LEGISLATIVE LIBRARY
JUN 8 1914
VICTORIA, B.C.

The Western Call

Subscribe for The Western Call Today

Published in the Interests of Greater Vancouver and the Western People

VOLUME VI. | VANCOUVER, BRITISH COLUMBIA, JUNE 5, 1914 | 5 Cents Per Copy | No. 4

H. H. Stevens, M. P. Scores Big Victory For City

Home Rule Bill Carried By Coalition Majority in Parliament---Ulster Defiant, Will Never Give Up Fight

Peace Proposals Submitted By Mediation Board at Niagara Falls

HOME RULE BILL

SOME THINGS PROVIDED FOR IN BILL

A Senate of 40 members, a House of Commons of 164 members.

Irish Parliament cannot legislate on peace or war, navy, army or any naval or military force, foreign relations, trade outside Ireland except certain defined taxation, coinage or legal tender.

It cannot make any law, directly or indirectly, to establish or endow any religion or prohibit the free exercise thereof or give a preference, privilege, or advantage or impose any disability or disadvantage on ecclesiastical statutes, or make any religious belief or religious ceremony a condition of the validity of any marriage.

Temporary restrictions are placed on legislation on land purchases, old age pensions, national insurance, labor exchanges, Royal Irish Constabulary, postoffice and other savings banks and friendly societies.

The Executive remains invested in the Sovereign or in his representatives.

Forty-two members still will be sent from Ireland to the House of Commons.

The Judicial Committee of the Privy Council to give the final decision as to the constitutional validity of any Act passed by the Irish Parliament.

The Irish Exchequer to defray the cost of the Irish Administration except for reserved services mentioned above.

The Imperial Exchequer to pay an annual sum to the Irish Exchequer, starting at $2,500,000 and eventually, after six years, becoming a permanent payment of $1,000,000 annually.

Since the passing of the bill there has been a death like silence in Ulster. Is it the calm that precedes the storm?

ALASKA RAILWAY STARTS WORK

Cordova, Alaska, June 2.—Actual work on the surveys of posible routes for the Government's railroad in Alaska was begun today when the first stake was driven at Chitina by the reconnaisance party under Henry Deyo, who will survey the route from Chitina, where the Fairbanks trail leaves the Copper River and Northwestern Railroad, to the Matanuska coal fields.

OIL

There is little further light on the situation south of Calgary to record this week. The Dingman well has been "capped," fearing, so it is said, that a gusher may break out and pending the arrival and erection of a big steel tank. No other well has, as yet, been brought in, nor, according to best accounts, can there be for 3 or 4 weeks yet, as it will be fully that time before any of the drills now in operation reach the level where oil can be expected.

The excitement over the Dingman "strike" has partially subsided, and prices of that stock have receded considerably.

But the general situation in Alberta remains the same, and money is pouring in from every quarter of the globe to further the development of what experts concede to be the largest oil field yet discovered.

From Fort McKay (where the Kootenai formation outcrops) to the Boundary in Alberta, and from the Rockies in Flathead country, British Columbia, to Moose Jaw in Saskatchewan, oil lands are being staked, and companies formed and stock of same offered on the market. Old oil operators are appearing from all the old proven fields and are enthusiastic over this. Drilling contracts are being let by the scores, and a discouraged and somewhat sullen Western Canada has been changed again into her normal bouyant, eager hard working self.

Of course there will be lots of money lost. There is a fool born every minute, and form the natural prey of the "Wild-Catter." And, besides, at the best, oil drilling, like mining, is an uncertain quantity. Men and women are pouring fortunes into the game which, taken at its worst, is a thousand times better than spending money at card table or in extravagancies of dress or life.

And there will be fortunes won—great fortunes—greater than any perhaps in the past—as the field is certainly the greatest and richest yet discovered.

The main point is that the discovery of oil in Western Canada will attract the much needed capital for development, and that the hands of industry, so completely tied up during the last two years, for lack of the necessary money to operate with, will be set at work again.

KING GEORGE V.

Forty-Nine on June 3rd. First Empire Celebration this Year.

This week took place what is really the first Empire wide celebration of King George's birthday, all the banks in Canada and schools, government and municipal offices being closed for the day.

As yet the general public have not responded, but that will come in time.

This celebration has been clouded by the awful disaster on the St. Lawrence, when more than 1000 lives were lost by the collision between the Stortstad, Norwegian collier, and the C. P. R. liner Empress of Ireland. When thousands of homes are mourning a sudden and unexpected bereavement, and the whole Empire is shocked with this terrible incident in ocean traffic, people have little heart for holidaying. None the less, the heart of the Empire beats true to the King-Emperor and his Queen, and from many million hearts rises the wish for a long and honored life for both.

THE S.S. OLYMPIC DAILY.

A copy of the S.S. Olympic Daily News, under date May 24, published in mid-ocean, has been handed us. Amongst other Marconigrams published are the following:

"London, May 24.—The British Government has arranged a contract for a large supply of fuel oil from the Anglo-Persian Oil Co., and in order to assist the company carrying out its agreement they have purchased 2,000,000 ordinary shares and 2,000,000 debentures."

"Ottawa, May 24.—The Canadian Pacific Railway has published an authorized statement regarding the Calgary oil fields, stating that they actually exist and are likely to become very profitable, but depreciating any attempt at oil-land booming."

SOUTH VANCOUVER.

Reeve Kerr announces that the bank has been asked for $150,000 more, making $325,000 in all for local improvement work this year, and that prospects are good for getting it. This will enable the council to put about 300 men to work.

Councillor Rutledge, chairman of Finance Committee, says that municipal matters are in much better shape now than they were a month ago.

BODWELL ROAD PAVING.

Tenders Opened.

SOUTH VANCOUVER, June 3.—At a meeting of the council Tuesday afternoon the following firms submitted tenders for the paving of Bodwell Road: Harrison & Wall, Henry J. Kaiser, M. P. Cotton & Co., B. C. Granitoid, Dominion Creosoting Co., Columbia Bithulithic Co.

Some of the firms tendered on a unit basis and others in a lump sum, making an exact comparison impossible. The tenders were referred to the engineer for tabulation.

The Bodwell Road ratepayers petitioned the council to use the pavement made by the Bithulithic Co.

The executive of the Main Street Improvement Association met the council and asked them to pave Main street through to the River Road this year as well as install sewerage facilities on the southern slope. The delegation was informed that other parts of the municipality had to be considered as there was only a limited supply of money in the bank.

In China there are 2,955 Christian Congregations, 548 ordained Chinese pastors, 5,364 unordained workers, and 470,000 members of evangelical churches.

PEACE PROPOSALS

BOARD TO RULE MEXICO

President Wilson and Secretary Bryan seem to be on the point of securing another triumph. In the face of an almost universal newspaper demand for immediate reprisals on Huerta and incidentally, of course, on Mexico, for refusing to salute, unconditionally, "Old Glory," the president and his secretary have dared to accept mediation. To an outsider it looked a hopeless task, but the Niagara conference last week submitted "peace proposals" to the parties interested which, if accepted, will bring about almost instantly a cessation of the Mexican warfare, existing and threatened.

The peace proposals are as follows:

First—That the new provisional government will comprisee a president pro tempore and four cabinet ministers.

Second—That Gen. Huerta will appoint the man selected for the office of provisional president as secretary of state for foreign afairs. The general then will resign and the secretary of state automatically will become president pro tempore under the provisions of the Mexican constitution.

Third—That a majority of the five men appointed will give all decisions on the questions which, under the mediation agreement, they must consider.

Fourth—That the ministers appointed will fill the ofices respectively of finance, interior, foreign affairs, and war.

Fifth—That immediately after the provisional government assumes power the United States will withdraw from Vera Cruz.

Sixth—That the United States will recognize formally the new government and lend it moral support in the establishment of peace and order.

Seventh—That the new provisional government will make prompt arrangements for a presidental election under reforms proposed by the mediators.

Eighth—That the permanent government will take measures for the passage of a law reforming the land situation.

Ninth—That the flag of the United States will be saluted when Vera Cruz is evacuated and the United States warships will salute the flag of Mexico.

The selection of the five men is the crucial point, and the secret of the names under discussion has been jealously guarded. But negotiations are said to be progressing favorably both with the Hueratists and the Garranaists, and at any moment the parties involved may signify their assent to the peace proposals when the formal agreement will be drawn up and then the signatures.

If this is accomplished it will add enormously to the prestige of President Wilson and Secretary Bryan, and give them a standing with the world powers abroad and the best forces at home that should enable them to accomplish much in the way of reforms so pressingly needed.

