and to the statutes. But up to two months ago South Vancouver had been without printing presses. Communities that have not printing presses never do well anyway.

Down at the Corporation Hall, Mr. M. J. Crehan, representing the Government, is conducting an investigation into South Vancouver municipal affairs, and Mr. Crehan is making a name for himself in the difficult work he has in hand. When the "five dollar resolution" was passed, there was formal objection made to it by the newspapers—the Vancouver newspapers. Their representatives went to Mr. Crehan, asked him, as a commissioner of the Crown, to reach out and investigate that resolution.

It was further stated to Mr. Crehan that the men financing "The Chinook" are the members of the South Vancouver Council and their friends.

This paper has entered into no agreement with the South Vancouver Council. "The Chinook" will continue in the future, as in the past, to print an accurate, full and official report of all the developments at the Corporation Hall from week to week. That there may be no grounds for a misunderstanding on the part of any person or corporation or scandal-monger, this paper will print such information free of cost, for the advancement of South Vancouver.

"The Chinook" is owned and printed by the Greater Vancouver Publishers Limited, a South Vancouver company duly incorporated under the laws of British Columbia. No member of the South Vancouver Council has ever had one cent's interest in this paper; no member of the Council is at present interested, directly or indirectly, in anyway whatsoever in this publication.

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South Vancouver Municipal Employees' Benefit Organization

Scheme for Proposed Society to be Submitted at a Mass Meeting on July 5

Following upon the meeting held on Friday evening of last week, and reported on Page 6 of this issue, a second meeting took place in the Municipal Hall on Wednesday night, presided over by Mr. A. Messenger. There was a good attendance of representative municipal employees. At the commencement of the proceedings the Chairman said it was important that a secretary be appointed pro tem. and Mr. E. Winder was unanimously chosen.

The Chairman, in a lucid speech, then explained that the meeting had been called to discuss schemes already suggested at the previous meeting and to draw up a report for submission to a meeting to be held on July 5. If anyone present had any suggestions to make, now was their opportunity. They were endeavoring to get the best proposition possible to lay before a mass meeting. He suggested the society should be so formed that it could be worked by the men themselves, and under the proposed scheme there would be no trouble in collecting the money. That would be deducted from their wages, and it would be so small that they would never miss it. He referred to the system adopted on the C. P. R., which worked very satisfactorily. He presumed that municipal employees would have to sign an agreement, and the fee of about three cents a day stopped from the pay sheets. That money would go into a trust fund for the benefit of the municipal employees, so that the society would have absolute control of the funds which were contributed throughout the municipality. It had been estimated that about $18,000 a year would be contributed. There were

Fourteen Hundred Men

employed in the municipality, not including those employed at the Waterworks and the Municipal Hall. After this the meeting then discussed Mr. Wait's scheme, propounded in another column—a compulsory scheme, and a dividend scheme, and they had to recommend one or the other as suitable to the municipality.

Mr. Best favored the assessment scheme as adopted on the B. C. Electric, where the members were assessed according to the amount paid out.

Mr. Waits pointed out that he thought the dividend scheme the best. On that scheme, if members once joined, they would keep them. The dividends would prove an inducement, and the scheme would give strength to the society. It was the strong, healthy men they wanted as members, as these were always a great asset in a sick benefit society. The sick would always be with them.

The Chairman said the objection to a scheme like the B. C. Electric was the fact that in South Vancouver they had a more or less floating population, while a compulsory scheme did not strike him as just to the employees. Under that the permanent men would reap the benefits as against the men who were on day labor, while the benefit scheme gave everyone a square deal, in which every man got back that to which he was honestly entitled.

Mr. Barraclough proposed that the society be called "The South Vancouver Municipal Employees Sick, Accident and Dividend Society," and that this scheme be recommended to the mass meeting for adoption. The benefit fees proposed are $9 per week for sickness or accident, and a death benefit of $100, to be covered by a levy. Mr. Salmons seconded the proposition, which was carried, and the scheme will be submitted to a mass meeting on July 5.

COLLINGWOOD COMMENTS

There is a rumor current in Collingwood that Mr. Spencer Robinson will take his seat in the Council on July 4. If he purposes retaining his seat, attendance at the next meeting is imperative, otherwise, under the law as it stands, his membership of the Council will lapse. What really is to happen is awaited with mild interest. Mr. Robinson has been requested by several organizations to tender his resignation, but up to the present he has not seen fit to do so.

* * *

With the present week the schoolboy of Collingwood, in common with others of his kind on the Lower Mainland, cast aside his lesson books and placed his cares on the shoulders of his elders. Schools are multiplying in the municipality, and the education of the young is as much a matter of grave importance to the grown-ups as holidays are the bright and shining spots in the school year to the youngster.

* * *

On Friday evening of next week a meeting of the Ratepayers' Association of Ward I will be held in Carleton Hall. The question of the representation of the ward will be matter of discussion.

* * *

The movement to have Wednesday afternoon observed as a holiday among merchants in Collingwood is gaining ground every week. The half holiday will no doubt be general in a week or two.

* * *

Several new stores have been opened in Collingwood of late, an evidence of increasing local purchasing power and its healthy exercise.

* * *

Some disappointment is felt among residents of Collingwood on account of their application for daily delivery of mail being laid over. The impression is very prevalent that daily delivery of mail is a necessary convenience to which the district, with the population which it now has, is thoroughly entitled.

* * *

The grading of Euclid Avenue is proceeding very rapidly. It is expected that when this work is done Euclid Avenue will take its place as one of the best thoroughfares in Collingwood district.

* * *

Good progress is being made with the building of the new telephone exchange. It is recognized that the exchange will add to the efficiency of the telephone service in the district.

Building Inspector's Report

Building Inspector Young reports a heavy week's work up to last Wednesday. The total permits issued numbered sixty, and the total amount involved was $56,800, which Inspector Young considers to be very satisfactory. The permits include a $12,000 church for the Baptists on Twenty-eighth Avenue and Prince Albert Street, and a $7,800 combined store and apartment block.

AROUND THE 10 MUNICIPAL HALL

The well which is being sunk at the corner of Wilson and Victoria Roads, of which we have heard so much lately, is now down to a depth of 1250ft. Two veins of water have already been struck, but they are not considered of sufficient quantity, so the sinking is being continued to a greater depth in the hope that a larger spring will be struck. The operations are under the control of L. S. Green, of Seattle, who has had a very large and varied experience in well sinking.

Mr. Green has also another contract going on just now for Messrs. Burns—sinking a well for their slaughterhouse near Victoria Drive. Mr. Green has a fund of stories of the many wells he has sunk, and the flow of water obtainable from them. In one well at Seattle he obtained a flow of 2 million gallons in the 24 hours; in another at Seattle 1½ million gallons. A very careful log of the data of the strata which the bore passes through is kept. As a rule the great flow of water is found in the gravel beds. Mr. Green explained to us how the slits in the pipes are made to allow the flow of water into the pipes. Also how the pipes are cased when passing through a vein of water that is not wanted. We may state that the contractor is confident that he will strike as good a supply there as he did at the C. P. R. spring. Mr. Green is willing to explain and show the working of the bore to any of the ratepayers who care to visit the place where the operations are going on. We may state that this is the largest bore we have seen in operation in British Columbia.

* * *

In the office of Building Inspector Young is to be found the index of the prosperity and growth of the municipality. Here plans and figures of the smallest house to the most palatial mansion must be submitted before authority is given to proceed. All plans are carefully gone into to see that the requirements of the bylaws are complied with. That it requires everyone in this department to have more than technical knowledge is demonstrated every day. Mr. Hunter, the clerk, who has had a life-long ex-

(Continued on Page 2)

Deadlock in Municipal Affairs

Last (Thursday) evening a meeting of the Municipal Council was convened for 8 o'clock, at which it was announced that Spencer Robinson would resume his seat in the Council. He did go, but alone. The other members held a conference in the magistrates' room, and ultimately the meeting was abandoned. Robinson picked up his papers, put on his hat and coat, and left the hall, remarking that the members of the Council were suffering from "cold feet." Further interesting developments are expected.

E. E. Rear A. J. Fullington

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Nice two-room dwelling, a few lots off Westminster Road car terminals; $1050. $100 cash, and balance $15 per month. This is a buy you cannot afford to miss.

Two nice lots on Fraser Ave.; $3,750. One-third cash, and balance arranged.

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Will sell on special terms if you want to build.

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NOTICE

We wish to inform our many Customers and the General Public that we have at last received our shipment of Butterick Patterns, Delineator, etc.

This shipment has been delayed on account of the great demand for these popular patterns.

We are sorry to have kept you waiting so long, but to show our appreciation of your patience we will sell all our Piece Goods at practically cost for one week, commencing Saturday, June 29.

Read the following reductions, which are, of course, only a few of the many we have to offer :

Dress Ginghams : Regular 15c; Sale 12½c
"Crumm" Prints : Regular 15c; Sale 12½
British Prints : Regular 25c; Sale 20c
Cotton Foulard : Regular 12½c; Sale.....9c
Cotton Voiles : Regular 20c; Sale.....15c
Muslin : Regular 15c; Sale.....12½c
Cashmerette : Regular 25c; Sale.....15c

We also carry Carpets and Linoleums.

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Homes built to suit purchasers, on easy terms

AGREEMENTS FOR SALE PURCHASED

AROUND THE MUNICIPAL HALL

(Continued from Page 1)

perience in this class of work, easily detects any omission in the drawing, and his advice is always freely and willingly given. It speaks volumes for this department that since its inception, of all the thousands of plans that have passed through it Mr. Young has never once had to call in the assistance of the magistrate to enforce any alterations that he wants. By firmness, tact, and a certain dignity, he lets it be plainly understood that he will have no fooling. Once or twice a bluff has been attempted on him in regard to buildings, but in the end the delinquents have had to bow their head to the inspector and to submit to his way of doing the work. Mr. Young is at present preparing a statement to submit to the Council showing the amount of buildings erected during the last six months, also their value. This statement will be a basis of comparison for all future years, so that the value of this comparative statement cannot be overestimated. The Building Inspector is ably assisted by two assistants, who do everything in their power to carry on the work in a satisfactory manner. It will be news to many of the ratepayers to know that not only is this department self-supporting, but a source of revenue to the municipality.

In passing, we might just mention that Mr. Young is the recipient of many anonymous letters as to how buildings are being erected. This is the method taken by many a spiteful neighbor to try to do an injury. Unless letters are signed by the sender no attention is paid to them.

SCRUTATOR.

WEST COLLINGWOOD PROPOSED IMPROVEMENTS

At a meeting of the West Collingwood District Improvement Association, held on Monday evening, in Clements & Tufnail's office, several important subjects were dealt with, among them the inadequacy of the water supply, the widening of Rupert Street and the grading of Vanness Avenue between Government and Grant Roads.

Touching the water supply in the municipality, it was stated that at different times during the present season portions of Collingwood had been without water for periods as long as thirty hours. It was pointed out that this was a source of great inconvenience, especially in households in which there are children, and that what was in ordinary circumstances nothing more than an inconvenience to householders might become a menace to the public safety in case of outbreak of fire. It was also pointed out that the Vancouver city mains approach South Vancouver at Beaconsfield, and the suggestion was made that some arrangement be entered into with the city authorities to have a meter installed at that point and an additional supply made available.

Secretary Graham was instructed to write to the chairman of the Waterworks Committee pointing out the facts brought forth in the discussion.

At the meeting on Monday evening the secretary was instructed to write to the Municipal Council asking them to hold up in the meantime any subdivision which would interfere with the plans to widen a road. The secretary was also instructed to write to the assessor requesting him to agree to furnish to a committee which was appointed to canvass the various deed-holders, such names and other information as the committee may find it necessary to obtain in the course of its work.

WESTMINSTER HARBOR SITES

That New Westminster is alive to the possibilities of harbor improvements was conclusively shown by the voting on the bylaws in the Royal City on Wednesday of this week. All the bylaws, including the one providing for the expenditure of $500,000 for harbor improvement and development, were carried by overwhelming majorities, and a new era of prosperity is assuredly in store for New Westminster.

The scheme outlined will give New Westminster one of the finest freshwater harbors in the world. In front of the down-town section of the city is to be erected a quay, the front of which is to be in a straight line, parallel with the course of the river. The quay is to commence on the upper end at a point opposite the penitentiary grounds, and several hundred yards up river from the Westminster bridge. This quay will extend down to a point just opposite the "top end" of Lulu Island, where the North Arm of the Fraser swings off to the west. A bridge will cross the North Arm here, connecting the city proper with Annacis Island, leading to a system of docks along the western or Lulu Island side of the "Westminster Waterway." The entrance to this waterway will be at the lower end.

As a result of the passage of the bylaw there has been a great flurry in realty transactions, and the Dominion Stock & Bond Corporation Limited, which is handling the Westminster Harbor Sites on and near Annacis Avenue, is being besieged with buyers.

WANTED:

Carpenters, laborers, etc., General Wolfe School, 27th and Ontario. South Vancouver residents preferred.

C. HARRISON, Contractor

CLERKSHIP

JUNIOR CLERK wanted at once. —Apply F. N. Hirst, Bank of Hamilton, Cedar Cottage.

The Bungalow Finance and Building Company Limited

184 Houses in South Vancouver

One of the finest located offices in the City is that of the Bungalow Finance and Building Company Limited, on the ground floor of the Pacific Building, 416 Howe Street. The association was quite recently incorporated as a limited company, with a share capital of $250,000. This step was necessary owing to the phenomenal success of the undertaking, which was so successfully carried on previously by Mr. Frank W. Killam, who is now president and managing director.

Good Work—Splendid Management

The work done during the past two years by the Bungalow Construction Association has been of a very high order. It has, indeed, been so satisfactory that the advertisement gained by its thoroughness is an asset of incalculable value. In acquiring the interests of the Bungalow Construction Association, the company has secured a highly organised and profitable business, guided to its present stage of prosperity by shrewd management and the harmonious co-operation of an efficient staff.

Greater Vancouver Flourishing

No better evidence of the flourishing condition of Greater Vancouver can be given than that of the value of buildings erected and for which building permits were granted by the building inspector. Coming events foreshadow a rapid and very marked increase in population and a greater demand than ever for houses of the class which the Bungalow Finance and Building Company undertake to erect and sell on very easy terms. One contract alone upon which the company is at present engaged calls for the construction of one hundred and eighty-four houses in South Vancouver, some of which are already completed.

Lots at Acreage Prices

A special feature of the company's business is the purchase of close-in blocks of land, directly in the pathway of growth of a district at acreage prices, subdividing these blocks into lots and erecting thereon a good class of readily saleable bungalows and houses. The purchaser of one of these lots with a home ready for occupancy assumes the mortgage, usually made for three years, pays the company the greater part of the balance of the purchase price in cash, and the rest in monthly instalments with interest until paid in full. By securing land in large blocks the company is able to buy much cheaper than the smaller contractor, who, buying single lots, pays a higher price in proportion than does this company.