H. H. STEVENS, M.P. SCORES AGAIN

DEED EXECUTED BY SIR FREDERICK BORDEN IS DECLARED TO BE VOID

Ottawa, June 1.—The Exchequer Court this morning gave out its judgment in the Deadman's Island case argued on Tuesday last. As expected Mr. Justice Cassels has decided in favor of the contentions of the City of Vancouver and the department of justice. His judgment finds that the deed executed by Sir Frederick Borden in 1904 purporting to give perpetual rights to the island to Theodore Ludgate and his associates to have been without authority, and, therefore, null and void.

The Vancouver Lumber Company will have to pay the costs of the crown in the action.

London, June 2.—The Cunard liner Mauretania landed her passengers here, vi Fishguard, at 5:45 yesterday afternoon whilst those of the Vaterland, via Southampton, did not reach here till 8:30 p. m., thus giving the palm of victory to the Cunarder, at least as far as London is concerned.

The Vaterland, however, is said to have covered the longer distance and made a call at Cherbourg.

If this is true it is but the first race in an exciting contest for the blue ribbon of the Atlantic.

SENTENCED TO DIE ON AUGUST 19

George Van Horst was found guilty by jury on Tuesday afternoon of the murder of a Japanese fisherman, and sentenced by Justice Gregory to pay the penalty on August 19.

Law the Druggist Wants to See You

The Reason Why

It is better for you to use our preparations.

First and foremost, we know what each preparation contains. The formula is worked out after years of experience and repeated trials until we have as near a perfect article as it is possible to obtain. This is what we do not know about the ordinary Patent medicine. We do not know what it contains any more than you do and so neither one of us knows that it is the preparation which you need. You might easily take the wrong thing and do you no good.

Then again we make our own prep's in the store and exercise far more care than average patent medicine receives, which is made in large factories, in large quantities and made only to sell.

Our own preparations are made to build up a name. We stand back of them and will be glad to refund you the price of anything you buy if it is not satisfactory.

Headache Powders and Tablets
Dyspepsia Cure
Blood Purifier
White Liniment
Syrup Hypophosphites
Syrup White Pine and Tar
Beef, Iron and Wine
Witch Hazel Cream
Cold Cream
Cough Balsam

Law the Druggist
Lee Building, Broadway and Main
Phone Fairmont 790

Phone Fairmont 1852

DOW FRASER & COMPANY

(A Trust Company)

Before Opening a Savings Account

Consider these essentials:

Security of Principal
Certainty of Interest
Availability of Funds

A Savings Account with a reliable and responsible concern offers an ideal investment, possessing each of the foregoing cardinal features.

Open Your Account Here—Do It now

PROPERTY MANAGED
AGREEMENTS
BOUGHT AND
COLLECTED
Short
Loans
Made
REAL ESTATE & FIRE INSURANCE
4% ON DEPOSITS CREDITED MONTHLY SUBJECT TO CHEQUE
Dow, Fraser & Co Ltd
317-321 Cambie Street
SAFETY DEPOSIT BOXES FOR RENT

Closed at 1:00 O'Clock on Saturdays

Specially insured against burglary and hold-ups.

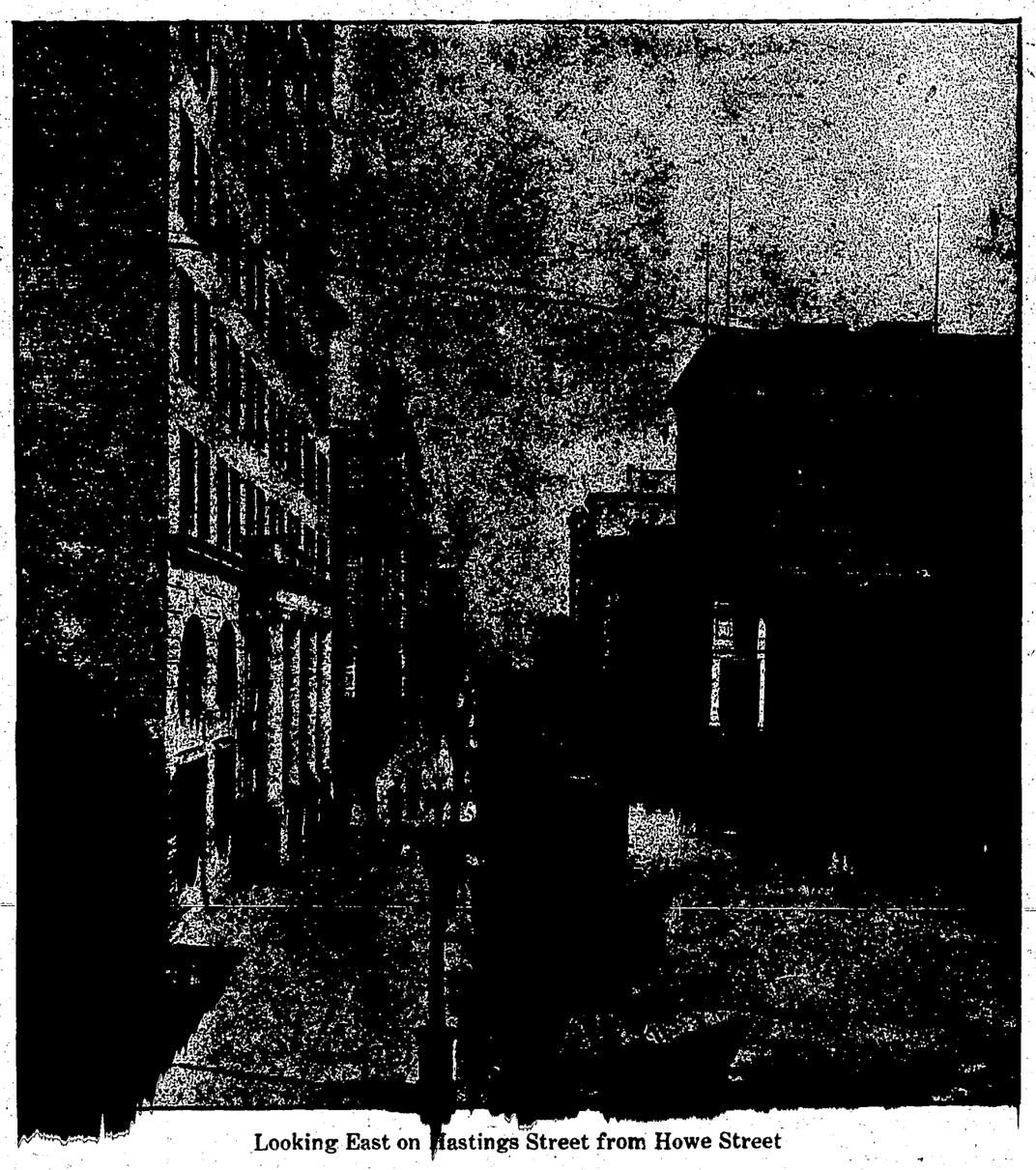
NOTARY PUBLIC

Dow, Fraser & Co.

LIMITED
317-321 Cambie Street
2313 Main Street
Between 7th and 8th Aves.
McKay Station, Burnaby

GLIMPSES OF VANCOUVER

Vancouver's Magnificent Court House. The Building and Grounds occupy an entire block



Looking East on Hastings Street from Howe Street

Water Street, Vancouver's Principal Wholesale District

Phone Seymour 943

Davies & Sanders

General Contractors

55-66 DAVIS CHAMBERS :: 615 HASTINGS ST. W.

B. C. EQUIPMENT CO.

MACHINERY DEALERS

CONCRETE MIXERS, STEEL CARS, ROCK CRUSHERS, ELECTRIC, STEAM AND GASOLINE HOISTS. WHEELBARROWS, TRANSMISSION MACHINERY, GASOLINE ENGINES, PUMPS AND ROAD MACHINERY.

Offices: 609-613 Bank of Ottawa Bldg.

Phone Seymour 9040 (Exchange to all Departments)

5% DEBENTURES

SEALED SECURITY

is essential to safe investment. Our Debentures *guarantee* a a return of 5%—are *negotiable* —are *secured* by $7,480,339 Assets.

4% on Savings Deposits. Subject to cheque withdrawal. Interest compounded quarter-yearly.

The Great West Permanent Loan Company

Vancouver Branch: Rogers Bldg., Ground Floor
R. J. POTTS, Manager.

BUFFALO GROCERY

Commercial Drive and 14th Avenue

"The Home of Quality"

Guaranteed Fresh Eggs

Best Quality Groceries

J. P. Sinclair, Prop. Phone Fairmont 1033

HOUSEHOLD GOODS AND OFFICE FURNITURE

MOVING

THE ONLY REAL PADDED MOVING VANS IN B. C.

CAMPBELL STORAGE COMPANY

MOVING - PACKING - STORAGE - SHIPPING

PHONE SEYMOUR 7360. OFFICE 857 BEATTY ST.

The Bank of Vancouver

Head Office: Vancouver, B. C.

Capital Authorized $2,000,000
Capital Subscribed $1,174,700
Capital Paid Up $ 877,368

Branches throughout the Province of British Columbia.

A General Banking Business Transacted.

SAVINGS DEPARTMENT

at all Branches. Deposits of One Dollar and upwards received and interest at the highest current rate paid or credited half yearly.

City Branches

Vancouver Branch: Corner Hastings and Cambie Streets
Pender Street Branch: Corner Pender and Carrall Streets

CHAS. G. PENNOCK, General Manager.

For Sale and For Rent Cards
10c each 3 for 25c
WESTERN CALL OFFICE, 203 Kingsway

A DETECTIVE'S ADVICE

Before employing a Private Detective, if you don't know your man, ask your legal adviser.
JOHNSTON, the Secret Service Intelligence Bureau, Suite 103-4
319 Pender St., W.
Vancouver, B. C.

Try Our Printing
Quality Second to None

A. E. HARRON J. A. HARRON G. M. WILLIAMSON

HARRON BROS.
FUNERAL DIRECTORS AND EMBALMERS

VANCOUVER
Office & Chapel—1034 Granville St.
Phone Seymour 3486

NORTH VANCOUVER
Office & Chapel—122 Sixth St. W.
Phone 134

Trader's Trust Company, Ltd.
328-333 Rogers Bldg. Vancouver, B. C.

GENERAL AGENTS:
Pacific States Fire Insurance Company
Franklin Fire Insurance Company
A GENERAL TRUST BUSINESS TRANSACTED

Subscribe to The Western Call
One Dollar a year in advance

The Housewife's Summer Slogan
"Cook With Gas"

No husband who cares for the comfort of his wife and no housewife who would properly safeguard her health during the summer should neglect to consider the advantages of cooking with gas during the coming heated term.

The Cost is Small—The Returns are Large

At the present time we are able to give prompt service in the making of connection with our mains, hence we advise you to act promptly.

A phone call on New Business Department, Seymour 5000, will place at your disposal full particulars concerning connection with our mains.

A visit to our salesrooms will enable you to see a full line of guaranteed Gas Appliances, suited to every purse or particular demand.

VANCOUVER GAS CO.
Carrall and Hastings Sts. Phone Seymour 5000 1138 Granville St. Near Davie St.

WE HAVE
FIFTY THOUSAND HORSE POWER
Immediately available for
Manufacturing and Industrial Enterprises
in the districts of
VANCOUVER AND NEW WESTMINSTER

Western Canada Power Company,
LIMITED
Phone: Seymour 4770 603-610 Carter-Cotton Bldg.
P. O. BOX 1418, VANCOUVER, B. C.

ARE YOU INTERESTED IN B. C. METHODISM?
THEN THE
Western Methodist Recorder
(Published Monthly)
Is almost indespensible to you.
No other medium will give you such general and such satisfactory information about Methodist activity in this great growing province. Whether a Methodist or not you are interested in Methodist movement. Send your subscription to
Manager Methodist-Recorder P. & P. Co., Ltd. - - Victoria, B. C.
$1.00 - One Year

Alberta

MACLEODITES TO BORE FOR OIL

Macleod, Alta.—Interest in the Southern Alberta oil fields has been quick to develop at Macleod in view of the discoveries at Calgary, and the large possibilities of Macleod are being carefully considered in view of the known character of the geologic formation of this vicinity and the encouragaing reports of experts who have in the past repeatedly advised systematic drilling for high grade oil. Test drills are now to be made, and these will be watched with keen interest by the shareholders of the local enterprise that has been organized for this purpose. Not only oil, but coal and natural gas are stated by the experts to underlie this district, and important developments are awaited.

NEW FLOUR MILL FOR THE HAT

Medicine Hat, Alta.—As large or larger than the present Ogilvie mill at Medicine Hat is the plan for the new plant of the Maple Leaf Milling Co., Limited. The new mill is to have a capacity of 3,000 barrels of flour daily, and it is expected to be ready to handle a portion of the 1914 crop. The Maple Leaf company is represented here by J. S. Barker, construction superintendent, who expects to place the order for machinery and equipment at an early date. For location, the company has secured a site of about 15 acres in the industrial district. The city is now arranging for water and natural gas for the site for construction purposes and the railway spur has also been extended to the vicinity.

ST. SAVIOUR'S CHURCH.
(Anglican.)

Corner of First Avenue East and Semlin Drive, Grandview.

Rev. Harold St. George Buttrum, B. A. B. D., Rector.

Residence, the Rectory, 2023 First Avenue East.

SUNDAY SERVICES—Morning prayer and Holy Communion the first and third Sundays of the month at 11 a. m.; morning prayer every Sunday at 11 a. m.; Holy Communion 2nd and prayer every Sunday at 7:30 p. m. All heartily welcome.

SEALED TENDERS addressed to the undersigned, and endorsed "Tender for Drill Hall, Vancouver, B. C.," will be received at this office until 4.00 P.M., on Monday, June 29, 1914, for the construction of the aforesaid building.

Plans, specification and form of contract can be seen and forms of tender obtained at the offices of Messrs. Perry and Fowler, Architects, Vancouver, B.C., at the office of Mr. Wm. Henderson, Resident Architect, Victoria, B. C., and at this Department.

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

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

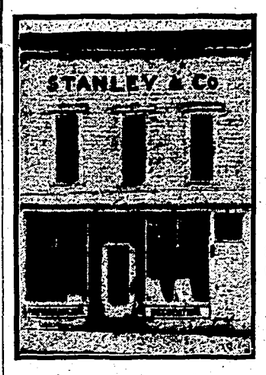
The Department does not bind itself to accept the lowest or any tender.

By order,
R. C. DESROCHERS,
Secretary.

Department of Public Works,
Ottawa, May 23, 1914.

Newspapers will not be paid for this advertisement if they insert it without authority from the Department.—60551.

Wall Paper



Get It at Stanley's

Watch Our Windows for Bargains
Open Saturday Evenings

STANLEY & CO.
2317 Main Street Phone Fair. 998

SNAP FOR CASH
OR ON TERMS
Four Good Lots at White Rock, B. C.
APPLY TO OWNER, WESTERN CALL
203 KINGSWAY

For Rent and Sale Cards 10c ea.
Come to the Western Call Office

IN THE MATTER OF THE
"Navigable Waters Protection Act"
Chapter 115, R. S. C., 1906.

TAKE NOTICE that Peter G. Drost, of the City of Vancouver, Province of British Columbia, has deposited in the Land Registry Office at the City of Vancouver, in the Province of British Columbia, and in the Office of the Minister of Public Works at Ottawa, a description of the site and plans of a proposed bulk-head and filling to be constructed upon the foreshore and in the bed of Burrard Inlet, Vancouver Harbour, in front of Lots 3, 4, 5, 6, 7, 8, 9, 10, and 11, Block 175, District Lot 274, City of North Vancouver, Province of British Columbia.

AND TAKE NOTICE that after the expiration of one month from the date of the first publication of this Notice, the said Peter G. Drost will, under Section 7 of the said Act, apply to the Minister of Public Works, at his office in the City of Ottawa for permission to erect the said bulk head and filling. The description by metes and bounds is as follows: ALL AND SINGULAR that certain parcel of land situate in the City of North Vancouver, Province of British Columbia, and being part of the foreshore and bed of Burrard Inlet, adjacent to the above described lots, and which parcel may be more particularly described as follows:

Commencing at the point of intersection of the western boundary of the said Lot 3, with the original high water mark of Burrard Inlet, thence in an easterly direction following the said original high water mark a distance of 450 feet to the point of intersection of the easterly boundary of the said Lot 11, with the original high water mark; thence south a distance of 175 feet; thence west a distance of 450 feet; thence north a distance of 175 feet to the point of commencement.

Dated at Vancouver, B. C., this 21st day of April, 1914.

MAITLAND, HUNTER & MAITLAND
Solicitors for the Applicant.