One of the Bungalow Company's Houses

Buying Materials Wholesale

Owing to the large quantities of building materials required in its operations the Company may buy at wholesale prices, and by paying cash secure the further benefit of cash discounts. Such advantages place it in the enviable position of being able to underbid those of its many competitors who buy in small quantities on time payments. The ability to reduce the cost of production to an absolute minimum adds generously to profits, and at the same time benefits the purchaser.

Architectural Department

A most useful and profitable adjunct to the building department is the architectural and draughting office where the plans for all structures are drawn by a staff of bungalow specialists whose designs are characterized by such elegance, beauty and grace, that in many instances the houses are sold before construction has actually commenced.

South Vancouver Bungalows

South Vancouver is rapidly becoming a large and important residential suburb, and those seeking an artistic and comfortable home at a moderate price, on the easiest possible terms, should consult the manager of the Bungalow Finance and Building Company Limited. A consultation costs nothing, and may save purchasers a considerable sum, with the certainty that the deal will be in every other way satisfactory.

IN MEMORIAM

On Monday morning a well-known citizen of the municipality passed to his rest when Mr. Alfred Shrimpton died at his residence on Thynne Road. Mr. Shrimpton was an employee of the B. C. E. R. Company. As a citizen he took an active and intelligent interest in every movement designed to further the interests of Cedar Cottage and district, and was an active member of several fraternal organizations. He wielded a ready pen, and was a regular contributor to these columns. His place as correspondent for Cedar Cottage will be hard to fill. He came to reside in the municipality in the year 1905. Death came as the result of a heavy cold, which he contracted a short time ago.

MINORU RACE MEET OPENS ON SATURDAY

After extensive alterations and repairs to their course, the British Columbia Thoroughbred Association announce their readiness to throw open the gates of Minoru Park on Saturday, June 29, the occasion being the initiation of the summer race meeting, which is to extend to September. The coming of more than 400 of the best horses in the States to the meeting makes it take on a special significance when coupled with the fact that there will be seen in action the best lot of locally owned thoroughbreds to race in the section in years. The management has made special arrangements to have at the disposal of its patrons good car service, and the electric and steam roads have joined to complete the circuit, assuring a splendid trip to the Island course.

The track this year is lightning fast, and the horses selected for the meeting were picked to assure good contests, the object being to bring horses here to start which have met and been contenders in the best of the race meetings in the United States. It is perhaps safe to say that there will be no more pretentious meeting in the West in years to come than this season's offering. The opening day will see the running of six good sprint races, and in addition a sparkling programme of harness events has been provided to augment the day's sport. The harness races will be interspersed with the running events, and the programme will take on a special significance in that it will appeal to both lovers of gallopers and drivers.

* * *

Lacrosse

Though the weather was not too propitious, a fair number of people turned out to witness the League game of lacrosse between the Richmond and Victoria Heights clubs at Tecumseh School grounds, on Wednesday evening.

The game started, as usual, at a lively pace, the opening quarter producing a score by Victoria. After this, however, the Richmond players made the pace, scoring 4 goals, the game ending in their favor by 4-1.

AN EVENING WITH SERVICE

An entertainer of rich resource and undoubted ability is Mr. Fred Archer, manager of the South Vancouver Furniture Company. It is probably safe to say that there are few men in the West who have felt more intensely the witchery of the north, the Land of the Midnight Sun, than Mr. Archer, and that no man ever came out of the Klondike with histrionic ability of a higher order, consecrated to the work of popularizing the muse of the north, as that muse has found expression in the verse of Robert W. Service. Mr. Archer has visited the scenes and met many of the persons who figure in Service's "Songs of a Sourdough." He knows at first hand many of the incidents around which Service wove his stories in verse. Strange to say, he has never met the poet, but he is the recipient of many letters from him, which have been called forth by the poet's hearing of the success with which Mr. Archer has delighted audiences with dramatic readings from his works. Mr. Archer organized the "Sourdough Theatrical Company," which gave many excellent presentations of Service's pieces to northern audiences. Mr. Archer and his company completed a most successful tour of northern towns before he took up his residence in South Vancouver.

The other evening Mr. Archer entertained a select gathering of friends at his emporium, 3723 Main Street. Among the pieces which he rendered on the occasion were : "The Spell of the Yukon," "The Harpy," "The Law of the Yukon," "The Shooting of Dan McGraw," "The Parson's Son," "The Woman and the Angel," "The Wage Slave," and "L'Envoi." Merely as a proof that Service worship is not with him an obsession, he also gave Chas. E. Royal's "The Queen of Song," and Geo. R. Sims' "Ostler Joe." The evening was one long to be remembered.

Variety was lent to the entertainment by Mr. Harry Barlow's performances on the piano, and Mr. E. Petitclere's renditions on the mandolin-guitar.

BOARD OF TRADE DISCUSS ANNEXATION

At Monday night's meeting of the Board of Trade, presided over by Mr. R. C. Hodgson, the question of the proposed annexation or incorporation came up for discussion.

The Chairman expressed his opinions for and against incorporation and added that he thought annexation would be of the greatest advantage to the municipality.

Mr. W. E. Gibson did not see how annexation would assist them.

Mr. K. Lamonde, who spoke strongly in support of incorporation, pointed out that the Board of Trade should express itself one way or the other.

The Chairman said he was quite ready to discuss annexation or incorporation, but it might happen that he would be charged with going from his election pledges.

Mr. Armstrong pointed out that in a matter of this kind someone had to suffer, and whatever happened somebody would be aggrieved. The point to be considered was what was best for everybody.

Mr. C. Harrison reminded the Board that if incorporated there was a remedy, but if annexed that could not be remedied.

Mr. K. Lamonde spoke upon the great asset South Vancouver possessed, which under incorporation would be immensely increased. South Vancouver was going to be the great industrial centre in less than ten years. Then South Vancouver would be head and shoulders above the City. The municipality had a grand asset in the river front, and he protested strongly against annexation with the City, which, under annexation, was not in a position to do anything for South Vancouver for the next three years, and everything of import would be dormant.

Several other speakers endorsed Mr. Lamonde's opinion, and the discussion closed when the meeting adjourned.

Mrs. R. Robson, corner 31st Avenue and Winsor Street, spent a few days with Mrs. Brodie, of Whonnock.

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The Government Auditing Commissioner of the above-named Municipality will have his office open from 10 to 11 in the forenoon of each day (except days on which the Public Inquiry is being held) for the purpose of passing accounts; and any Ratepayer or Owner of real property may be present and may make any objection to such accounts as are before the Auditor.

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Paragraphs on the Fusion of Interests of Greater Vancouver and the Home-land

What went they out for to hear? Why was it necessary for a delegation of twenty to proceed to Victoria to be told by Premier McBride—mille pardons : Sir Richard McBride, K.C.M.G.—what he could have flashed across the waters at a small cost? Two words would have done the trick—namely, "turned down," so why, then, do the heathen rage and the people imagine a vain thing? No doubt the directors of the B. C. Electric Railway, six thousand miles away, know more of their own business than anyone else. There is at the head of affairs in London a man who, though physically an invalid, is one of the keenest men, from a mental point of view, to be found in the great metropolis of the British Empire—Mr. Horne Payne. On the occasion of the visit of the premier of this province, Mr. Payne was wheeled into the room in an invalid chair, but he showed a grasp of matters in connection with the corporation of which he is the head that astonished even "Dick." Such is the man who wields the destinies of the transportation company of the city of Vancouver and other places in British Columbia. Meanwhile there is a deadlock in negotiations, but the suggestion of Mayor Findlay that steps should be taken to acquire the concern at the end of the present franchise may result in some concrete proposition being placed before the company.

* * *

That the question of Home Rule for Ireland possesses more than passing interest for the citizens of this province is indicated by the utterances of the Rev. John Thompson, of Belfast, who is at present in Vancouver. Coming from a district that has more to say on the subject than all the rest of the United Kingdom put together, Mr. Thompson is in a position to speak as one having authority. He puts the whole question in a nutshell when he suggests that the real objection of Ulster to self-government for the green isle is based on religion, which has ever been at the root of all the dissension in Ireland. Once free the country from the subservience to a foreign religious power and it is doubtful if even the most rabid loyalist would continue to object to the granting of Home Rule. But while there is this matter of bitter sectarian strife to be contended with, Ulster will fight, and Ulster will be right. Ulster holds the key and no force can bend her. That will always be the condition of things over there.

* * *

Inquiries in quarters that ought to know have revealed the fact that emigration from the Old Country is not up to what it is stated to be, though there are thousands leaving the shores of England, Ireland and Scotland, every month. At the same time, they are not coming in the same number that obtained last year, especially from Ireland. Just now there is an era of prosperity on the green sod, and though it resembles British Columbia to some extent, in that the cost of living is going up by leaps and bounds, wages have also increased a corresponding extent, so that the pinch is not felt so much. The theory that obtained with regard to the West up to a short time ago, and among people who should have known better, was that the streets were paved with money and that one's house was papered with dollar bills. This theory has been exploded, and those who come out West to make it their home find that they have to work considerably harder than they did in their native land. This may account for the fact that, at any rate at the present time, there appears to be a slight falling off in the numbers who are shaking the dust of the Old Country from off their feet.

* * *

Vancouver, with all its popularity in the London money market, is experiencing a state of affairs that is somewhat unusual and altogether inexplicable. In plain language, there seems to be no money in that part of the world for the taking up of the Vancouver bonds. Whether it is that money is scarce or that a fit of shyness has attacked the kings of finance cannot be stated, but the solid fact remains that cash appears to be as scarce in London as it is in the South Sea Islands. The result has been somewhat unfortunate for this city, in that a large quantity of street work that was to have been undertaken has had to be shelved, and there seems no chance of this being commenced this year at least. It is an open secret that if the city of Vancouver wishes to dispose of any more of her bonds she will have to accept a lower price than that for which they were floated a few months ago. Four per cent., too, is not evidently an attractive investment for the moneyed men of London. But there is this consolation—that Vancouver does not stand alone in this matter. Other Canadian cities have also been through the mill. No one appears to be in a position to state the cause.

* * *

By the way, has anyone heard anything of the five students—or was the number seven?—who came to Vancouver from England a few weeks ago to see and learn something of the condition of things out here? The term of their visit to the terminal city was a short one. They saw everything they came to see, in the space of two short days, though what they could accumulate in the way of information in that period it would be difficult to say. Still, it is to be hoped that they carried away with them good and favorable impressions of the most wonderful city of the century. Next week we shall have the seventy British financiers, who also intend to do the city in a brace of days. The unfortunate part of these visits is that the visitors are rushed through as if their very lives depended on their getting through the business in sheet-lightning time.

DAISY D'AVRA

With the stock company at the Avenue Theatre

One hundred million dollars is the amount that is stated to be the drink bill of Canada every year. According to population, British Columbia should provide approximately $5,000,000, but that is a moderate estimate. Double the amount would be nearer the mark. Assuming it is ten millions for the entire province, it may be taken for granted that half of that is spent in Vancouver, or perhaps slightly more than half. Now as there is more whisky manufactured in Ireland than any of the sister countries, and as the export trade from the United Kingdom to this part of the globe is heavy, it would naturally be thought that Ireland was doing a roaring business in the sale of the fiery fluid. But such is not the case. Statistics show that the land of brown heath and shaggy wood exports more of the liquid than Ireland, and this is borne out by the fact that there is a greater demand for Scotch than for Irish. The wonder is that it can be sold at such a low rate after the payment of freight charges and duty. How is it done? In this way: big cargo steamers coming round the "Horn" are glad to accept freight of any kind at an abnormally low figure to fill up, and the whisky comes here at a rate that should be a pointer to help temperance reformers to solve this question. The root of the evil lies in this fact, all denials to the contrary notwithstanding.

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Mail Delivery in Collingwood

At Monday night's Board of Trade meeting Mr. W. E. Gibson called attention to the postal delivery in Collingwood. He contended that Collingwood should have been considered before some other districts included in the new delivery scheme. He proposed that the postal committee take up the matter of having a mail delivery in Collingwood.

The Chairman (Mr. R. C. Hodgson) said the objection Mr. Ross had to a mail delivery in Collingwood was the distance the place was from the centre. He did the best he could for Collingwood, and there was no doubt that in a short time the postal system would have to be extended in every direction. He advised them to let the authorities start a delivery in certain parts and then when that was in operation they could ask for more. If the people were in too big a hurry the authorities would think they were crying out before they were hurt. The resolution was adopted.

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ANNEXATION OR INCORPORATION

MUNICIPALLY, the question of the hour in South Vancouver is, Whether shall South Vancouver agree to be annexed to Vancouver or seek incorporation as a separate urban municipality?

It is well known that each of these courses has its advocates. The man—and the woman—on the street car, discussing the question in the vicinity of Twenty-fifth Avenue, favors Annexation, because "City limits" marks the bounds of the motive power of the five-cent fare, and he—or she—reasons that the extension of the City limits to the Fraser River would mean either that the length of the five-cent ride would be increased to that extent, or that the civic authorities and the street car company would arrive at some basis on which car fares would be exacted without adding to the cost of living south of Twenty-fifth.

It must be admitted, however, that at best the hope that annexation, the inclusion of South Vancouver within the municipal bounds of the city of Vancouver, would mean the extension of the five-cent car fare area to the southern bounds of the present municipality is very uncertain, and that to the many—or the few—who take time to think, street car fares will hardly be regarded as having a direct and certain bearing on the question of Annexation versus Incorporation.

Every aspect of the question is likely to be brought into public notice now that negotiations looking towards Annexation are in progress between the city and the municipality. Discussion at some length is likely to precede definite action in the matter, and in the light of the conflicting views and opinions which are held in the municipality, it is well that discussion and debate should be intelligent and exhaustive. Intelligent and helpful it has already proved to be. It will be conceded by most fair-minded men that two points cannot be reasonably excluded from consideration of the problem. The first is that the present Council was elected on an Annexation ticket; the second is that a strong body of public opinion in favor of the incorporation of South Vancouver as a separate urban municipality has taken shape in this district since the present Council was elected. The former of these two facts is a matter of public knowledge and municipal record; the latter is recognized on every hand, and has been acknowledged by Reeve Kerr more than once in course of references to the question which he has been called on to make in public. It is, indeed, the existence of a strong body of public opinion opposed to annexation which makes the present negotiations between the City Council and the Municipal Council more than a mere agreeing upon and drawing up terms of annexation.

The position as it now exists and as it affects South Vancouver is, as has already been said, very different from what it was when Reeve Kerr and his colleagues took office. They were elected by the vote of the people, and while popular opinion has undergone important changes upon the question of annexation the Councillors have remained true to the spirit of their election and sensitive to the changes which public opinion has undergone since then. No bullying, much tact and scrupulous and unfailing respect for a neighbor's claims go to the making and the building of a great city. The building materials are usually communities with interests in common, but separated by distances, in almost every inch of which a prejudice may find lodgment and root. Prejudices are unlovely; they are weeds that flourish quite as luxuriantly in city as in country; they should be destroyed as soon as discovered. But prejudices and individuality have not necessarily anything in common. The greatness of a city may sometimes be measured by its capacity for permitting and encouraging each district of it to preserve its own characteristics and exercise its own functions in the common body politic.