Stocks
Bonds, Mines
Cotton
Grain Local

Investor's Bulletin
A hand-book for successful investors and speculators, free on request. Write for your copy today.
DONALD M. MacGREGOR
Mbr. Vancouver and Seattle Stock Exchanges.
Winch Building Phone Seymour 8461

CEDAR COTTAGE PRESBYTERIAN CHURCH
Rev. J. C. Madill, Pastor.
Sabbath School and Bible Classes at 2.30 p.m.
Prayer meeting at 8 p.m. on Wednesday.
Young People's meeting at 8 p.m. on Monday night.

South Vancouver Undertakers
Hamilton Bros.
We are foremost in our line for
MODERATE PRICED FUNERALS
6271 Fraser Street Phone Fraser 19

FOR SALE CARDS HERE

A Complete Moving Picture Story
Six Days a Week in
The Chicago Tribune

Every morning during the week *The Chicago Daily Tribune* prints a *complete Moving Picture Story* based on one of the Moving Picture Plays being shown in Chicago and in the cities, towns and villages in the vast territory surrounding Chicago.

The Play selected for each morning's story is the one which The Tribune's Moving Picture Editor has selected as the best of all those being shown that day. You can read the Moving Picture Stories *every morning* and then as these fascinating plays are exhibited in your locality your enjoyment of them will be *doubled* and *trebled BECAUSE YOU HAVE READ THE STORY.*

THE CHICAGO TRIBUNE
not only gives you a *complete Moving Picture Story EVERY DAY* during the week, but it also gives you on Sunday, in serial form, the *greatest Moving Picture Story ever written, "The Adventures of Kathlyn," by Harold MacGrath,* the thrilling romance from which has been produced the famous *"KATHLYN"* Moving Pictures which all Chicago is standing in line to see.

Read the Daily Moving Picture Story in the Chicago Tribune

Read "The Adventures of Kathlyn" in The Chicago Sunday Tribune

THE WESTERN CALL

PUBLISHED EVERY FRIDAY

BY THE

TERMINAL CITY PRESS, LTD.

HEAD OFFICE:

203 Kingsway, Vancouver

Telephone Fairmont 1140

Subscription:
One Dollar a Year in Advance
$1.50 Outside Canada

If you do not get "CALL" regularly it is probably because your subscription is long overdue. Renew at once. If paid up, phone or write complaint today.

WHERE WHEEL MEETS KEEL---VANCOUVER

All Roads Lead to Terminal City of Canada and Many of the Greatest Steamship Lines Make This a Main Port of Call

SEVENTEEN years ago there existed in British Columbia but one line of railway with connection to the outside world. At the same time there were but two local lines of steamships in the traffic between B. C. ports. One line of steamships made Vancouver its home port in trans-oceanic transportation, and one other line gave an infrequent service between Vancouver and Australia. The city then was but a struggling community of less than 15,000 souls, and no one dared, even if gifted with the vision to see it, to venture any predictions of the future greatness of the city as a transportation centre.

Then came the sudden spectacular springing into being of the trade to the Klondike, caused by that feverish rush of argonauts from all parts of the world to the fabulously rich gold diggings of the far and frozen Yukon. Solid growth had failed to fire the imagination of any one over the prospects of this young city on the margin of as fair a harbor as might be found on the coast line of America, east or west. But the vision of gold, glittering, alluring, in the Yukon, turned all eyes to Vancouver, and set in motion that famous "Klondike rush." That was the rush that made Vancouver famous, too.

To meet the demand for transportation, not only did shipping men charter steamers to bring throngs of gold-seekers to Vancouver, but scores of steamers were placed in commission to carry the gold-seekers and their outfits and supplies north to the point where the overland struggle to the placer fields began. There was such an accession to the number of vesesls running in and out of this port that it more than overtaxed the very meagre dock facilities then in existence. There were but few warehouses on the waterfront at that time, and but three small wharves in commercial use apart from the C. P. R. wharves, and the later did not then present the unbroken line of dockage, with accommodation for ten or a dozen liners as it does now..

Shipping has since expanded as a result of increased transcontinental railway connections being established, so that today Vancouver is an ocean port of no mean commercial status. Today, too, her future is recognized and acknowledged. Vancouver is destined to be one of the few really great world ports, an entrepet of trade and commerce, not alone for British Columbia, for Western Canada, but for the whole Dominion, and, indeed, the Pacific trade metropolis of the British Empire.

Here is a natural centre, a meeting place for transportation lines, both transcontinental and trans-oceanic. Every Canadian railway line is now engaged in building direct to Vancouver, if not already built. In less than fifteen years the port of Vancouver has grown from its small beginnings as just outlined, to a total annual tonnage of shipping of 10,000,000. Many lines of steamers making regular sailing dates to and from Vancouver are included in the list, and all the important lines of cargo-cariers are so included. More than that, every important line of steamers engaged in Pacific ocean traffic, is now completing arrangements to include Vancouver in its ports of call. The expected advent of the Panama Canal as a factor in ocean commerce is the chief stimulus at the present moment. This same stimulus has been making itself apparent in the railway activity which has for the past five or ten years had Vancouver for its focal point.

Before digressing from the position of Vancouver as a port, there is one point of such importance to be mentioned, that it should possibly have taken first place in any discussion of this harbor. That is the fact that here is a free, open-all-the-year-round harbor, with the finest natural facilities, and with a climate so equable that it permits of any line of industry being carried on winter and summer equally as well. A pointed instance, not to turn too far from the subject, the lumber mills in Vancouver are run every month in the year, because here no real winter is felt, and in the lumbering branch of the industry there is nothing to prevent timber being taken out of the woods and booms of logs towed in in coast waters to Vancouver every day in the year.

Railway Development.

Railway development is keeping pace with shipping in concentrating upon Vancouver. All Canadian railway lines are either built or building to Vancouver. It is scarcely 28 years since the first cross-continent railway train reached this port. That was the Canadian Pacific Railway, and for long years it was the only line serving Vancouver. Today the Canadian Northern and the Grand Trunk Pacific are completing construction, which will bring those other two Canadian transcontinentals into this port direct.

The Pacific Great Eastern Railway, by means of which the Grand Trunk Pacific is to reach Vancouver from Fort George, is yet an independent railway. As at first projected, it was to extend some 450 miles from Vancouver to Fort George, but in the recent session of the Provincial Legislature a further grant of aid to this provincial project was made, enabling its main line to be extended northerly into the British Columbia division of the great Peace River Valley. This extension is to be approximately 350 miles, and as other lines are being built from Edmonton northwesterly to the same district, they will naturally converge, and another outlet be thus provided.

The Canadian railways are not alone in their judgment that the port of Greater Vancouver is a world-centre of the highest commercial importance. All the American railways covering the western half of the Republic and connecting east and south, are impressed with the imperative call on them to plan for entry here and for facilities to enable them to share in the commerce which is gravitating this way.

The Great Northern Railway has for some years had its own line and service into Vancouver, and the Northern Pacific, which has for years also entered over the C. P. R. from Mission Junction, is preparing to use the Great Northern tracks from the International boundary. The Great Northern Railway terminals in Vancouver include one of the finest permanent wharves on the Pacific Coast, now completed in Vancouver harbor; the reclamation of a large tide flat area at the head of False Creek, and completely surrounding that location; the erection of a terminal depot at the cost of $1,500,000 on a portion of its re-claimed land; and lastly, the making of a great subway under the high ground at the east end of False Creek, whence its tracks enter the city at grade from the New Westminster side of the Fraser Valley.

The Canadian Northern Pacific is now engaged on reclamation work which will build up the central portion of the head of False Creek, within the Great Northern's re-claimed area, which will transform that hitherto useless trict into a great railway terminal, occupied the second transcontinental line to reach V couver. The extent of this re-claimed area some 160 acres, and it is so arranged that City of Vancouver secures a portion of ground as well as a number of leading thorou fares which will serve as direct outlets across railway area from Mount Pleasant and Gra view straight into the heart of the city by shortest routes. This improvement when c pleted is destined to revolutionize that sectio the city.

While busy with its reclamation work, with securing completion of its lines direct Vancouver, the Canadian Northern is also u contract with the city to erect a magnifi terminal at a cost of over a million and a dollars on the frontage of Main street opp the present bridge across False Creek. The b ing of a causeway, with ornamental retai wall, on the waterfront west of Main street, do away with the bridge entirely, and it completely transform that central point of city's business section.