For the clearing of the path of the Council, one step appears to be necessary. Anyone who is in touch with public opinion in the municipality will admit that a change has been wrought in the mind of the public on the question of annexation since the state of the public mind was declared at the polls. Evidence of the change is sufficient to justify doubt, in the Council and in the public, whether a popular deliverance on the straight question whether South Vancouver should proceed with annexation or abandon the negotiations now in progress and seek incorporation as an urban municipality would not result in a declaration in favor of South Vancouver becoming incorporated as a city, like North Vancouver and New Westminster. This being so, it is manifest that the Council by putting into effect the mandate received from the electors of the municipality at the last election, might act contrary to the mind and will of the public today. The time calls for an expression of public opinion on the question. The taking of a plebiscite is in order.

CANADIAN RAILWAYMEN

THE ages produce the hour, and the hour seldom lacks the man. Each age has its special activities, its peculiar type of man. In Canada this is the age of transportation. Canadian manhood is seen at its best in its representative railwaymen.

There is no reason why Canadians should feel dissatisfied with the present. Art may not be the master impulse of this age in Canada. Even in Europe and Asia men of transcendent ability in art, literature and statesmanship are few. In the United States the dignity of a great historic party in the nation has but now been torn to shreds, and there is no man in sight who is big enough to rehabilitate the principles and traditions of his party in the eyes of sister nations. There are few giants in these days. Fortunately for Canadian youth and manhood, inspiration may be derived from contemplation of Canada's captains of industry and railway kings.

It is not necessary to begin the list of eminent railwaymen with the name of "Jim" Hill. To do so is not quite logical, and might possibly be called greedy. By a reasonable and legitimate extension of the same practice France might claim Sir Wilfrid Laurier, Scotland Strathcona, and the United States the late C. M. Hays. What we had and did not hold we let go.

There is Mr. Morley Donaldson, who succeeds Mr. Chamberlin as vice-president and general manager of the Grand Trunk Pacific Railway Company. It is but a few years since Mr. Donaldson was superintendent of the Ottawa division of the same line. At that time his office was an unpretentious building on the banks of the Rideau Canal. Mr. Donaldson occupied that position since 1905 when the Canada Atlantic was taken over by the Grand Trunk. By profession he is a civil engineer. He was born in Scotland in 1851, and his father, Major Robert Donaldson, was at one time staff officer of pensioners at Ottawa. Mr. Donaldson first served as an engine-wiper in the engine works of Gilbert & Co., Montreal, and had a distinguished career as an engineer. In Ottawa, Mr. Donaldson, and his predecessor in office, Mr. Chamberlin, who now succeeds Mr. Hays, strove together for the success of Mr. J. R. Booth's Canadian Atlantic Railway, which at its inception was but 80 miles in length. It is a romance of hard work and great ability that they should now control the destinies of a system which extends from coast to coast and deep into the neighboring Republic.

Mr. George J. Bury is another railwayman of note to whom Canadian youth may look with pride and with longing to follow. Mr. Bury is a comparatively young man, and he has already shown himself possessed of capacity and energy which will carry him successfully through fresh and expanding fields of railway activity and endeavor. Some men still in the full flush of manly vigor remember Mr. Bury as an office boy. Physically he is a fine type of man, and though his tastes do not run to the prize-ring and he has a civilized man's abhorrence of brawls, he is something of an adept in the manly art. Mr. Bury's supreme aim in life is to keep men from drinking whisky.

Sir William Whyte, the veteran who recently retired from the position of first vice-president of the western division of the C. P. R., is a man who might well be any man's model. Sir William first saw the light in the land of the heather, at a place the name of which sounds as nearly like Camlachie as anything else. Mr. Whyte was once employed as a coal-heaver, and later as a freight brakeman on the Great Western. Today, in the ripeness of his powers, he is a big man, with a voice that is deep and soothing, rich in cadences that remind the listener that where a Scotch mother beseeches a rod-wielding father to be "canny," her English sister would say be "merciful."

Another strong, silent man was C. M. Hays, who met his death in the Titanic disaster. Born south of the boundary line, his best skill and magnificent resource were placed at the service of Canada.

These are but four. Mention of them is sufficient to prove that the youth of Canada and of the virile and aspiring West lack not within the bounds of the Dominion men whose personal histories and characteristics are written indelibly on the records of the age we live in. Some of them —all of them, indeed, are men whose contributions to the forces and activities of national life, so far from being spent and exhausted, are growing in volume and power; because it is one of the attributes of successful men that they attract to themselves men of similar type and like calibre. For example, it is a curious fact that when the Grand Trunk first took over the old Canada Atlantic and Parry Sound lines for the sum of fourteen million dollars, Messrs. Chamberlin and Donaldson were retained in its service, and now one of the these men directs the whole destinies of the great railroad, while the other has under his care a large western territory and a mileage that is rapidly increasing.

COUNCILLOR THOMAS'S STAND

IT is a safe assertion to make that Councillor Thomas has the support of the electorate in the attitude which he took recently on the question of the employment of foreign laborers on city work. Canada wants immigrants, it is true, and at first sight it seems an anomaly that the Dominion authorities should permit immigrants to enter the country, and that municipal authorities should decline to furnish these immigrants with means of employment which they have at their disposal; but this is merely an apparent anomaly, and not real. In the first place, while no municipality would care to set itself directly at variance with Dominion law in any matter, the Dominion is as much disinclined to interfere in municipal affairs as the Home Government is to interfere in the domestic affairs of Canada.

This question of the employment of foreigners on municipal work is one which affects the municipality alone, and affects it in many different ways. For example, there is no reason why any Canadian municipality should object to having as citizens the countrymen of Garibaldi, the liberator with whose name Europe rang, and whose friendship statesmen of the highest rank were proud to claim; but Garibaldi did nothing and the Dominion authorities have done nothing which gives Italians who settle in Canada any right to set common law, or criminal law, or the laws of public health at defiance. There is one standard by which intending immigrants are measured by the Dominion authorities; there is another law of fitness to which the citizens of a municipality must conform if they are to be regarded and treated as desirables. The fact that the Hindu is a British citizen adds to his obligation to comport himself in all matters pertaining to the laws of health as other British citizens do. Foreigners in Italy observe local laws and customs; so much so, indeed, that "when in Rome do as the Romans do" has become one of the commonest proverbs in everyday speech.

Cognate to this subject is the oft-discussed question of what may be called extra-municipal trading. It is sometimes said, for instance, that Vancouver contractors, estimating for work in adjacent municipalities, figure on disposing of the class of goods which dry goods merchants reserve for end-of-the-season sales, and that they thus kill two unwary birds with one stone. Their estimates are lower than the local contractor, and they have an opportunity of disposing of goods not quite up to the city standard. This may or may not be "nothing but the truth," but it cannot be questioned that the first duty of municipal authorities is the encouragement of industries within the municipality, distributing as far as is reasonable and fair municipal work among those who by payment of municipal rates make work within the municipality possible.

Race suicide is not in favor at the Antipodes. The Australian Government is giving a bonus of $250 for every babe born under the Southern Cross. In almost all cases babies are desirable citizens, and there are few families in which they are unwelcome. Encouragement of the "native-born" is a necessary corollary to a spirited immigration policy.

* * *

It is curious that Theodore Roosevelt does not seem to be a great enough man to be content to remain out of office, and William J. Bryan seems just not great enough to get into office.

The North Arm of the Fraser River

That our writing and the taking-up of this subject, and so awakening an interest in the great possibilities of the harbor facilities of this river, have been opportune, is only too evident by the action of the Vancouver Board of Trade Special Harbor Committee. They have now arrived at a decision to ask the municipalities of South Vancouver and Point Grey to consult with the Board of Trade. Mr. H. H. Stevens, M.P., has done a bit of straight talking to the committee and let them understand that Burrard Inlet is not to be built up at the expense of the outside harborage. We wonder how far Engineer Swan's report goes in this matter. It is now time that this report was in the hands of the committee. Mr. Stevens went back to Ottawa to consult with the Government as to the report. The various committees expected that a condensed report at least would be in their hands ere this. It looks to us as if Mr. Swan's report was more favorable to the North Arm than Vancouver desired, hence Mr. Stevens' talk to them to modify their views and so partly fall into line with the various municipalities at this stage. We have no desire to put any hindrance in the way of the early development of the North Arm, but we would urge, and urge strongly, both on Point Grey and South Vancouver, that before they agree to any steps being taken a full report from Engineer Swan be submitted. We know how Vancouver has treated the matter in the past: her conversion at this time looks like pressure or an attempt to conciliate the outside municipalities whilst she carries out the furtherance of her own schemes. The South Vancouver and Point Grey civic fathers should awaken to the great opportunity that is at hand. Mayor Lee has informed the ratepayers of New Westminster that the C. N. Railway Company are going to spend millions upon millions on terminals on Lulu Island, also on their new docks. Mayor Lee is also going to ask New Westminster to contribute a very large sum for new dockage. The ratepayers have already let it be understood that whatever funds are wanted will be freely voted. If the North Arm was only got ready in time, it would naturally get a large share of the trade. As a municipality the hands of the Council are tied. In the interests of the municipality the Council should get rid of the question of annexation in the meantime. It is only by incorporation that sufficient funds can be raised to carry on the necessary work. Are the whole interests of the municipality to suffer that a few living on the border line may not be inconvenienced? South Vancouver has her opportunity now; let her not, through the supineness of her citizens, lose that opportunity, but rise to the destiny which occasion offers her. Ten years hence all South Vancouver will then be proud that they did not allow the opportunity to slip.

SOUTH VANCOUVER POSTAL DELIVERY

It is generally understood that the postal authorities will shortly inaugurate one postal delivery a day in the territory adjacent to Main street and Fraser avenue as far as the Ferris road, and also in the Cedar Cottage district. This will come as a relief to hundreds of residents who find the present system antiquated, cumbersome and inefficient. When it takes (as it sometimes does) three days for the delivery at City Heights of a letter posted in the City, it is about time a new and more accelerated system was inaugurated. Residents who come within the area included in the new postal district should see to it that the number of their house is posted in a conspicuous place, otherwise it is not likely letters will be delivered. In any case a general adoption of this suggestion will greatly accelerate the work of the delivery men, and prevent the possibility of any excuse for non-delivery. In South Vancouver the houses are not numbered consecutively, and this makes it all the more necessary that numbered houses should be clearly identified.

Firemen's Sports Day

A meeting was held in No 1 Fire Hall on Monday evening to make arrangements for the holding of a sports field day, at which there was a large attendance. It is intended to hold the meeting early in July, and several committees were appointed to look after the completing of arrangements. The programme will include twelve events.

The committees were appointed as follows: Ground committee, Messrs. Grey, Anderson, and Powell; Prize committee, Messrs Holland, Grey, King, Henderson, and Kripp; Reception committee, Chief Wand and Messrs Flack and Crowder; Sports, Messrs. Mitchell, Ramsay, Brown, Jenkins, and Bargan; Refreshments, Messrs. Almos, Grey, Beaumont, Henderson and McKay; Music, Chief Wand and Capt. Ebrahardt; Advertising, Messrs. Crowder, Ward and Collins; Treasurer, Mr. Crowder; and Secretary, Mr. Holland.

The B. C. Electric Franchise

The B. C. Electric franchise was discussed at Monday's meeting of the Board of Trade, also the widening of streets, and the advisability of adopting a bylaw to enforce a building line in all streets in the municipality. The discussion took the form of a desultory conversation, and no decision was reached in any of the above matters, but they will come up for discussion at a future meeting.

A meeting in connection with the South Vancouver branch of the Victorian Order of District Nurses will be held in the Cedar Cottage Presbyterian Church on Tuesday, July 2, at 3 p.m. It is hoped that the ladies of South Vancouver will interest themselves in this needful work.

The People's Trust Co.
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We conduct a regular Banking Business. 4 per cent. paid on all deposits

Encourage the children to save their pennies in one of our Savings Banks. One Dollar starts them on the way to wealth.

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Checks on the Corporation of South Vancouver cashed. Business hours : 9 a.m. to 5 p.m. Saturdays, 9 a.m. to 1 p.m. (the hours that suit the working-man).

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Cleared Lots, 33x148, to lane, with four-stalled barn. 51st, in first block from Fraser Street. On good terms.

Three building Lots, 33x132, facing south, on Forty-eighth Avenue. Just west of Fraser Street. $2,800 for the three.

Two Lots, 49th Avenue, Southern exposure, midway between Fraser and Main Streets. $950 each, on terms.

Three cleared Lots, 34x116, to lane, facing south, on Fifty-eighth Avenue, just off Fraser. $850 each; easy terms.

Three cleared Lots, 59th Avenue (Page Road), 37½x112, to lane at car terminus. $1050 each, on good terms.

Two Lots, high location, facing south, 59th Avenue, close to Victoria Drive. $550 each; a snap.

Two subdivisions, 63rd Avenue (Rosenburg Road). $550 per lot and up to $700. Very easy terms.

One eight-room and one four-room modern bungalow, 49th Avenue. Large rooms, fireplace, panelled hall and living rooms, beamed ceiling—everything that affords comfort in a home. To see them, if you want a home, means to buy.

Modern houses to rent, from 3 to 7 rooms.

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Let us insure your buildings in the strongest Board Companies. We can also insure your Life, your Automobile, Plate Glass, etc. All kinds of Indemnity Insurance.

Get one of our Accident, Health, and Sickness Policies, and draw a revenue while you are in any way incapacitated.

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To Farmers, Market Gardeners, and all large growers of Vegetables

We have now ready one of the finest lots of strong, healthy, well-hardened plants to be found in Canada: Early Cabbage in variety; Cauliflower in leading sorts; Sprouts, Red Cabbage, Late Drumhead Cabbage, Celery Plants, etc., now ready. Our stock includes the best varieties.

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All those who would like their homes made beautiful, come and see our stock of Spring and Summer Bedding Plants, Pot Plants, Hanging Baskets, etc.; all strong and healthy, and at most moderate prices; also Window Boxes artistically filled.

Send us your address, and we will mail you free our Seed and Plant Catalogue.

We can also furnish those little gems of the plant world, Alpine and Rock Plants, to cover your rockeries and borders with their perpetual beauty.

Do you remember the beautiful rose beds you have seen? Well, for a small outlay we can furnish the most beautiful roses— Roses from the best grower in the Old Country. All up-to-date varieties; strong, well-rooted plants.

And to add that finished, homelike appearance that all gardens require, we have those beautiful Ornamental and Flowering Shrubs—rhododendrons, shade trees of every description; all in the best of health and growth, and sure to give satisfaction.