It is fitting, perhaps, to close a review of way facilities of Vancouver with a referenc the vast projects of the oldest of Canada's tr continental lines. The Canadian Pacific Rail is deeply concerned in the welfare of Vancou with whose interests that of the great railway so closely bound up. At a time when other ditions were by no means encouraging, the C R. Co. has gone ahead with enormous expe ture in Vancouver and in British Columbia. nearing completion is the new depot on Burrard Inlet waterfront at a cost of $1,000,000. At the same moment the magnifi new Vancouver hotel is taking shape on the of the original structure, most of which has torn down and removed. When entirely pleted, this massive and imposing pile will re sent a capital investment of close to $2,500,0

Can any but the most hopeless pessimist on such giant projects in process of being ca out—and of being carried out spiritedly time when commercial conditions the world have been anything but cheering—without c ing at least a glimpse of the splendid vi which have been such clear cut pictures of couver's future supremacy as to induce hard-headed captains of finance to pour mil in a golden shower of construction cost into Pacific port of Canada?

B. C. Electric Railway.

One very important factor in the transpo tion facilities of Vancouver and the lower m land of British Columbia is the service sup by the B. C. Electric Railway Company. I small degree has the prosperity of Vanco and its rapid advancement to the front ran Canadian cities been due to the enterprise progress made by the B. C. Electric, in kee pace with, and even a litle in advance of, city's growth. As the city's population has panded, and reached out into the outlying tricts the service has been extended to meet demands, until all parts of the Burrard Penins extending from Burrard Inlet to the Fraser Ri and from New Westminster to the Gulf Georgia, are pretty fairly well supplied with t service.

Vancouver Today Presents a Skyline Which Plac

THE PAVING OF BODWELL ROAD

The paving question is up again in South Vancouver. This time it is Bodwell Road. Tenders were opened at council meeting on Tuesday afternoon, six firms submitting offers.

A close examination of the bids reveals the keen competition on this work, and with the warning of some of the paving work done in the City of Vancouver before us, we advise extreme caution in the decision.

The lowest bid does not always mean the cheapest paving. A man may pay a very low price for an article and find that he has something dear at any price. This has been eminently the case in much of the city paving. In some of the bids opened on Tuesday the figures seem low, but when we come to examine the material offered for the money the low price does not figure out as it seems to appear. For instance the material used by the Bithulithic Company only makes 4.2 yards per batch, whilst the same material used by another company makes 5.6 yards per batch, showing quite a percentage of difference in the cost of material put into the work. This is a point that the lay mind does not readily grasp, but that, we trust, will be fully gone into by the engineer's department ere contract is let.

Another point that should be taken into consideration is the record of paving already laid down. We have on Kingsway, South Vancouver, one of the finest driveways in the world, reaching right across the municipality from Knight Road to Boundary, a piece of magnificent workmanship that it will be difficult to surpass—laid down, we believe, by the Columbia Bitulithic Co.

South Vancouver should also guard against being placed in the same unfortunate position as Burnaby through the failure of the contractor and his inability to complete the contract.

In doing permanent road work of the nature contemplated, the lowest bid is not always—indeed, not often the most advantageous. There are many points besides mere low figures to be taken into consideration. We have mentioned some. The cost of material and workmanship used. The record of paving already laid as to satisfactory surface and durability under use. Also the responsibility of the contractors as to work and guarantees given.

South Vancouver ratepayers are now fully

(Continued Page 5)

Vancouver Harbour--- One of the Finest in the World

By A. Heurtley Reed, Harbour Master

IE FINEST HARBOUR IN THE WORLD" 's a phrase often used in connection with many harbours. It has been frequently used in respect to Vancouver harbour by linner speakers and enthusiasts, but to er harbour the superlative "finest" is ne question may well be asked—in what s such and such harbour the finest? The s which go to make a really good harbour varied. Harbours like horses have various s that make for superiority—the same sed for steeplechasing would not be used vy draught—so harbours may excel in lifferent ways, but when speaking gener- fine harbours the following conditions are less fulfilled: (1) Size of the harbour; gree of shelter; (3) Navigability; (4) age facilities; (5) Wharf accommoda- 6) Meteorological conditions; (7) Rail- cilities, and last but by no means least, Organization.

in consideration of these qualities that vriter's opinion that, while not using the ue of a harbour can be estimated, and it tive term "the finest in the world," it logically shown that in view of all na- conditions Vancouver Harbour can cer- be ranked as one of the very finest. It is, re, incumbent on the trustees and public ly who use this harbour to effect a sound ation to bear on the natural facilities in o maintain the importance to the Domin- Canada and to the British Empire generally harbour of which we are so justly proud.

limits and boundaries of Vancouver Har- defined by Royal Proclamation are to "all navigable waters inside of a straight awn from the western tangent of Grey o Point Atkinson Light;" this being known as Burrard Inlet, and was so before the City of Vancouver came into e.

earliest records of Admiralty surveys and directions published in 1864, under the the "Vancouver Island Pilot," describes Inlet as "the first great harbour that the coast of British Columbia." It then s to describe the anchorage and shelter l. The coast line of the harbour is ap- tely 85 miles in extent, fully 90 per cent. is useful for industrial purposes. Few s in the world approach these dimensions reat exception being Sydney, N. S. W., 188 miles of water front—but of this it remembered that a large amount of the e is on islands, and of little value for cial purposes

arding Shelter, Vancouver Harbour is for st part entirely enclosed by land. Eng- y is partly open to the westward; inside t Point the harbour is entirely shut in by is feature of shelter is, perhaps, not fully ated. Compare many of the most import- bours in the world and this important ration is lacking, and in many cases it is d by breakwaters, which only fulfill their d purposes in a very limited manner. In bours the degree of shelter varies, and are seldom completely secure from the e of the weather. Hong Kong for example tered all round, yet it not infrequently s that ships of all classes have been driven re during typhoons; sometimes totally d, and many thousands of lives lost. Many most prominent harbours suffer in a lesser degree, whereas Vancouver is so sheltered that it may be said that no hindrance to shipping has ever been experienced on account of wind or sea.

The navigation facilities are of the very best; the harbour is open all the year round, and entirely free from the presence of ice in any shape or form. There are practically no rocks or dangerous shoals in the harbour or the approaches thereto. The depth of water is sufficient for ships of the largest class known, False Creek alone being shallow, and this is being dredged to a depth of 21 feet at low water, and is, moreover, at the present time extensively used for mill properties and towing traffic.

The anchorage in the harbour is excellent, the bottom being principally mud. As the shipping increases more use may be made of the anchorage, and cargo discharged into lighters for distribution at various centres.

The wharf facilities are at present sufficient for the needs of the harbour, but are lacking in up to date construction. In this matter Vancouver falls behind the standard of a first-class port, although the Dominion Government, as well as many private corporations are remedying this state of affairs by building wharves that will compare favorably with those of the most modern harbours in the world.

The Meteorological conditions of Vancouver are extremely favourable. Storms are practically unknown. There are no periodical disturbances such as are variously called typhoons, cyclones, or hurricanes, which are all of the same order, all storms being of the "cyclonic" form. These storms, while causing widespread distruction, occasion considerable inconvenience in the manner of guarding against them in regions where they occur. A glance at the meteorological records of Vancouver shows this port to be exceptionally free from strong winds. Accurate records of wind velocity were not taken until a few years ago, and the greatest velocity for any one hour is recorded on December 31st, 1912, when thirty miles an hour was registered. Of course gusts of wind may have reached 50 or 60 miles per hour, but 30 miles is the greatest record for any one hour, the next greatest being very much below this. The total average of wind per hour for the year 1912 was 3.3 miles, and for the year 1913 the average was 2.9 miles. When it is understood that in Victoria, for example, the average is double this amount, the sheltered condition of Vancouver is apparent.

The tides in Vancouver are moderate, an average rise and fall of less than 12 feet—extremes being in the region of 14 feet—this tide being an advantage, as from a sanitary point of view the motion of the water prevents stagnation and too great an accumulation of filth.

The geographical position of the harbour is excellent, being the most southerly part of the Province of British Columbia, and within 25 miles of the United States boundary line, and it is the first port on the mainland of the Pacific Coast of Canada that vessels would make coming up from the Panama Canal, Australia or other southern ports.

Railways—Vancouver is the Pacific terminus of the Canadian Pacific Railway; also the Canadian Northern Railway constructing its terminus here at the head of False Creek. The Grand Trunk Pacific will also establish here, and the Great Northern Railway already run several trains a day into Seattle, thus connecting up with the American transcontinental lines. The Pacific Great Eastern have their line built along the north shore of the harbour, and there is a line partly built, running round the head of the Inlet at Port Moody, and other railway corporations are seeking entry into Vancouver.