We have just received a carload of choice stock of Roses, Evergreens, Shade Trees, etc. We can give you satisfaction.

Our Fruit Trees are in splendid condition, and can be relied on to give good results.

Our Seed Department

This department is now stocked with all the finest strains of flowers and Vegetable Seeds, all fresh from the best seed growers. This year we are again making Sweet Peas one of our leading specialties. Everything worth growing in sweet peas we have. Our Seed, Plant and Bulb Catalogue will be mailed free on demand.

Our Art Floral Department, 723 Robson Street, is run by expert floral artists who cannot be excelled. Try us for decoration and design work.

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FRESH FISH DAILY. ALL KEPT ON ICE
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:-: Circumstances That Lead :-:

An historic sidelight on the discovery of the Yukon placers at Dawson is the story of John McDougall, of Vancouver. A handbook issued by the Canadian department of the interior states the discoverer to be Robert Henderson, originally of Pictou, N.S., and ex-Governor William Ogilvie, in his recent book, also gives the credit to Henderson. George Washington Carmac has often been mentioned in this connection, but this has been declared to be an error, and those familiar with the early history of the Yukon unite in giving this recognition to Henderson.

McDougall's story comes perhaps a little late in the day, but it is interesting in that it relates directly to the discovery, and shows that even Henderson was not the first man to take placer gold out of the Yukon creeks.

McDougall's story shows, moreover, that the finding of gold at Dawson was not mere accident, but the outcome of thoughtfulness and observation, following his working of gold-location theories in the Cariboo district of British Columbia. Circumstances, deemed important at the time, prevented him from making the trip into the Yukon country, and, to bring an "if" into play, had he carried out his original intention he might not only have made the discovery, but much money besides. Mr. McDougall is widely known on the Pacific Coast. He is a successful contractor, residing at 2163 Napier street, and is at present in Cariboo.

Went Into Cariboo.

When quite young McDougall went into the Cariboo after gold, and secured claims on the Jack of Clubs Creek, which he still holds. He went to some trouble to study the system of gold location, and noticed that the best placers in Cariboo were located just north of the highest ground in the district, not far from Barkerville. Further, the gold-bearing gravel seemed to run in a northwesterly and southeasterly direction. These observations were of particular importance, for on them he based deductions which had a bearing on the finding of the first gold in the vicinity of Dawson in the summer of 1895.

An incident which also had a bearing occurred at Port Townsend, Wash. After suffering considerable loss in the fire which destroyed Vancouver in 1886, McDougall engaged in contracting, and in 1889 secured the work of improving the streets of Port Townsend. While at work he met one of the older inhabitants of the town who in a moment of reminiscence told him of an old-time Mexican miner who used to pan out gold on the waterfront, making from $1 to $2.50 per day. It had been presumed that the gold was washed in from a reef in the bay. McDougall was satisfied that it came from a streak of auriferous gravel above the sand in a big bluff in which he was making a cut. At one time a portion of this bluff had slid down to the shore of the bay, but as the grass had grown over the slide was not noticed. McDougall demonstrated his theory to be correct, and the discovery caused excitement at the time.

Pacific Coast in Early 90's

With these prologues, the story starts. The early nineties on the Pacific coast were noted for their industrial or commercial activity. In fact they were very dull. Seattle and Vancouver were villages compared with the prosperous cities of today. In the latter months of 1894 McDougall, in whose blood the prospector germ lingered, finding that little was doing, decided to venture into the unknown northern territory from which tales of gold finds came to hand from time to time. Early in March, 1895, he was a passenger on the steamer Alki from Seattle to Juneau, the way over the mountains at that time being by way of Haines Mission and the Dyea paass. On the same boat were Dan Hart and John Guise. Hart had been ship's carpenter on one of the cruisers of the British naval station at Esquimalt, and, securing his discharge, was also making a venture into the reported gold country. Guise had been a tinsmith in Butte, Montana, and having sold out was on his way to the adventurous north with $4,000 in his belt and $1,000 worth of diamonds, being fond of good jewels. These three came together on the Alki, and finding that all had the same hazy view of the future with a common objective point, they decided to form a partnership.

Prospectors from Montana

On the same boat was William S. Lansing, one of a party of prospectors from Montana, who had gone north in 1885 and had struck gold up the Stewart r'ver. Lansing knew considerable of the country, and in conversation with him McDougall learned much. He was told of the working of French-Canadians at the head of the Forty-Mile and at the head of the Sixty-Mile, these two creeks coming almost together at their sources. When he was told by Lansing that the workings on the Stewart were 200 miles in a southeasterly direction from the head of the Forty-Mile, he got interested at once. Remembering his other observation in Cariboo, that the best ground lay just north of the highest elevation, he enquired if there was any height of land on the line between these two points. Yes, Lansing told him there was the place known throughout the country as the "Moose Pasture." This was located approximately half way, and was a favorite resort of game, because of mineral springs. There it was that George Carmac, squaw man, with his two Indian brothers-in-law, had lived for five years, supplying fresh meat to people up and down the river.

McDougall was more interested than ever, and on successive days had conversations with Lansing about the country. Eventually, on the billiard table in the Occidental hotel at Juneau, he got Lansing to give him the information and to draw a rough map of the Yukon river with its tributaries; the Stewart showed the Moose Pasture close to what was then known as Reindeer creek, and almost on the Yukon river. This map was much studied by the little party of argonauts, and the group attracted attention at Juneau, where they were delayed a month waiting for late snowstorms on the pass to cease.

Proposed Prospecting

"When we go in," McDougall said to his partners, "we will prospect there," drawing a semi-circle on the north side of the Moose Pasture. It is a remarkable fact that this semi-circle included all the best paying ground of the later Yukon discoveries.

At Juneau at the time were a couple of brothers, engaged in halibut and cod fishing, who had been in Port Townsend at the time McDougall had located the gold in bluff. They remembered him, and after his other success they offered their schooner, valued at $900, for $600, that they might join the party. They had faith in his deductions.

During the month of delay at Juneau, Hart, being a sailor, was frequently on board the fishing sloop. The trip was the constant subject of discussion, and listening to the repetition of Port Townsend incident, Hart himself began to have greater faith in McDougall's pronouncement that gold would be found in the creeks running to the north out of the height of land near the junction of Reindeer (now known as Klondike) creek and the Yukon river. The brothers could not sell their schooner, as $600 in cash was not as plentiful in Juneau in 1895 as it was a few years after. They could not go with the party, but their convictions left their impress on Hart's mind.

Journey Was Tedious

The journey over the mountains and down the Yukon was tedious in those days, and because of the unexpected delay, McDougall concluded he would have to give up the trip, as he had contracts to look after in August, and he could not get out again by that time. So he sold out his interest to his other two partners, Hart and Guise, and left the map with them with the promise that they would prospect the ground marked.

It has been stated that gold would have been found earlier in the Klondike country had not Carmac established that territory as his hunting ground. Naturally he and his Indian brothers-in-law did not want the game frightened by prospectors, and, as a man's rifle was his protection, prospectors were wary. A man could easily be "lost" in that remoteness, and no one ever know that he was removed from a place where he was not wanted. Not that this took place, but it is believed that the fear of it deterred more than one prospector from visiting the Moose Pasture, which was later known as the Dome.

Went Down Yukon

Hart and Guise made the journey down the Yukon. They passed the Moose Pasture and went on to Forty-Mile to replenish their supplies. Here Guise was offered work at good wages and accepted the surety. Hart got another partner named Hanson. They went back up the Yukon, their intention being to enter the first creek north of the height of land. Had they been successful, they would have gone up the Klondike river. As it was, the swift current on that side of the Yukon made them keep close to the other bank and they failed to notice the water of the Reindeer coming in shallow over the gravel. They passed to the south side of the Pasture and entered Indian river, finding colors. With the map in his possession and the injunction of McDougall to get into the creeks on the north side, Hart decided to go up the first tributary of Indian river coming from the Pasture. They struck Quartz creek. Leaving their boat at the forks, they went up Quartz creek and found good pay dirt in a tributary called Little Blanche. Hart was elated and wanted to cross the divide to the north side, but his partner was content. At last Hanson promised that if Hart remained and they got enough gold for a grub-stake they would go back and try the north side of the hills as directed by the map. In the remaining summer months of 1905 they panned out about $2,000 and went back to Forty-Mile. This was the first gold taken out of the Klondike.

Displayed Map

Both men were of drinking habits and delighted when under the influence of liquor to boast of their success, displaying the map whenever occasion offered. At Forty-Mile they met George Carmac, who brought game for disposal. Carmac saw that his camp was in the heart of the semi-circle on Bonanza (Rapid) creek. Other prospectors saw the map and heard the whole tale, among them Robert Henderson and a man named Hunker.

When the spring thaw came, Hart, out of money, accepted the offer of McQuestion, a steamboat man, to go down the Yukon river and fix up a steamer. A ship's carpenter was a rarity in the country, and he was made a good offer. Hanson went to the Circle City district. Carmac discarded his rifle and secured a gold washing pan. He prospected on Bonanza and got gold. Not far from where his camp was located for five years was located the claim from which, eighteen feet below the surface, $1,100 to the pan was afterwards taken. Henderson went up the creek known as Gold Bottom, a tributary of Hunker. Hunker made finds on the creek that bears his name. Then the stampede started.

Later McDougall visited Dawson. It would be difficult to analyze the feelings of a man who practically selected the ground for prospecting where such rich gravel was found. He found that Guise had become a prosperous hardware merchant. He met Hart and learned how he had missed the creek he sought. And yet, he says, it was with little regret that he realized what might have been. Had he again found the map it would have proved an interesting exhibit in connection with the find that has practically resulted in the exploration of Alaska. The map, doubtless, was left lying in the booze bazaar at Forty-Mile and was doubtless lost.

THE "CHINOOK" GARDENING GUIDE

The Flower Garden—Roses and Rose Enemies

The rose is he most popular of the perennials, and surely the most beautiful. However, rose trees, particularly in town gardens, are subject to several troublesome pests. Whereas the clematis, the outdoor chrysanthemum, and many another climbing or bushy perennial is not worried by insects at all, roses are likely to be attacked by green fly, maggots, mildew, red rust, caterpillars, and, in town gardens, frog-hoppers, which convert the sap of the shoots into what is known as cuckoo-spittle. Roses, assuredly, involve more or less labor in curing them of insect pests, and fungoid diseases like mildew; but what floral gem can compare with a perfect rose of a choice variety? Moreover, when it is remembered with what freedom and certaainty the buds are formed, who would not do all within his or her power to enable these buds to develop and open unspoiled?

The general remedy for all kinds of pests and disease is soil culture. This, of itself, cannot be effective in clearing pest-ridden trees; but healthy and well-nourished, yet not over-rich, soil is the best preventive, and is always of great assistance after cleansing with insecticide. The second important detail in the cultivation of the soil is a fortnightly stir with trowel or hoe.

Aphides, the technical name for green and brown fly, are with us right the way through the summer and autumn; nevertheless, they decrease in numbers as the season advances. Happily, this insect is easily exterminated, and the bushes protected for a few days from another crowd by spraying with any patent wash, or with such crude insecticides as tobacco juice and soft soap, quassia chips or "Cirengol" with soft soap.

Where frog-hoppers have paid an unwelcome visit, the affected shoots should first be syringed with pure water in order to wash away the frothy spittle which envelops and protects the insect. It is of no use spraying the "cuckoo-spit" with insecticide until the frog-hopper is exposed; and the rose of either syringe or hose may be employed for the purpose. Then, at one and the same time spray green fly and frog-hoppers with nicotine, quassia, or similar extract.

Mildew is a disease which attacks some varieties of roses more than others, and private gardeners would do well to only grow those kinds which are described as mildew-resisting. Still, even these have their foliage and buds patched with that whitish powder—mildew—now and again. We have been informed of a certain cure for mildew, but have not yet had an opportunity for experimenting, so advise our readers to try one bush only, and observe whether the destruction of the mildew includes the ruin of the foliage. Here is the recipe: Obtain a syringe with a vapoury spray like the "Abol." The fungicide consists in boiling water, 212 deg. Fahr. Older cures for mildew are dusting the dewy leafage with flowers of sulphur. For bad attacks liquid sulphur—liver of sulphur—is more efficacious; the quantity being an ounce to three gallons of water, together with a little soft soap or soap powder. The sulphur is better put in the water twenty-four hours before required for use, as it takes a long while to thoroughly dissolve.

Red rust, whose name is descriptive of its appearance, can be satisfactorily treated in similar ways to mildew; while the last two insects upon our lists—maggots and divers caterpillars—may be considered together. Hand-squashing is the safest and surest destroyer. Hellebore powder is equally sure, but poisonous to humans and animals. The stuff is, therefore, better syringed off the trees as soon as possible; and if it remains on the foliage for an hour, the poison will have done its work. The ordinary washes are preventives, and when applied in sufficient strength some of the patented insecticides will kill; flowers of sulphur, also, may clear a bush of these crawling and voracious insects.

Disbudding Fruit Trees

Although good crops are often gathered without thinning the infant fruits, and plenty of spurs are formed naturally and without disbudding the shoots or summer pruning, no one disputes the desirability of these cultural details. It is a question of having the necessary time more than anything else. The reasons for disbudding—that is, removing needless foliage shoots, are to admit as much light and air as possible to the ripening fruit, to conserve the trees' strength and allow the sap to be used in the development of spurs and fruits, and to give weather an opportunity of checking the different pests.

Before commencing to disbud, we would ask our readers to remember the difference between fruit buds, or spurs, and leaf shoots. The one are the thick, short and tufty growths, and the latter are long and thin. Seldom is much thinning—that is, disbudding—of this or next season's spurs advisable; but usually the leaf shoots are far more numerous than is good for the tree's well-being.

At the outset, the grower should carefully look over a tree and notice where the new spurs are forming, and assist their growth through disbudding any over-shadowing leaf shoots. Then, all the foliage growth upon the inner side of the branches ought to be rubbed away. Badly-placed spurs may be retained for a year or so when a certain tree is poorly furnished with fruitful growths; but, otherwise, keep the centres of standards and bushes open. In proceeding, arrange for so many leading shoots and for a number of lateral, leaf shoots. These side shoots may be made into fruiting spurs. Several weeks later they might be reduced to a length of six inches, and the extensions kept continually pinched back during the remainder of the season. This procedure causes the sap to concentrate towards the base of the shoots; and when these shoots are further shortened in winter to the second or third leaf, or eye, spurs begin to plump up which, though they may not bear for a year or two, will become fruitful.

Bedding Out the Young Vegetables

Beginners are often puzzled at their lettuces running up tall and weedy instead of hearting, at their cabbages "flowering"—in garden technique "bolting," at peas and beans growing so very feebly, and sometimes failing altogether, and at other interesting though disappointing occurrences. Having properly dug and fed the soil, poor crops and failures are certainly exasperating. One of the principal causes of "bolting," and weakly plants, is lack of knowledge in bedding out the plantlets. They do not have a fair chance from the first. They droop under strong sunshine, and never wholly recover.