The next and perhaps the most vital consideration is the organization of the harbour. The Vancouver Harbour Act requires the appointment of commissioners to undertake the responsible duties of managing and controlling the harbour, the building up and organizing of which is a problem that only those conversant with the work can appreciate, the objects being to encourage and promote trade and commerce, to defend the rights of the public against any encroachment and to police and supervise the various interests. Bylaws and regulations must be enforced, and where these are designed wisely and to meet a specific need, no hardship need be felt, unless it is by those who would disregard the interests of the public while serving their own ends.

With the expansion of shipping from the Port of Vancouver consequent upon the advent of the Panama Canal, there is also to be taken into consideration the influence of the changed trade conditions upon importations. Two-fold will be the effect. Rail or water transportation is largely influenced by traffic being available both ways. The grain cars will not return empty to the western provinces from the Coast, and the vessels coming for grain will not come in ballast. Merchandise for use in the Western provinces now imported all the way by rail will come by ship to Vancouver and be transferred to the railways as return cargo interchanged for the wheat. Raw materials for manufacture here and shipment to the prairie provinces will also form part of the importations. Other products of British Columbia and of the West will also find outlet to the world markets because of the increase in shipping. The tide of commerce is destined to set in steady flow through the Port of Greater Vancouver, and to increase in volume by reason of the Panama Canal, which will bring Vancouver from five thousand to seven thousand miles closer to the ports of both sides of the Atlantic Ocean.

e Fore-Front of Canada's Metropolitan Cities

Harbour Facilities Existing and in Prospect

The first wharves on Vancouver harbour were those of the Hastings sawmill, and they are still in commission, as vessels regularly load lumber cargoes there for export to every part of the world. The present wharf facilities are such that the city has every reason to be proud of them. Extending in unbroken frontage for over two miles, the docks of this port begin at the west end with those of the Canadian Pacific Railway, where, with three piers now extending into the channel, and others in contemplation, accommodation is furnished for many large liners at a time. Recently not less than nine of the splendid steamers of the C. P. R. Pacific service were docked in Vancouver at once. These ranged from the magnificent Empress of Asia, vying in size and appointment with the best and biggest liners of the Atlantic coast, to the speedy and yachtlike Princess Patricia, engaged in summer daylight run across the Gulf of Georgia to Nanaimo. Passenger steamers for all coast traffic and vessels suited to the combined passenger and freight service to up-coast points are also included in the fleets of the C. P. R. The Grand Trunk Pacific has a number of handsome steamers in the service between Vancouver and Prince Rupert, and the company has built a splendid dock here for handling its trade. The Great Northern Railway has built at Heatley Avenue a modern dock, all of concrete and steel, at a cost of over a million dollars, and as its line of railway is connected up, the expectation is justified that very soon its steamers will be calling in this port regularly. The intervening space between the railway docks is filled with such large dock and shipping firms as Evans, Colman & Evans, the Union Steamship Company, and the Johnson Wharf Company, while the New England Fish Company and other industries have their private dock facilities.

Government Dock Being Built.

East of the Sugar Refinery wharf is the site of the splendid wharf being constructed by the Dominion Government. The first unit of this dock and site is estimated at $1,250,000, and later it is the intention to increase the size of the structure. That this large public expenditure has been set apart for Vancouver is largely due to the energy and efforts of H. H. Stevens, M.P., who has devoted himself to impressing on the Government the very great importance of this port and the necessity of giving it substantial assistance.

Another important matter brought forward to active stage through Mr. Stevens' efforts is the formation of a Harbour Commisison for Vancouver. This body has been in existence for a year now, and its plans for harbour improvement are well on the way to perfection, though not yet announced. The Dominion Government has recognized the necessity of spending a great deal of money in the improvement of the facilities of the Port of Vancouver, to prepare for the opening of the Panama Canal and the consequent revelation in trade which is bound to follow that event.

While improvement of Burrard Inlet, as Vancouver's main harbour, is being attended to, other sections of the waterfront facilities of the port have also been taken care of. False Creek, the second harbour, as it were, an arm of English Bay, which bisects the business portion of the city, and has long been the centre of many of the industries requiring waterfrontage, is now having its channel improved by dredging so that vessels may enter and leave at any stage of tide.

In conclusion it may be fairly claimed that in view of the foregoing analysis of conditions at Vancouver, the harbour may be fairly classed as "One of the finest in the world," and it would appear to be in the interest of all governing bodies and private interests associated with Vancouver to assist and support the Harbour Commissioners by every means in their power, regardless of political opinions or affiliations. It is only in this way that the port can be built up and the prosperity of the City and suburbs secured. The harbour being the main asset of the city, it is fair to say "No harbour, no Vancouver." That the harbour, even in its present unimproved state, may rank as a great port, it may be shown that in the year endng March 31st, 1913, the number of vessels entering the port was 2477, with a net tonange of 2,440,457 tons, the amount of cargo handled from overseas being 1,277,216 tons. These figures will be considerably augmented when grain flows through Vancouver to European and Oriental ports.

THE PAVING OF BODWELL ROAD

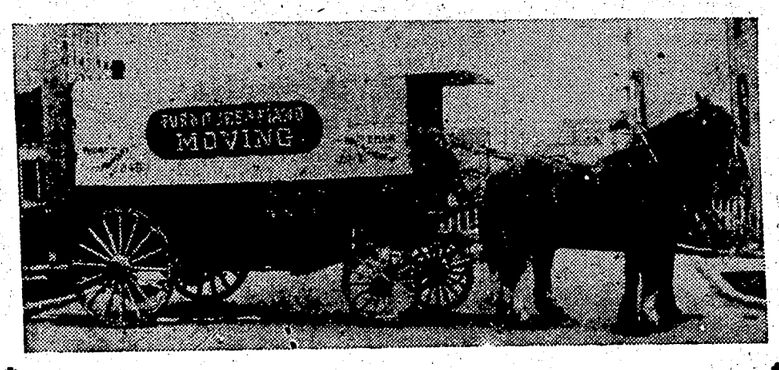
Continued from Page 4

awake on the subject of letting of contracts, and will readily perceive the points taken in this article that mere lowness of tender price does not necessarily ensure the best bargain in paving contract. There are, as we have submitted, other points worthy of consideration.

SEATTLE'S GREAT FINANCIER IS DEAD

Seattle, June 2.—Jacob Furth, head of the Stone and Webster traction interests in the State of Washington, died at his home here late today. Heart trouble

Jacob Furth has long been Seattle's leading financier. He was born in Schichau, Bohemia, in 1840, and came to California when 17 years of age. He moved to Seattle in 1882, and a year later founded the Puget Sound National Bank. In 1910 this bank was consolidated with the Seattle National Bank, forming one of the largest financial institutions of the Pacific Northwest. Mr. Furth being made chairman of the board of directors of the consolidated banks.



Mount Pleasant Livery
TRANSFER
Furniture and Piano Moving
Baggage, Express and Dray. Hacks and Carriages at all hours.
Phone Fairmont 845
Corner Broadway and Main — A. F. McTavish, Prop.

VANCOUVER CUT-RATE FRUIT and CANDY CO.
J. N. Ellis, Mgr. — 2452 Main St. Cor. Broadway

All Fruits in Season

Largest Stock of Confectionery Fruit & Tobacco on Hill
PHONE Fairmont 638
Free delivery to any part of the city.

FLY TIME
Is here and we have a large stock of
Screen Doors
Screen Windows
Wire Screens
at prices that will interest you.

JAP-A-LAC
Made in 18 colors and natural (clear)—renews everything from cellar to garret
We carry a complete stock of JAP-A-LAC in all sizes.
Just phone us your orders. We deliver promptly to any part of the city and surrounding districts.