To prevent this flagging, the sites should be well watered twelve or twenty-four hours prior to bedding out. Should the soil be wet with rain, so much the better for the seedlings, and the labor of hosing is not needed. Remember, however, that planting into moist soil is more important than drenching the seedlings immediately afterwards; still, they ought to be gently watered then. Bedding out should not be done until the sun is nearly off a certain bed for the day, and never several hours before the sun's rays are to shine upon the border. We much prefer a small trowel to the dibber and, if a steel tool is used, do not think much time is lost; anyway the work is accomplished far more satisfactorily.

LAWS WHICH GOVERN DRINKING CUPS

The first country to condemn the public drinking-cup as being a menace to health is America, where—in twenty-four States—it is now a punishable offence for any corporation to fail to supply individual cups for all who desire to quench their thirst at a public fountain. It is not necessary that these cups should be supplied free, but they must be on hand for all who are thirsty. The cups are made of paraffin paper and may be obtained by putting one cent in an automatic machine and turning a handle. A bucket stands beside the fountain, and into this the used cups are thrown.

The new law has had a considerable effect on the hotels in the big American cities. In New York, for instance, where it is the custom of all first-class hotels to supply ice water to the public free of charge, the managers have found it necessary—or politic—also to provide the individual cups free, and this has entailed an expenditure ranging from $3 to $15 a day. At a big hotel like the Waldorf-Astoria, where thousands of people "drop in" during the day, the number of individual cups which must be provided annually runs into tens of thousands, and the cost to the hotel exceeds $5,000 a year. In smaller hotels the cost, of course, is proportionately less.

The writer recently met a man who was closely connected with the manufacture of "individual cups," and he declared that the new law had created a new industry which threatened to become one of the biggest in the country. Although the cups are made by machinery and the material is cheap it is impossible to supply them wholesale at less than half a cent apiece, and therefore the cost to hotel proprietors and municipal councils is not to be despised.

The law governing drinking vessels, said this informant, was brought about by the people themselves. For years the doctors have been denouncing the common drinking-cup or glass, but the people turned a deaf ear. And then for some unknown reason the public awoke and demanded the individual cup. Twenty-four States clamoured for their "rights," and in less than twelve months they got them. It was one of the strangest things, for there was no concerted movement, scarcely any organization, and very little effort. The people had become at last convinced that they ought to have the individual cup, and demanded it. Just as soon as the different cities were convinced that their citizens wanted individual cups they enacted laws which gave them what they wanted, passing ordinances which abolished the common drinking-cup in all public places, which shows that when the people are once convinced they will act.

Within a year, possibly sooner, every State in the Union will have abolished the old-fashioned and dangerous drinking-cup, and in this way the spread of disease will have received another check. That the common drinking vessel will disappear in time from London and other great European cities there is no doubt.

School Board Office Building

The Municipal Council have decided to allow the School Trustees 3,000 square feet of ground at the Municipal Hall property for the erection of School Board offices. The trustees express great satisfaction at the decision. The plans were finally considered at Tuesday's meeting of the Board, and the work will be proceeded with immediately.

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:: EN PASSANT ::

Travel by street car seems to be a subject of keen and diversified interest in South Vancouver. A lady correspondent writes this week complaining that "coming out from the city one afternoon last week, I joined a Fraser Avenue car at Broadway. Men occupied most of the seats; a man occupied one. The man sprawled all over this one seat, engaged in conversation with another man on the opposite side of the centre passage. No one offered me a seat, and the sprawler did not sprawl the less. Finally, one man more gallant than the others pointed to a seat on which a woman and a child sat. I went to that seat and suggested that there might be room for the two of us and the child. The mother lifted the child on to her knee and I sat down."

* * *

This was a letter from a lady, and of course there was a postscript. The postscript runs : "This was not a workmen's tram." Just so. The time-hallowed relationship of femininity to mere masculinity has undergone some modifications of recent years, it is true; but we are old-fashioned enough *to cling to the belief that, notwithstanding* militant suffragettes and the appearance of women in all occupations and professions, sex is not an accident, and not a whim of Nature's, but a deep and abiding principle. Does "The Chinook" risk incurring the displeasure of its lady correspondent when it suggests that, possibly, when she boarded that car she was tired after an afternoon's shopping and not completely mistress of that artless artfulness which is second nature to *her when she feels fit, and in obedi*ence to which even the most selfish and inconsiderate of men in such circumstances spring to their feet in ready service? But, after all is said, that must have been a carload of men singularly blind to an opportunity to do themselves a pleasure. They must have been mere visitors, not residents.

* * *

Of quite another tenor was the incident related to one of "The Greater Vancouver Chinook" staff recently. This incident, too, had to do with street car travelling. The narrator said he was riding on the rear end of a Fraser Avenue car during the rush hours in the evening. The car was crowded. One man who got on at Sixteenth Avenue was compelled to stand in what seamen call the fairway. About Twenty-third or Twenty-fourth Avenue, the car stopped to let passengers alight. Apparently those who wished to alight were all men, and, of course, they were allowed to squeeze through the press any old way. Only by chance could anyone see that a lady brought up the rear of the contingent. A fellow-passenger standing in the commanding position usually occupied by the conductor stretched out a peremptory hand and tapped the much mauled man in the fairway on the shoulder, remarking. "Step down, please!" The man turned his head and glancing at the too amateur and officious gentleman in the rear answered : "Thank you! When I wish your advice on the etiquette of street car travelling, or anything else, I'll give you fair warning."

* * *

Now, most people cherish a healthy feeling of contempt for the individual who eats or drinks at the expense of somebody else, with no intention of returning the favor, yet here was a person who hoped to pass as a gentleman at the expense of the man in the fairway. He had the advantage of position. He could see the lady in the rear and an opportunity to pose. He played to the gallery, a thing that no gentleman cares to do. Possibly the man in the fairway, like Disraeli, likes to be on the side of the angels; but it would no doubt be interesting to know how variously the incident struck the dozen persons who witnessed it.

LOOKING AFTER THE SICK

Benefit Association for South Vancouver

The municipal employees of South Vancouver have started a movement which it is hoped will result in the establishing of a benefit association, which is much needed. A preliminary meeting was held last Friday evening. Mr. A. Messenger presided over a large attendance, and Mr. A. Waits explained the scope of the scheme, *which he asserted could be success*fully carried through at about four cents per day for sickness and distress benefits of about $8 per week. The system was used by similar organizations in the Old Country. His idea of the forming of this one was that membership would be entirely voluntary, being in no way like a union. The membership fee would be arranged, and it could be paid in weekly or monthly payments, as those in charge thought best.

The Sick or Injured

Mr. Waits further explained that accumulated funds would be used for the purpose of looking after the members who became sick or were injured, and the capital which accrued at the end of each year could be either divided among the members, leaving sufficient working capital for the starting of the next year's work, or could be carried over in a lump sum and let accumulate as time went on. This latter system would make it possible for the society to become financially very well off in the course of a few years' time. He went on to say that there were various good systems, and that the one he proposed was merely the skeleton idea of one he considered good, and would give those who were not conversant with such things the general idea of the scheme.

Committee Appointed

A motion was carried that a committee be appointed to consider the best plan for the forming of the society and that the plan of Mr. Waits be taken into consideration.

Mr. G. Belyea, the temporary secretary, called for nominations for the committee, which it was decided would be as nearly as possible representative of each ward. Fifteen were appointed in all. The following were the members—Ward III, Messrs. Greenwood, Messenger, and Creis; Ward IV, Mr. Salmon; Ward V, Messrs. Wyndham, Watts and Birklon; Waterworks, Messrs Hatfield, Barkins and Lang; Municipal Yards, Mr. Gillfort; Police Department, Officer Irving.

A SENSE OF HUMOR

Is It Worth Having?

One of the commonest pieces of advice to be found in current literature is "Do cultivate a sense of humor." If you could find the writer of this bit of wisdom and ask him what good *a sense of humor could possibly be*, he would urge that it was a talisman, an open sesame, to the hearts of your fellow-creatures; that it smoothed the road of life, heightened its joys and reduced its expenses—or, at least, its sorrows. Then supposing you asked him to define this magic possession, he would say :—"Impossible to define a sense of humor. Your question proves that you haven't got one." Whereupon, crushed and dispirited, humiliated by an accusation you *could not disprove, you would go* bothering all your intellectual friends to explain what humor is. One, perhaps, would refer you to Charles Dickens, another to W. W. Jacobs, and a third, one of these fellows who read papers before literary societies, would tell you that Meredith was a dab at humor and recommend you to tackle his "Essay on Comedy." Finally, more than ever, you would not know what a sense of humor was. Everyone on earth thinks he has it, *but the symptoms differ widely in* each case.

Superior persons will deny that Dickens had humor : the most they will grant him is facetiousness and high spirits. Charles Lamb is the standard for lots of folk—rather small lots, perhaps—but on the other hand there are those who think his "delightful" story about roast pig, of which the joke centres in the burning alive of porcine families, is not humorous nor even funny. And if Carlyle's definition of humor, "a genial sympathy with the under side," is anywhere near the truth, those martyred pigs must spoil anything like thoughtful laughter. Perhaps it is a sense of humor that makes one man helpless with laughter when his friend falls and bumps his head—and "Pickwick" is full of early English bangs and thwackings, just like Fielding and the robust Smollett—but my own predilection is more in favor of the sense of humor that makes a man see his own absurdities at least as clearly as he sees those of his fellow-creatures. Thackeray was called a cynic rather because he laughed at himself than because other people unconsciously amused him; and it may be that the sense of humor that prompts a smile at someone's folly and a simultaneous reflection that one's own folly is quite as obvious is really a sane and valuable sense.

It is, at any rate, valuable to the possessor for keeping his own soul sweet. Whether the capacity for seeing absurdities, even your own, is a recommendation to the love of your fellows we gravely doubt. In that respect a sense of humor is not much more useful than would be a knowledge of Sanscrit. To see something funny in the conduct of your fellowmen implies criticism, and criticism makes people uneasy if not angry, for they consider it evidence of ill-will. No one except avowed humorists likes to think he is laughable; we would rather cast ourselves for the villain's part than that of the butt. And if your person with a sense of humor is going to smile at Brown today he may be laughing at you tomorrow. Wherefore we plain men will have none of your humor except in books or, with red nose and impossible trousers, upon the music-hall stage. If you will be funny, choose well your audience. You may make the temperance meetings roar at your brilliant jesting on brewers; and the slightest reference to carrots or cabbage as the staple diet of vegetarians will tickle your butcher most thoroughly.

There's the sore point against this precious sense of humor, and serious people, who "mean what they say" and sometimes fancy it easy to say what they mean, thoroughly resent all jokes except the classic, familiar ones. There was a lady named Birch *to whom at dinner a humorous per*son observed that he hadn't got on very well with members of her family at school. "But I never felt more inclined to kiss the rod than now," he was rash enough to add. And she told her husband that the humorous person had insulted her.

Once, among simple life company, the hostess declaimed against tea, as a poison and a snare.

"And you asked me to have another cup this afternoon," remarked a guest, smiling, and was metaphorically felled to the carpet with a stern lecture upon the duties of hospitality by the hostess, an amiable woman, untainted by the vice of jocularity.

In my youth I made a similar mistake at the dinner-table of purposeful folk, says a writer in a contemporary. I uttered a mild joke. It was like this : The lady of the house was serving out peas—very excellent garden peas—and ruefully declared that they were the final crop for that year, or words to that substance and effect, as the lawyers put it.

"The last rows of summer, eh?" said my sense of humor. Unfortunately it uttered the wretched quip aloud. No one even blinked, but a kind neighbor pityingly explained :

"It was peas, not flowers, Mrs. X. was speaking of."

One other poor bit of verbal fantasy blots my life record, and I here confess it. There was a south-west wind blowing strongly with a very slight shower as evening came on, and I commented to a man I was walking home with :

"If this wind falls, so will the rain."

"I'm afraid you're not weather-wise," he said, drawing himself up to his full height and gazing far down at me from this elevation. "I think that it will rain if the wind falls. Just you watch if it doesn't," he went on kindly, "and tell me tomorrow."

"I shan't see you tomorrow," I retorted, with the mental addition—"not to speak to, you self-complacent duffer, you. I'll take care of that." I suppose I had no sense of humor or I shouldn't have felt so annoyed. But what is a sense of humor, anyhow?

SOUTH VANCOUVER POLICE COURT

Saturday, June 22

Magistrates on the Bench : Reeve Kerr and Councillor Thomas, J.P.

H. McConvey was summoned for expressing without a licence. Counsel appeared for him and tendered a plea of guilty. It was explained to the Magistrates that very filthy language had been used by the defendant to the policeman when he delivered the summons to him. Councillor Thomas was very wroth when he heard the nature of the language used, and said he would allow no Vancouver man or any other man to use language to the constables in executing their duty. Also that the magistrates would not accept a plea of guilty from counsel. The defendant would require to come to Court and explain why he used this language. The case was remanded till Wednesday.

* * *

In the first innings, J. Peteros scored against the police, but in the second Councillor Thomas batted him cleanly over. Peteros was charged with hawking without a licence. When the *policeman produced a summons for* him to appear at court, Peteros failed to answer his name. A warrant was then issued for his arrest. Peteros learned of this, and called at the police station, leaving a substantial bail to guarantee his appearance. At the next court, when his case came up for hearing, Peteros produced a licence dated prior to the summons, explaining that when the policeman asked for it he had left it at home.

In the course of the evidence it came out that the family, who are Greeks, had different names, and that three of them are hawkers. Chief Jackson tried to find out if the one licence did for the lot. So the case had to be dismissed. In the second charge of failing to answer the summons, he was found guilty, and had to pay a fine of $2 and costs of court, $2.50.

* * *

Thomas Matthews had the honor of being the first to be summoned by the new truant officer. On Saturday he appeared before the magistrate to answer the charge of why his son Kenneth was not attending the school. He told a tale that many a time has been listened to—a hard-working-man striving to do his duty by his family. His boy had taken a dislike to the school. The father had taken him several times to the school. Had thrashed him when he knew that he was playing truant, and did every thing he could to make the boy attend regularly. Kenny, down whose cheeks the tears ran, and whose sobs could be heard throughout the court room, listened as all his misdeeds were recounted by Mr. McMahon.

The Reeve and the Councillor tried their fatherly advice on the youngster, who looked rather bright and intelligent. They explained to him the trouble he was getting his father into. On Kenny promising to go to school in future the father was allowed to go on suspended sentence.

THE ULTIMATE VICTIM

The grocer stood in his little store ;
He had washed his windows and swept his floor,
And he said, "I wonder who'll make a roar
On the cost of things this morning?
No odds what's wrong, and no odds what's right,
My load of worry is never light.
For somebody comes in and wants to fight
On the cost of things each morning.