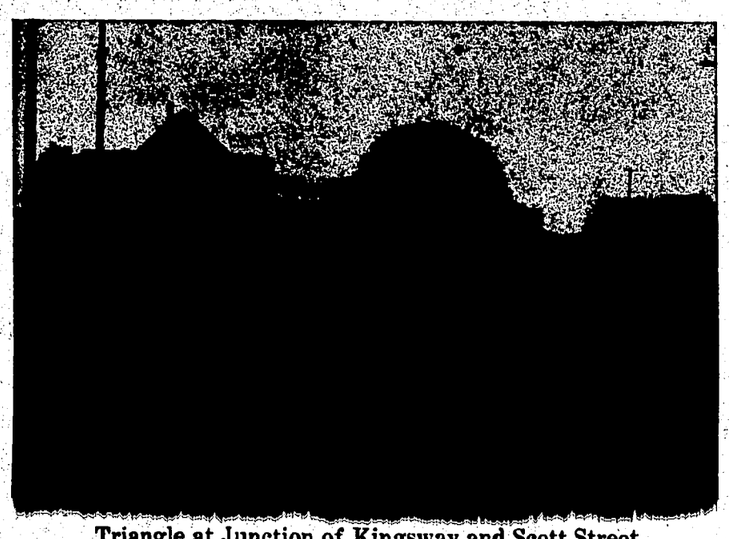
W. R. Owen & Morrison
The Mt. Pleasant Hardware
Phone Fair. 447 — 2337 Main Street

NATIONAL CULTURE AND REFINEMENT
Can we measure the value of example in bettering the social, moral and mental condition of home, civic or national life?
A living example is a powerful factor in leading up to culture and refinement as a national asset. What more so than that of an artistically made home nestling among beautiful flowering plants; roses, flowering and evergreen shrubbery; shade trees, all encompassed with hedges of holly, laurel or privet.
Cultivate a habit to spend your time to make such a home, and visit our Greenhouses and Nurseries; see our stock, and get expert advice from our capable and courteous employees, which will greatly aid you in your effort. Our stock was never better, larger or of greater variety. In our stock of over $100,000 we have everything that culture and refinement demands to make a home a credit to the owners and pleasing and interesting to the community.
Catalogues mailed free on application.
Royal Nurseries, Limited
Office—710 Dominion Bldg., 207 Hastings St. W.
Phone Seymour 5556.
STORE—2410 Granville St. Phone Bayview 1926.
Greenhouses and Nurseries at Royal on B. C. Electric Railway, Eburne Line, about two miles south of the City limits.
Phone—Eburne 43.

Views of Vancouver's Parks and Open Spaces

In Hastings Park
Courtesy Park Commissioners

A Bit of Nature in Tatlow Park
Courtesy Park Commissioners



Triangle at Junction of Kingsway and Scott Street
Courtesy Park Commissioners

Entrance to Hastings Park
Courtesy Park Commissioners

A Shady Walk in Tatlow Park
Courtesy Park Commissioners

We have always on hand a large selection of STAPLE and FANCY FOODS for POULTRY.
Diamond Chick Food, $4.00 per 100 lbs.
Fourex " " $2.50 per 100 lbs.
DAILY DELIVERIES TO SOUTH VANCOUVER
F. T. VERNON
Phone Fairmont 186 — HAY, GRAIN AND FEED — 255 Broadway East

T. S. BAXTER — PETER WRIGHT
FURNITURE

Davenport Bed

Complete House Furnishers
Agents for Ostermoor and Restmore Mattresses
Have you tried our Easy Payment? Come in and talk it over with us.
BAXTER & WRIGHT
(Successors to Hutchings Furniture Co.)
Phone Seymour 771 — 416 Main Street

FRANK TRIMBLE REALTY CO.
Real Estate and Insurance Brokers
CONVEYANCING
RENTS COLLECTED
LOANS NEGOTIATED
PHONE Fair. 185 — 2503 Westminster Rd.
Vancouver, B. C.

Printing Terminal City Press, Ltd.
203-207 Kingsway — Phone Fairmont 1140

PHONE FAIR. 1520 **E. A. LEE & CO.** 561 BROADWAY, W.
We beg to call your attention to the
50% Reduction Sale of Wallpapers
Paints, Kalsomine, Brushes, Room Moulding, Picture Framing etc.
Our stock of Wallpaper comprises 27,000 rolls of the most up-to-date goods, from 5c to $3.00 per roll. Included in our stock are Oatmeals, Ingrains, Varnish Tiles, Tiffany Blends, Jaspe Stripes, Silk Stripes and all kinds of floral and conventional designs.
SPECIAL FOR SATURDAY, MAY 16th
Varnish Tile Papers, reg. 40c for - - - 20c Roll
Papers suitable for halls and living rooms, reg. 15c 5c Roll

"The Choicest of all Choice Waters"
"Tansan"
A delicious drink, an invigorating drink, a drink that aids instead of retarding digestion. Such a drink is the genuine
Tansan
from the volcanic spring in Japan.
Doctors recommend Tansan, because it is the softest and most digestible of all waters, as well as on account of its valuable tonic properties.
This explains why Tansan drinkers enjoy better health than those who habitually use common waters.
Mixes Splendidly with all Hard Drinks
To be bought of all reliable liquor dealers
THE HUDSON'S BAY COMPANY SOLE IMPORTERS

STRIKING INCIDENTS

A STRIKING INCIDENT

This is the first time we have noticed this incident in print. If true it deserves to be immortalized:

When, in 1900, foreigners in Peking were besieged by Boxers inside the walls of the legation quarter, the generals of Tientsin held a council of war to determine whether the international army should march to the relief of the imperilled diplomatic and missionary families in the capital. One after another of the commanders—British, German, French, Russian and Japanese—rose and stated solemnly why an attempt to advance then must necessarily be futile, the forces under their command were insufficient to make headway against the hordes of Chinese believed to be blocking the road to Peking. After all the rest had spoken, General Adna R. Chaffee, the American commander, arose to utter a single sentence:

"I desire to say that the American troops will march for Peking at 9:30 tomorrow morning."

And march they did. But when they marched all the other forces in the international column were afoot with them, and they found the way to Peking almost unobstructed and were able to raise the siege without a single serious battle.—The Continent.

REBUKING A BLASPHEMER ALTHOUGH A GREAT KING

Von Zealand, Frederick the Great's greatest general, was a Christian and the king was a scoffer. One day the king was making his coarse jokes about the Saviour and the whole place was ringing with guffaws of laughter. It was too much for Von Zealand, the general that had won numerous and great battles for Prussia and had really put the crown on the king's brow.

With German militariness he stood up and said, amid the hush of flatterers shaking his gray head solemnly: "Sire, you know I have not feared death, you know I have fought for you in thirty-eight battles, and thirty-eight battles I have won. Sire, my hairs are gray; I am an old man; I shall sooon have to go into the presence of a greater than thou, the mighty God who saved me from my sin, the Lord Jesus Christ, whom you are blaspheming against. Sire, I cannot stand to hear my Saviour spoken against. I salute thee, Sire, as an old man who loves the Saviour, on the edge of eternity."

Frederick the Great, with a trembling voice said: "General Von Zealand, I beg your pardon; I beg your pardon." The company dispersed in silence, and the king reflected as never before on that Greater One, whom his general reverenced, even above himself.

THE REAL KING.

The French king Henry III. said to Palissy, the Huguenot potter, one day, that he should be compelled to give him up to his enemies unless he should change his religion. "You have often said to me, sire," was the undaunted reply, "that you pitied me; but as for me, I pity you, who have given utterance to such words as 'I shall be compelled.' These are unkingly words, and I say to you, in royal phase, that neither the Guises nor all your people nor yourself, are able to compel an humble manufacturer of earthenware to bend his knee before statues."

NOT ASHAMED

General Henry Havelock was told, when only a lieutenant, that his religion would prevent his rising, for the authorities did not believe that any one could be at the same time a saint and a soldier. He replied: "I humbly trust that in this great matter I should not change my opinions and practices though it rained garters and coronets as the reward of apostasy."

WESTERN EDUCATION NOW NECESSARY IN CHINA

For thousands of years the Chinese had no education except in their own ancient learning. Recently they have begun to see something better; and now those applying for public positions must be examined in Western knowledge. Formerly only a few were educated; but now schools are being built everywhere. In all the government schools the Mandarin dialect must be merged into one. Besides the common schools, colleges, normal schools, manual training and agricultural institutions, mechanical and electrical academies are springing up all over this vast empire with its 400,000,000 people.

THE JEWS IN PALESTINE

It is estimated that there are today not less than 150,000 Jews in Palestine five times as many as there were thirty years ago. The agricultural land is passing into the hands of Jewish buyers, individuals or syndicates.

THE U. S. PEACE FLAG

The first ship to pass through the Panama canal will have at its masthead the peace flag of the United States—the stars and stripes with a border of white. The ensign will then be placed in the National Museum at Washington.

THE PAGEANT ENTERTAINMENT

On Saturday tickets will be on sale for the great entertainment at the Horseshow Building on the evening of June 11th in connection with the "Pageant of Vancouver."

These tickets will be on sale at the music store of Messrs. Mason & Reisch. Seats can also be reserved at the Pageant office, corner of Pender and Cambie streets, over Edgett's old store. Reservations can also be made at the Pageant office on Hastings street and at the Linguistic press on Richard street. A large demand for tickets is anticipated so applications should be made at once.