"These fresh-laid eggs, do you understand
Were bought and bargained from hand to hand,
And the price went up as the eggs went—and
I am blamed for that this morning.
This flour, this sugar, this bag of salt—
They came by routes that made prices vault,
But the verdict is that I am at fault
For the cost of things this morning.

"The people rage and the papers howl,
The reformers shout and the voters growl
And the housewife's face wears a bitter scowl
When she orders things each morning.
Producer, railroad and middleman
Each makes the product pay all it can—
And the folks put me in the roasting pan
For the cost of things each morning!"

THE PRINCE OF WHALES

The whale is doomed, and is becoming scarcer and scarcer every year. Unless man desists in hunting these marine monsters, they will soon be nothing but a dim memory.

Of all whales the sperm variety is the most important; to be guilty of a shameless pun, it is the Prince of Whales. It is this type that carries the valuable sperm-oil and the spermaceti wax that makes such fine candles.

The sperm whales live together in schools, sometimes a hundred strong, and are led by mammoth bull-whales sixty feet in length. These huge male creatures have terrible fights, combats of amazing fury that invariably end in the death of one or other of the combatants.

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:-: Incorporation or Annexation :-:

The meeting held in the old Schoolhouse by the ratepayers of Ward IV gave a good index of the prevalent feeling throughout the municipality. The principal speaker was Reeve Kerr, and from the outset he let it be plainly understood that he was prepared to go forward with his platform pledges, also that he was and had done everything in his power to advance the furtherance of these pledges. However, in the event of the failure of annexation he was prepared to advocate incorporation. Councillor Third believes that annexation is the only hope of carrying through the great schemes of improvement that are necessary, and that if sewers and the block-paving of the principal highways are to be done, it must be through annexation. Most of the speakers who followed confessed that they were apostles from annexation to incorporation. That the municipality has now reached a state of intolerance and has become unwieldy in its working is beyond dispute. As a good deal of feeling will be engendered during the next two or three months over this question we might look at it from a dispassionate point of view and see which will be best for the municipality. In the first place, if we become annexed to Vancouver they will be entitled to spend a sum of at least $8,000,000 on improvement and developments of South Vancouver. Now, is Vancouver in a position to do this? We know she is not at the present time. It will be two years hence before she can borrow any money on the South Vancouver rates. We know at the present time she is in a state of impecuniosity that may prove chronic. It is taxing the resourcefulness and ingenuity of her Councillors at the present time to keep the machine moving. Such being the condition of affairs in Vancouver, is it reasonable to expect that she will divert from her own pressing needs any large sum of money towards the development and improvement of South Vancouver? Some might say at the end of two years she will let us have the money that she borrows on us. Two years hence is not today; the needs of the present are not the requirements of the future. At the end of this period Vancouver will be in the vortex of great harbor development schemes and other necessary improvements which will be draining her resources to the last cent and bringing her credit to the point beyond which it cannot go. Under these circumstances will any one for a moment dream that Vancouver will hand over to be expended on South Vancouver this large sum of money? The spirit of those who entered into the agreement may be willing to keep faith, but we are afraid that the pressure of circumstances will be so strong that the spirit will be broken and fall at our feet like a broken reed.

In the event of annexation what benefits will we receive? In the first place we will be able to say that we are part of Vancouver. Our insurance rates will be reduced, possibly our electric bills will be smaller, and there is a chance of the 5 cent fare being more extended throughout the municipality. Then those living along the border may be able to induce the Gas Company to put their mains in, but I doubt if they will go beyond the more densely populated districts. And the greatest of all is, as one of the speakers said at the meeting, you can boost for Vancouver, knowing you are part of it.

These are the benefits of annexation. What is on the other side of the ledger?

You will require to pay a very much higher rate of taxation.

It will be two years before you can get any improvements. During that period your municipality will remain stagnant. Real estate values will not advance. That greatest of all gifts that God ever gave to a city, the making of a fresh-water harbor on the North Arm of the Fraser River, will never take place as long as dockage can be found for a ship from Coal Harbor to the end of Burrard Inlet at Port Moody.

These are the pros and cons for annexation. Let each ratepayer think them over for himself, discuss the matters with his acquaintances who have been longer here than he, attend the various meetings that will be held throughout the municipality, and then, when the time comes, let him vote as his judgment teaches him. Whether the vote is for annexation or for incorporation is alone up to each voter. They will have done their duty no matter on which side they vote.

Next week we will treat the matter from the viewpoint of incorporation.

:: Personal and Other Items ::

A special fire drill was held in two of the schools of South Vancouver on Friday. Fire Chief Wand states that in one case the 750 pupils were out of the school and on the street in one and three quarter minutes. All the schools have a very efficient fire drill system, and danger in case of fire is reduced to a minimum.

* * *

Mrs. Andrew Robson, of Duns, Berwickshire, Scotland, and Mrs. Jack Lauder, of Condie, Regina, are visiting Mr. James Porteous, James Street, their brother, and will remain for some time.

* * *

Provincial Manual Training Superintendent Donnell visited Lord Selkirk School on Friday (last week) in company with Mr. Woodcock, who has been appointed instructor in the municipality.

* * *

The Ladies' Aid of Victoria Road Presbyterian Church had a social at the residence of the pastor, 1410 Eighteenth street on Tuesday afternoon and evening.

* * *

Central Park Orangemen have decided to take part in "The Glorious Twelfth" celebration at New Westminster. The lodge expects to have its new flag for the celebration.

* * *

There is a desire on the part of several prominent citizens in Ward I to secure the services of ex-Councillor Todrick as a successor to Spencer Robinson in the council.

* * *

Over 100 boys have handed in their names from three schools in connection with the proposal to have a six days' camp at Victoria during the holidays. The school boys are showing great enthusiasm in the matter. Tents, bedding and food will be provided free, and the boys expect to have a real good time.

* * *

Rev. Mr. Dornan, of the Government works, Edmonton, visited Mr. nd Mrs. McAllister, corner Prince Albert and Kensington Avenue, the first of the week.

* * *

Mrs. McAllister, corner Prince Albert and Kensington Avenue, will not receive again this season.

* * *

Mrs. Mason, corner Horne Road and Prince Albert Street who was seriously ill in the West End Hospital, has recovered sufficiently to return home and is now convalescent.

THE ATLANTIC PASSAGE

Scenes on the Way

We pass down the landing stage and soon notice the leviathan towering above the buildings, and giving everything a diminutive look. We seem like Lilliputians, but as we get nearer the simile varies to that of a nest of disturbed ants. Piles of boxes, trunks, valises, travelling wardrobes, kit-bags without number, are in huge heaps, while men are darting at the piles and flinging them on to an endless band, which carries them right to the ship's hatchways. Donkey engines pant and snort, winches creak, and every second a pile of cargo flees from the stage to the ship like a piece of feather down.

We go aboard, find our berths, and then watch the leave-taking. Some are matter-of-fact "Good-bye, old chap!" and a hearty grip, but others are harder to watch, for one sees tears very near. There is the mother saying farewell to her son, the lover to his girl, and the emigrant to his native land which he may never see again. A tinkle of bells; the luggage comes in faster and faster; the tugs at the side get busy, and volumes of black smoke begin to vomit from the mammoth funnels. The captain takes his place on the bridge. Tinkle goes the bridge telegraph again, "All ready!" "Let go!" the mighty hawsers fall with a resounding splash into the water, and then the stage seems to be moving slowly past us, and we see a blurred mass of waving handkerchiefs, until at last it is lost to sight in the mist.

A beautiful Turneresque sunset, and then darkness. The electric lights sparkle on deck, and the portholes throw long wavy spears of light far across the water. All night we thrash our way through the Irish Channel. When we awake in the morning we can see nothing from the porthole, but hear every few moments a despairing wail like the cry of the Banshee. Irish mist all around, and the foghorn of the lighthouse making a mournful noise.

People who are thrown together quickly become friendly, and we are soon greeting and chatting with one another, sharing books, deck-chairs, etc., and doing all that is possible to make each other happy. The vessel itself provides interest for half the voyage. At night, in the bows of the ship, one could feel the majesty and loneliness of the sea. A full moon made the scene indescribably beautiful. It shone like masses of jewel dust flung on to bluish-black velvet, and the masts and rigging threw lines of ivory black across the decks. The stokeholds are the ship's inferno; grimy figures move about in semi-darkness; coal is everwhere. Suddenly a boiler door is flung open, and we shade our eyes as we tremblingly look at the dazzling mass of incandescent light. Equality and the right of man struck one with startling vividness as we gazed on these poor stokers.

We did not see a sail until we were off Newfoundlaand; there we sighted several French fishing vessels low down on the horizon. That night the sunset was amazingly beautiful, the sun going down with a crimson glow amid a mass of ragged clouds. This was followed by bitterly cold winds coming, we were told, straight from the ice-fields.

At last land is sighted, and we get nearer and nearer to our destination. We now say "Farewell" to our new friends, for in an hour or so we step ashore, with strange feelings as to what the new country has in store for us.

THE ACME OF COVETOUSNESS

The Rev. H. Francis Perry, D.D., of the First Baptist Church, City, concluded his series of sermons on the Ten Commandments on Sunday evening. As indicating the extremes to which covetousness will drive men, he told a story of a man who was supposed to have died in a shack in South Vancouver. News went out that the poor fellow had died, and his relations had not the wherewithal to bury him. A philanthropic lady resident heard of this, and proceeded to the shack, where she was shown the corpse laid out on a dirty bed and covered with a sheet. She at once volunteered to contribute half the expenses of the funeral, and handed over several dollars. On leaving she left her muff behind, and when she returned unexpectedly she found the corpse sitting up in bed counting the "bits." That, he said, was an example of what avarice would do.

A BANKERS' TRUST HOME

YOUR RENT MONEY

Will BUY you a home under our easy-payment plan. Small cash payment, balance easy monthly instalments; no mortgage to assume. Our houses are fully modern, artistically designed, and close to car-line, school and stores.

SAVINGS DEPARTMENT

A Savings Account may be opened with any amount from $1.00 upward. We pay 4 per cent., credited quarterly. Each depositor is furnished with a check book, in a handsome seal-grain leathe. cover, and is privileged to issue checks against his or her account. **Cet into the habit of paying all your household bills by cheque. It is the safest way.**

Bankers Trust Corporation Ltd.

166 Hastings St. West

STEAR & PAYNE

FRASER AVENUE ELECTRIC CO.

Electrical Engineers and Contractors

Everything Electrical

For Sale, A Snap : 1-3 h.p. Motor, direct current

The Square Deal Realty Company

South Vancouver Specialists

Twenty-fifth and Main **Phone : Fairmont 807**

R. G. SIMM, Manager

Your Daily Round

HAS it occurred to you how largely advertising influences your habits, your tastes, and your surroundings?

Just follow a day in its course.

In the morning you jump out of bed. And lo, if you are a man of the century, you are in pajamas bought of an advertiser.

You hurry into the bath. In a few minutes you are in the room, encounter fixtures, soap, a flesh brush, sponge and towels; a razor, talcum, dental cream, and a tooth brush; and wind up with a nail file and military brushes—well advertised articles, every one of them.

The bath over, you slip into a union suit, a coat fitting shirt, hose, garters, shoes, clothes, all advertised, and, hurrying downstairs, are soon in the library, listening to a famous record or two.

Meanwhile, milady is upstairs, and oh, what man would dare try to fathom the influence of advertising in that wonderful world of hers!

Presently breakfast is served. An advertised range yields a well-known cereal. That removed, the maid brings in a familiar bacon, and an equally familiar coffee, while the griddle cakes and ———, I almost spoke the name of the syrup!

Down to the office you go. The motor? Advertised? Yes?

Arrived there, your wife reminds you, by phone (advertised), that you are to take her party of friends to the theatre in the evening, and, looking over the announcements, you are again brought face to face with advertising.

Night comes. The day ends. But even then advertising follows you. The button at your bedside turns off an advertised light!

J. D. Fraser & Co.

We carry Special Lines of the finest
GROCERIES AND FLOUR
We also carry Hay and all kinds of Feed

Phone our store (Collingwood 25), or call. Our delivery service is prompt.

COLLINGWOOD EAST

GENUINE
BARGAIN SALE
AT
Powe's Furnishing Store
JOYCE ST., COLLINGWOOD EAST

On account of limited space, we are sacrificing our present lines of boots, shoes, hats, and caps

AT COST

To make room for a large line of new goods soon to arrive.

COME WHILE THE BARGAINS LAST

EAST COLLINGWOOD
Carleton Sash and Door Factory
(Opposite Carleton School on Westminster Road)
Equipped with up-to-date machinery.
Every order receives our prompt attention.
First-class work done.
CITY PRICES

Pioneer Dry Goods Store
J. BRINNEN, Prop.
COMPLETE LINE OF
LADIES', GENTS' AND CHILDREN'S
WARES, NOTIONS, ETC.
JOYCE ROAD, COLLINGWOOD EAST

Deal at the
Main Meat Market
Corner 25th Ave. and Main Street
The Store of Quality
PHONE : FAIRMONT 1543

J. Shaw E. Chell
Shaw and Chell
LUMBER MERCHANTS
All Kinds of Building Material
Dealers in Lumber, Brick, Sand, Lime, Gravel, Tacoma Plaster, Satin Spar, Etc.
CENTRAL PARK

WESTMINSTER ROAD BUY
A 33ft. Lot on Westminster Road, at Ferguson, with fine new 5-room Bungalow, set back, allowing for store on front. $4,200. Terms Arranged.
Black & McDonnell
418 Abbott Street Phone : Sey. 6377
Branch Office : Westminster and Wales Rd.
Phone : Collingwood 52

FOR SALE

One and three-quarter acre, in Burnaby, for $4,000. $1,000 cash, and 2½ years for the balance. This is certainly a cheap buy.

Two Lots, 33½ by 160ft., close to Central Park Station. $475 each; $75 cash, balance $10 a month.

Westminster Road Lot, 68 by 175ft., all in grass, for $2000. $200 cash, balance $60 every three months. This is the cheapest Lot on the Westminster Road.

GEORGE HORNING & CO. CENTRAL PARK STATION

:-: Story of the Dardanelles :-:

By H. Sacher

The Italian bombardment of the Dardanelles is not the first attempt in modern times of a fleet to force its way through the Straits to Constantinople. The Russian fleet made several attempts in 1770 under the command of Sir Samuel Greig, a Scotsman, who had seen service under Hawke, and won the title of father of the Russian Navy. Nothing was effected because the Sultan had in the Chevalier Tott an excellent engineer officer who fortified the entrance to the Dardanelles with great skill.

The only European fleet which has actually forced its way through the Dardanelles was the British squadron under Admiral Duckworth. At the end of 1806 the Russian pressure drove the Sultan into the arms of Napoleon. The Emperor Alexander persuaded the British Government to send a fleet to compel Turkey to abandon the French Alliance, and in February, 1807, Lord Collingwood was ordered to send a squadron under Sir John Duckworth to Constantinople. Sir John was an incompetent person, and the expedition very nearly ended in complete disaster. There was no difficulty in forcing a passage through the Dardanelles, which were at this time hardly fortified, but trouble began when the ships lay before Constantinople.

Duckworth had received strict orders not to negotiate. He disobeyed them, and precious time was wasted. Colonel Sebastiani, Napoleon's famous agent, roused the Turks to resistance and under his direction batteries were erected at every strategical point.

The Dardanelles are some 50 miles long; the maximum width of the channel is a little more than four miles, and it narrows down to a mile and a quarter. The shores are hilly, giving splendid stations for defensive batteries. A fleet which had to run the gauntlet would have a highly dangerous task, and it was this into which Duckworth allowed himself to drift. He waited for the completion of the Turkish preparations before commencing the return journey. More by fortune than skill he brought the squadron through with no greater loss than 300 men, and no attempt was made to repeat the enterprise.

Impregnable

Since then until recently no fleet has ever forced or tried to force its way through the Dardanelles, although on repeated occasions fleets have passed through without the consent of the Sultan and in breach of international agreement. In 1833, when Mahomet Ali, the revolted Pasha of Egypt, threatened Constantinople, Russia sent a squadron to protect the Sultan's capital, and later in the same year the Russian Baltic Fleet passed through the Straits into the Black Sea. In 1840, when Mahomet Ali again threatened Constantinople, the English fleets entered the Straits. In 1853, when Russia occupied the Principalities, and before the declaration of war, the English and French fleets passed through the Dardanelles; and again in 1878, when the Russian army lay outside Constantinople, the British fleet was sent through the Straits.

It is very improbable that the passage could be forced by a fleet today. The Turks have had months in which to fortify the Straits, and what with modern guns, mines and submarines, the long and narrow channel is probably impregnable. At the very least the Italian fleet would lose several ships. That is the opinion of prudent men in Italy. They realize that even if the Italian fleet could force its way through it could not strike a vital blow which would compel Turkey to make peace. Constantinople may not be fortified, and could not therfore be bombarded. In any event, a bombardment would merely cause loss of life and property. The Italians could not land and occupy the city, and even if they could they would be no nearer peace. The political reaction might, of course, be very considerable, but that, though disturbing to Europe, would not assist Italy. Against these very dubious advantages Italy must set the very real probability of losing a large part of her fleet, and so surrendering for an indefinite period her chance of naval supremacy in the Adriatic or Eastern Mediterranean.

If in spite of the overwhelming arguments against action in the Dardanelles the Italian fleet has commenced operations, this is due to two forces—the growing discontent of the Italian people at the prolongation of the war, and the agitation of the Jingo "Nationalist" Party, which made the war and sees its own bankruptcy ahead. There is one other probable force—Russian influence. Russia and Italy are peculiarly intimate just now, and Russia has the very highest interest in raising the question of the Dardanelles. It is not probable, however, that the Italian Government means to push the enterprise home. Its idea is probably to do just enough to soothe the discontented in Italy and to give Russia a chance to raise the whole question of the status of the Dardanelles when the time comes to make peace.

Status of the Dardanelles

The status of the Dardanelles and of the Bosphorus—the Bosphorus is the channel connecting Constantinople with the Black Sea, just as the Dardanelles connects the Sea of Marmora and south Constantinople, which lies at the eastern end of the Sea of Marmora, with the Ægean—is very peculiar.

In the fourteenth and fifteenth centuries the Turks conquered all the territory round the Dardanelles, the Sea of Marmora, the Bosphorus, the Black Sea, and the Sea of Azov. All these waters were treated as strictly territorial waters. The Sultan for a long time permitted no foreign ship, war or merchant, to enter any of these waters. The French in the sixteenth century made a commercial treaty with the Sultan, but their merchant ships were not allowed to pass beyond Constantinople; for warships the prohibition remained absolutely.

It was in 1700 that Peter the Great first made a lodgment on the coast of these southern waters by capturing Azov, but he was not allowed to put the ship upon the water of the Black Sea. From this time the opening of away through to the Mediterranean became a supreme object of Russian policy. Russian arms gradually conquered the northern shores of the Black Sea, and in 1774 the Treaty of Kutchuk Kainardji gave Russia and all the other Powers the right to send their merchant ships through the straits. From that time the full territorial sovereignty of the Sultan over these waters was at an end.

Russian Aspirations

The Russians aimed at getting a free passage for their warships, and they wanted this to be not a right common to all the Powers, but a Russian prerogative. In 1798 they imposed a treaty to that effect upon Turkey. According to this, the Straits were to be open to Russian warships and closed to those of all other non-Turkish Powers. In 1805 this treaty was renewed, but French intervention brought it to an end. It was consequent upon this that the Duckworth expedition was sent. In 1809 England intervened decisively. As long ago as 1700 the British Government tried to keep Russia out of Southern waters. Warned by the Russo-Turkissh Treaty of 1805, the British Government made with Turkey in 1808 a treaty under which the Sultan undertook to close the Straits to the warships of all Powers. The treaty called this an "ancient rule of the Ottoman Empire." It was nothing of the kind, but England, with the assistance of France, made it a rule of international law. Russia, Prussia, Austria and France accepted it by signing the Convention of London of 1841, and it was embodied in the Treaty of Paris of 1856, and in the Convention of London in 1871. One of the main purposes of Russia in the war of 1877 was to get this rule overthrown, but England got it confirmed at the Congress of Berlin, and it governs the status of the Straits today. Russia, however, has never professed to like the rule, which practically excludes her as a maritime Power from the Mediterranean. In 1908, at the time of the Balkan crisis, Russia tried to get the Straits opened, and again last December. She will try again when peace is being made between Italy and Turkey.

WAR ON MOSQUITOES

Those who have ever felt the sting of a Jersey mosquito will be interested in any measure of mosquito extermination. A vigorous warfare has been instituted by the health department of Montclair, N. J., to clean up all breeding places of the pest before the propagating season fairly opens. The following recommendations are made, looking to the reduction of the mosquito population by some hundreds of millions :

Pick up all cans and bottles.

Turn over every pail or tub that may hold water.

Drain or fill every little depression.

Clean up the edges of ponds and brooks.

See that the roof gutters are not stopped up, and that they have a proper fall.

Not only tolerate but assist the special inspector who will visit your premises once each week. Every citizen will benefit by whatever relief is obtained as a result of these inspections.

Watch your neighbor and report him if he violates the law.

Those who ignore this warning will be made public, as they ought to be. The United States government, having complete jurisdiction, has been able to clean up the Panama Canal zone in every respect; but the New Jersey town desirous of getting rid of its mosquito pest will have to rely somewhat upon arousing public sentiment against those who permit breeding spots upon their premises.—Exchange.

BIGNESS

Bigness is a purely relative matter. The big thing in the eyes of one is small in the view of another.

We have heard a gread deal in the last few years about "big business" and its corruption. Some big corporations have been corrupt and monopolistic, but demagogues and yellow journals have preached the doctrine that all business that is big is bad, that it must be bad because it is big.

But a business doesn't need to be a monopoly in order to be "big." To the misfits who find difficulty in making both ends meet, the man who is successfully carrying on a business with ten or twenty thousand dollars' capital represents "big business." To the man with nothing, $100 looks as big as $25,000 does to some one else who is making a success of life. To all intents and purposes the latter seems to the former to be the millionaire class.

We have no right to penalize success. What we want to do is to increase the number who belong in that class. Business isn't bad because it is big. The chances are that it is big because it has been intelligently managed and offers to the public something a little better than the average.

In the United States every man has a chance. The poor today may be rich tomorrow. What we want is a fair chance for everybody, the same law for rich as for poor, for big as for little business. That is what we have, and the demagogue who goes about sowing the seeds of discontent is unworthy of the right of citizenship in this great republic.—Exchange.

Mrs. D. C. Craig, Cedar Cottage, and Mrs. Carl Beck, 915 Robson Street, expect to leave for Edmonton about the first of July. While in that city they will be the guests of their sister, Mrs. James Findlay.

Collingwood
is Going to be the Centre of a Great City

Prices in this district will advance and advance, and then advance, and we will think with wonder of the time that we could buy at present prices.

Share the prosperity of this district by buying a lot in one of our new subdivisions.

BAILEY, TELFORD & CO. LTD.
317 Pender West Collingwood East

Beaver Lands Ltd.
Successors to the Collingwood Land Company
Real Estate and Insurance
Head Office
505 Richards St.
Branches
Collingwood East
2653 4th Ave. W., Kitsilano

Before having your House Wired get in touch with
J. TRIPP
Electrician, Collingwood E. and Central Park
All orders promptly attended to The price is right

Sand For Sale—
Good, fresh-water sand. S. E. corner 43rd Avenue and Main Street
C. WESTOBY

Collingwood Sash and Door Factory
(Clements & Tufnail)
Dealers in
SASH AND DOORS
FRAMES, SHEET GLASS, ETC.
Collingwood West Station
Get our prices before placing your order. First-class work. Prompt delivery. Estimates most cheerfully furnished.

Large Lots
No. 1 Road and Grant (Close to Park)

$100 below any other property in this vicinity. Small cash payment. These lots are cleared, and some have been resold at nearly double the price originally bought at.

Westminster Road

Double corner on Westminster Road, near Park Avenue. Cleared. Splendid Business Site. Away below market value.

The widening and paving of Westminster Road is now an assured fact, and prices will soon be on the jump. Get in and buy now.

J. B. Todrick
& Company
CORNER PARK AVENUE AND WESTMINSTER ROAD
Phone : Collingwood 13R

"The People Have Spoken"

"We are on the highway to great prosperity. It is expected that within two weeks the harbor plan will be under way."

Mayor Lee, of New Westminster, as reported in the press June 26.

WESTMINSTER HARBOR SITES

is the only subdivision available on any part of Annacis Island, the centre of activity of the coming industrial and commercial heart of Greater Vancouver

Terrific Majority Given Bylaw for Royal City Harbor Scheme

New Westminster Decides in Favor of Improvements With but Hundred Dissenting Voices—More Than a Million Dollars Will Be Expended Under Various Bylaws

(From The Sun Correspondent)

Heeding the warning of Mayor John A. Lee that the Royal City had at last arrived at the parting of the ways, the ratepayers have decisively passed the money bylaws for harbor and other improvements.

The campaign, which has been one of the most energetic of any in past years where money bylaws have been placed on the ballot for the consideration of the people, was intensified by the inclusion of the harbor improvement and development bylaw calling for $500,000.

This was the result of months of strenuous effort and labor on the part of the mayor, assisted by members of the city council, whereby magnificent plans were formulated that make possible the entrance into New Westminster of the large transcontinental railroads and the construction of harbor facilities whereby it is hoped to make New Westminster the Liverpool of the Pacific coast.

Impatiently Awaited.

The citizens of New Westminster have for some time past impatiently awaited the announcement of the plans that the council have had under consideration, and the result of the election has instilled a feeling of general enthusiasm throughout the city. It is universally accepted as the dawning of a new era in the commercial and industrial life of New Westminster.

On the result of the election many large and important events have waited, such as the future course of the Canadian Northern railroad plans for its passenger terminals on the Pacific coast; the Great Northern railroad and the Chicago, Milwaukee and St. Paul railroad, which is heading north into New Westminster and British Columbia.

Negotiate for Sites

Many large industrial enterprises have negotiated with the city from time to time for sites along the waterfront, which the city has heretofore been unable to provide, but which can now all be taken care of with the construction of the wharves along the city waterfront and the widening of Front street.

It has been privately announced that several enterprises now located in New Westminster will immediately provide for expansion for largely increasing their plants and warehouses. Mills will be enlarged and large elevators constructed.

Mayor Lee, to whom great credit is due for his untiring efforts in bringing the people of New Westminster to a realization of the vast opportunities that Nature has provided them in the making of a magnificent fresh-water harbor, leaves at once on his mission to London, England, where he will make arrangements for the disposal of present and future issues of the city debentures on the London market.

Will Hold Conference

On his way, his worship will stop off at Ottawa and confer with the Dominion ministers in regard to the harbor scheme. At St. Paul he is due to meet the heads of the great Northern Railway in connection with the proposal of that company to bring their line into New Westminster over the new bridge to be constructed via Annacis and Lulu Islands.

GREAT RIVERS BECOME THE COMMERCIAL CENTRES OF GREAT CITIES

All towns, as they grow to great cities, if they have river waterfrontage with fresh-water facilities nearby, make the fresh-water port their commercial centre.

The great industries, giving employment to thousands of men, spring up around the fresh-water port.

The history of all world-important industrial, commercial and shipping cities proves conclusively that river harbors attract the great shipping and industrial interests.

In every continent we find the great commercial and trading cities on the banks of rivers, even if the open ocean is only a few miles away and easily accessible, and even if the city first developed on the open sea.

London, the world's metropolis, is on the Thames.

Liverpool, Great Britain's largest foreign-trade port, is on the Mersey.

Glasgow, the United Kingdom's coal, iron and shipbuilding city, is on the Clyde.

New York, America's great foreign shipping port, and next to London the world's largest city, is on the Hudson.

New Orleans, Portland, St. Petersburg, Hamburg, Antwerp, Calcutta, and Buenos Ayres, are a few—and only a few—examples of great cities and world ports which have developed on the banks of rivers.

HISTORY REPEATS ITSELF ON THE FRASER

The terse remark made years ago by Sir William Van Horne, that "Canada has developed the hopper at the expense of the spout," is now less applicable in view of the preparation which Westminster is making for the trade which will follow the opening of the Panama. The magnificent harbor improvement plan of the Royal City is sweeping and comprehensive in design, providing all the elements of a great national port for Greater Vancouver.

There is nothing problematical about the future of Westminster Harbor. It is a certainty now endorsed by the

WESTMINSTER CITY COUNCIL

Work has been started at the mouth of the Fraser River by the

DOMINION GOVERNMENT

And provision has already been made by the Provincial Government in the estimates, 1912, to connect Annacis Island with the mainland.

Read any current newspaper and you will see how New Westminster Harbor will figure with the railways.

ANNACIS ISLAND IS THE POINT OF LOCATION FOR GREATER VANCOUVER'S INDUSTRIES.

Nature has decreed that the commercial centre of Greater Vancouver is to be Annacis Island. She has created here a natural harbor with plenty of space fronting on deep water for the focusing of railway terminals, factory sites, grain elevators and docks. In anticipation of the enormous traffic of the future Annacis Avenue has been surveyed 250 feet wide.

A UNIQUE OPPORTUNITY

This is the only opportunity the investing public will have of securing property at or near Annacis Avenue, the coming great thoroughfare of Greater Vancouver.

It is like going back ten or fifteen years ago in the history of Vancouver and buying property on Burrard Inlet, or Cordova or Hastings Streets at one-tenth the present prices. The whole of this subdivision will be sold immediately, and when sold it closes out the opportunity of securing property at or near Annacis Ave.

Investors are invited to secure a copy of the price list at once and compare for themselves the prices of "Westminster Harbor Sites" with prices of waterfrontage on any part of Burrard Inlet.

At even five times their present prices, in conjunction with the shipping and manufacturing facilities afforded in this locality, they will be most tempting to manufacturers and others. Every foot of land on Annacis Island will be required to locate the industries of Greater Vancouver and those who purchase now are assured of a ready re-sale at splendid profits.

APPLICATIONS WILL BE CONSIDERED STRICTLY IN ROTATION AND MUST BE ACCOMPANIED BY 20 PER CENT. OF THE PURCHASE PRICE

Write at once for a copy of the folder containing the official map of New Westminster Harbor, showing the location of "Westminster Harbor Sites Subdivision," giving lot plan, prices and terms and full particulars. This folder will be of the utmost value to every person interested in Greater Vancouver, whether they intend investing now or not, as it shows the future direction of the city's growth. Fill in your name and address and send today.

Westminster Harbor Sites

Dominion Stock & Bond Corporation Limited

Temporary Offices: 328 Hastings Street W., Vancouver, B.C. Phone Seymour 8485

Granville Street Agents: Alliance Trust & Investment Company Limited, 603 Granville Street

Agent: H. G. WICKWIRE, 3326 Main Street Phone Fairmont 821

TEAR OUT AND SEND TODAY

Dominion Stock & Bond Corporation,
328 Hastings Street W.

Please send me, at once, illustrated folder with maps, price lists, etc.

Name .....

Address .....

.....

PLAN YOUR EASTERN EXCURSION

OVER THE

CANADIAN PACIFIC RAILWAY

The Scenic Route of America

Special low Round-trip Tickets on sale to all points East on various dates during the Summer months.

For a most delightful trip during the warm weather take a trip on the new fast

SS. Princess Patricia

Now making two trips daily between Vancouver and Nanaimo.

For rates, reservations, and further information apply to:

C. MILLARD, Depot Ticket Agent, Vancouver.
J. MOE, C. P. A., 434 Hastings St., Vancouver.
H. W. BRODIE, Gen. Pass. Agent, Vancouver.

Terminal Steam Navigation Co. Ltd.

Howe Sound Route

S.S. BARAMBA

S.S. Baramba leaves Evans Coleman Dock every morning at 9:15, Sunday 10:30 a.m., for Bowen Island, Bindley's Ldg., Invercraig, Anvil Island, Britannia Mines, Newport, Squamish and Mill Creek. The Baramba arrives at Newport at 2:15 p.m. and leaves at 2:30 p.m., arriving in Vancouver at 7:00 p.m. Meals on board, 50 cents. Fare to Bowen Island, 50 cents each way. All points above Bowen Island, $1.00 each way. Special Excursion Tickets, good for day of issue, only $1.00 Round Trip.

S.S. BRITANNIA

S.S. Britannia leaves Evans Coleman Dock every morning at 9:15 a.m., Sunday at 10:30 a.m., for Great Northern Cannery, Caulfields, Larsons, Fisherman's Bay, Alberta Bay (Tuesdays only), Porteau, South Valley, Britannia Mines, Newport, Squamish. Arrives at Newport 1:00 p.m., leaving at 1:30 p.m. and arrives back in Vancouver at 5:30 p.m.

On Sundays the Britannia will only go as far as Bowen Island. Meals on board 50c. Special excursion tickets good for day of issue only, $1 round trip.

Evans, Coleman & Evans, Ltd., Agts
Phone: Seymour 2988

D. W. Grimmett

Pioneer Real Estate Broker of South Vancouver

I sell nice Building Lots from $10.00 up

3324 Main Street, Hillcrest

North Arm Steamship

Company Limited

ROUND TRIP $1.00

Meals and Afternoon Tea Served on Board

THE S.S. SKEENA

The large, comfortable stern-wheel steamer refitted entirely for this run will make a DAILY TRIP to THE NORTH ARM, Burrard Inlet on week days (except Saturdays) at 9.15 a.m., Saturdays, at 2.30 p.m.; Sundays, at 10.30 a.m., calling at Roslyn Park, Lake Buntzen and Indian River Park, arriving back in Vancouver at about 6.30 p.m. Steamers sail from Ferry land—Foot of Main Street.

Dr. A. J. Brett

DENTIST

S. E. Cor. 25th Ave. and Main St.
Phone: Fairmont 1547
SOUTH VANCOUVER

IF YOU LIKE

FRESH FISH

BUY IT AT THE

Main Fish Market

Try us for BUTTER, EGGS, VEGETABLES, and FRUIT

Prices Right

25th Ave. and Main St.

:-: PEN PICTURES :-:

Charles Stuart Campbell, Councillor for Ward V.

The subject of our sketch, Councillor Charles Stuart Campbell, as his name denotes, is a Scotch-Canadian. Mr. Campbell is a descendant of the clan Campbell. Every Glasgow man knows Inverary, the seat of the Campbells, as well as he knows the streets of Glasgow. The present head of the clan is the Duke of Argyll. Descendants from this powerful clan are to be met with in every part of the known world. I have travelled through most of the Campbell country. Many an enjoyable holiday have I spent wandering over mountain and glen or cycling round from Dunoon and getting the Inverary steamer at Struchar. The Campbells were always feared and respected. Many an anecdote and story have I listened to of their fights and feuds. Some years ago I happened to be on holiday at Dunoon, and saw a statue unveiled to commemorate the memory of about 30 male descendants of another clan that the Campbells had hung on the top of the hill overlooking Dunoon. If I remember rightly this hill is known to the present day as the Gallows Hill.

I will give only one anecdote to show the power the Campbells had at one time. One of the clansmen committed a crime. The evidence was so plain that the Circuit Lords condemned him to death. On a certain day he was to be hanged in the jail at Inverary. When the fateful day approached the sheriff arrived, but found that no provision had been made for a hangman.

The sheriff then set about to secure the services of one, but not a single man in the town would accept the job. The sheriff then caused notices to be posted all over the country, offering a large reward to whoever would act as hangman that day. Still, there were no applications. The sheriff saw nothing for it but to do the job himself. This he was afraid to do, as he knew only too well what the vengeance of the Campbells meant.

On the morning the Campbell was to be hung, the sheriff was taking a walk on the outskirts of the town, when he met a stranger. After some conversation the stranger learned what was afoot. The sheriff offered a sum of money if he would only accept the job for once. The stranger replied, "Her nain'sel 'ill no want bawbees to hang a Campbell. She would rather gie siller to get the glory of it." So the Campbell was hanged that morning.

Tradition has never been able to say to what clan the stranger belonged, or if he escaped out of the Campbell country with his life. But in reading the history of the various clans, quite a number claim the stranger belonged to their clan. The Campbells claim to be of Royal blood.

Councillor Campbell's grandfather first homesteaded at Thoroh, 60 miles north-east of Toronto. Mr. Campbell and his father were both born on the same homestead. At an early age, Stuart was removed to Manitoba. In 1889 he came West to New Westminster, and went to Victoria in 1895. He came to Vancouver about the year 1897 to assist in getting out the first issue of the "Province" newspaper, so that he is really one of the old-timers of Vancouver.

He is married. Mrs. Campbell's father was one of the original Royal Engineers who went to New Westminster so many years ago. Few of that noble band are now left to answer the roll-call. Her mother came out on the Thames City, 557 tons, commanded by Capt. Glover. The ship left Gravesend on October 10, 1858, and reached Esquimalt on April 12, 1859. The ship had on board two officers, one staff assistant surgeon, 118 non-commissioned officers and men, 31 women and 34 children, under the command of R. H. Luard. A paper was printed weekly during the voyage, bound copies of which are in the possession of the descendants of these hardy pioneers.

I was privileged to see the one that was sent to Mrs. Campbell's father. She prizes it as one of her most priceless treasures. I have got a half promise that one day a copy of this journal will appear from time to time in the "Chinook."

* * *

The Councillor is one of the young bloods of the new Council, defeating ex-Councillor Donald Burgess at the last election for Ward V. He has always taken an active interest in all municipal affairs, also the Board of Trade, and was elected vice-president of this body during the first two years of its existence. The Councillor is a great athlete and keen sportsman. Either with rifle or rod he can always bring home a fair share of the trophies.

The Councillor is one of the most progressive of our citizens. On his property are built the saw mill and workshops of the Leading City Company Lumber Mills. The proprietors of this company, when coming to locate on the North Arm of the Fraser, went to nearly every proprietor to try to lease a piece of ground at a reasonable rent. Most of the proprietors were willing to lease ground, but the rent had to commence from the signing up of the lease, whereas Mr. Campbell charged no rent for the first three months so as to allow them time to build. Then only a nominal rent for the first year, to give the works an opportunity to expand. If this spirit was shown by all the property owners along the waterfront, how quickly industries would spring up.

* * *

I can never forget the pleasure the proprietor of these mills manifested as he told me of the just treatment he had received. He came an entire stranger seeking to locate here. In my walks I happened to come across him, almost when he had driven the first pile.

As a speaker the Councillor is rapidly coming to the front. At first he had the serious fault of trying to speak more quickly than the tongue could formulate the words. I heard him speak in the schoolroom in Ward V during the last election. His whole thoughts seemed to be how quickly he could get the words thrown out and be finished. Experience and confidence in his powers have greatly mitigated this evil, though he still proves to be a nightmare to any shorthand writer who attempts to report him.

* * *

That Stuart Campbell has been of inestimable value to the present Council goes without saying. Young, energetic, enthusiastic over his work, not only is he able to look after his own duties, but to assist in those other departments where help is required.

He has lately built a beautiful home for himself on River Road, where of an evening you can find him in the midst of his six boys, and where he is always willing to entertain you to true Highland hospitality.

" BUSINESS IS GOOD"

Another South Vancouver Boost

Prosperous merchants are not few in South Vancouver, and among the business concerns in which prosperity is reflected in enthusiastic expressions of confidence in the future of the municipality is the Woods Shoe Co. "Business," said Mr. H. W. Woods, one morning this week, "is good." The tones of the speaker were eloquent of his experience.

Further evidence of the practical turn of the Woods Co.'s confidence in South Vancouver is found in the fact that since February 1 the company has carried on business in a store on the corner of Seventeenth Avenue and Main Street, under the able and experienced managership of Mr. J. N. Heanes. This business has been transferred from Sixth Avenue and Main Street, the South Vancouver location evidently being deemed by the company much more favorable for the building-up of business. The judgment of the firm in this respect has been amply verified, and each succeeding month has brought a gratifying increase in the volume of trade at this popular store.

The Woods Shoe Company carry Canadian, American and English-made shoes of the best makes in all lines, and they also offer a varied and complete assortment of gents' furnishings. The Woods find that their confidence in South Vancouver has not been misplaced, and they seem determined to prove to the satisfaction of the people of South Vancouver that confidence and custom given to them will be equally well bestowed.

To Manufacture Helicplanes In Vancouver

Don't put off looking into out offer.

Remember that every day stock is being bought, and that every share bought increases the value of the remaining stock. Our

30,000 Shares, Par Value $1

are rapidly being bought up by the shrewd people who are looking ahead. Our capital is small—$200,000—and we intend offering only 30,000 shares.

Don't wait till you see us selling the Helicplane and everybody using them. It will be too late then.

You won't be able to buy stock in the Helic Aerio Navigation Co., Ltd., in a couple of months at any price; in fact, there will be nothing offered just as soon as these 30,000 shares are taken up.

Nobody ever made money in a stock investment without large capital unless he invested when the concern was a baby and the stock was selling for an insignificant figure.

Our stock is within reach of all.

The Helic Aerio Navigation Co. Limited

are going to manufacture in Vancouver a flying machine—"the Helicplane."

The Helicplane will be the only machine of its kind on the market.

Its distinctive features are absolute safety and its power to make a perpendicular ascent. These improvements will revolutionize flying.

The Helicplane is the only safe aeroplane machine on the market today.

It has three separate safety devices that work independently of each other and each one is capable by itself of preventing accident.

There will be no risk incurred in landing and ascending, for the Helicplane descends and ascends perpendicularly, and no space is required for a running start or gliding descent.

Besides manufacturing the Helicplane, the company intend giving flying exhibits.

When you figure that a concern in the States last year made over $1,000,000 with seven machines, some estimate of the possibilities of this branch of the business can be made.

Speed Boats

are also going to be manufactured by the Helic Aerio Navigation Co., Ltd., and with such wonderful boating facilities as Vancouver has, these boats are sure to have a large demand.

The Company will enter their boats in some of the races which are frequently held on the Coast and where large cash prizes are offered. This will mean another source of revenue.

Call at our office and see one of our models. Its ingenious simplicity will appeal to you. If you can't come, fill in coupon and mail it to us.

Capt. H. B. Wessel, a licensed aviator and builder of aeroplanes (experience in South of France), is Superintendent of our factory.

Site already chosen.

Stock advances 25 PER CENT Monday, July 1.

Helic Aerio Navigation Co. Limited

514-515 Dominion Trust Bldg.

HELIC AERIO NAVIGATION CO., LTD.,
514-515 Dominion Trust Bldg.,
Vancouver, B. C.

Please send me free literature about your Helicplane. This does not put me under any obligation.

Name .....

Address .....

City .....

Don't Forget

Next Monday is a holiday, and to enjoy it you must dress cool. We have just the things you need.

Ladies' Picnic Hats, untrimmed, 20c; trimmed, 35 and 40c.

Also a large assortment of Gents' Negligee Shirts in all the latest colors. Prices $1.00, $1.25, and $1.50.

Gents' Wash Ties, all new shades. Price 25c; silk 50 and 75c.

Chas. Owen

3516 Main Street **Cor. 19th Ave.**

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More than 400 of the Best Horses in America

Excellent Car Service

Admission $1.25, including tram tickets

The Bargains Are Going Fast!

Hurry! Hurry! Hurry!

Why go down town to buy FURNITURE when you can do better at home?

Get our prices and terms and then compare with down-town stores—you'll come back THEN, and BUY **SURE**

The finest line of quarter-sawn dressers in Vancouver

AT COST

Centre Tables from $1.25 to $5.00.

A very special Bargain: Cheval Wardrobes, $12.50 and $14.50.

Fine Library Tables, in fumed and early English.

Office Furniture

Sanitary Desks, leather tops, $10.50 and $12.50.

Special Buffets $16.50

Iron Beds, Springs and Mattresses, $8.75.

Lace Curtains. While they last, regular $5.00 for $2.25 a pair. Only a few left.

Blankets and Comforters at cost.

Linoleums, Carpets and Rugs, way, way down.

We **MUST** sell to make room for new shipments.

Get the bargains while they last.

South Vancouver Furniture Company

FRED ARCHER

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