The entertainment will include singing by the Western Triple Choir under Mr. George Taggart. This choir will be augmented by the Collingwood Choral Society and other societies. There will be altogether one hundred voices.

The ode "Floreat Vancouver," an original composition, words by Felix Penne, music by Dr. Crowther, will be produced for the first time. This promises to be quite a musical event in Vancouver.

The choir will also sing the "Storm," "Macgregor's Gathering," and other pieces. These will be very picturesque from a musical standpoint.

The Seaforth Highlanders band will appear and play a fine selection of music, including "Reminiscences of All Nations," as arranged by Godfrey.

The Pipers' band will give selections of Scotch bagpipe music, and there will be sword dances, Scotch reels and other national dances.

The Indian band will appear, and there will be Indian dances and games, for which prizes will be offered.

Miss Susanne Sicklemore, a pupil of Pavlowa, who has just come from England, will give some solo dances of a most interesting character.

A troupe of Spanish dancers will appear in Spanish costumes.

Mr. Charles Thomson, the Shakespearian actor, dressed in complete armour, will give a scene "Before Agincourt," supported by a body of troopers, and an athletic scene will be given under the direction of Mr. Barney Goss, who will arrange a fine wrestling match. A grand tableau will be arranged under the direction of Mr. Harold Nelson. This will show "The Queen of the Pageant," supported by a number of symbolical and allegorical figures, and this promises to be a scene of great beauty.

The back tiers of the platform will be filled by school children all carrying flowers.

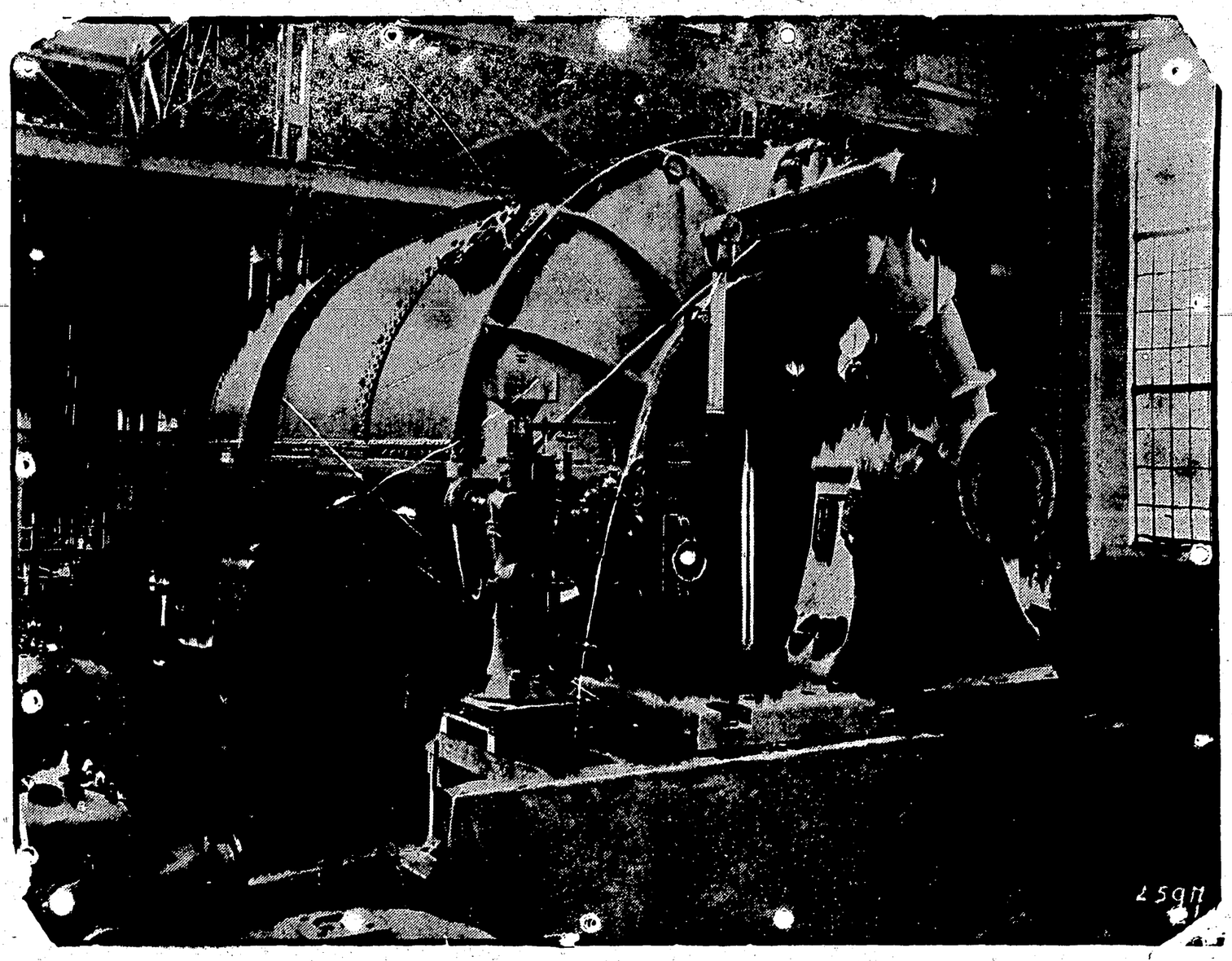
C. O. D. If the Cash-on-Delivery System is in use in your country, then you need only send 10/ for either 2 Rings you select and pay balance when you receive the Rings. Masters, Ltd., Rye, England.

MASTERS' LTD. ILLUSTRATED CATALOGUE may be seen at 203 KINGSWAY any day between 8 a.m. and 5 p.m. Saturday till 12 noon.

=

Orders left with V. Odlum

13500 Horse Power Turbine



13500 Horse Power Turbine

The Spirit of the Time Demands

RELIABLE, SAFE, ECONOMICAL POWER

Stave Lake Power is Dependable and Economical

By harnessing the Great Stave River we have made it possible to generate 100,000 horse power of electrical energy at our Stave Falls Plant, the **Biggest Electrical Feat in Western Canada.**

100,000 HORSE POWER

Or half as **much again** as the combined connected load in steam and electricity in Vancouver today, a fact of great significance to local industries

Offices: 603-610 Carter-Cotton Bldg.
Phone: Seymour 4770

WESTERN CANADA POWER CO., Ltd.

R. F. HAYWARD, General Manager JOHN MONTGOMERY, Contract Agent

P. O. Drawer 1418
Vancouver, B.C.

FOR SALE---SACRIFICE

Double corner, good revenue, 3 blocks from new Government Dock

$12,500

Good terms.

EDWARD CLOUGH

Phone Seymour 2882 — 441 Homer Street

"SAFETY FIRST"

Has been the watchword of The Mutual from the day it was organized in 1869 up to the present time.

Only those forms of investment consistent with the absolute security of policyholders have been adopted.

The result is an institution that is among the most stable in the Canadian Financial World.

Business in force over $87,000,000
Assets over..... 22,000,000
Surplus over..... 3,800,000

The Mutual Life of Canada

It would be a business mistake for YOU to place your application with any company without consulting our Agents and familiarizing yourself with the model policies issued by

CANADA'S ONLY MUTUAL

Investigation costs nothing and saves regrets

Write, phone or call for rates, etc.

WM. J. TWISS, District Mgr.

317-319 Rogers Bldg. Vancouver, B. C.

Roses

Herbaceous Plants

for Spring Planting

ALSO

GLADIOLUS

All in first class condition.

Prices moderate.

Keeler's Nursery

Corner 15th & Main St.

PHONE FAIRMONT 817

G. W. CARRUTHERS

The Broadway Tailor

232 Broadway, East, Mount Pleasant

Suits $35.00 always on hand

A full line of

Scotch Tweeds & Worsteds

Blues and Blacks.

The Water-Mobile

The first 3-passenger WATER-MOBILE is rapidly nearing completion. If you want to get in on this wonderful invention at the present price of 50 cents per share, you must act quickly as only a few shares are to be had before the advance.

THE WATER-MOBILE UNDERWRITERS

103 Carter-Cotton Building

Vancouver, British Columbia

FOR SALE CARDS HERE

ST. MICHAEL'S CHURCH
Cor. Broadway and Prince Edward St
Services—Morning Prayer at 11 a.m.
Sunday School and Bible class at 3:30 p.m.
Holy Communion every Sunday at 8 a.m
Evening Prayer at 7:30 p.m.
and 1st and 3rd Sundays at 11 a.m
Rev. G. H. Wilson, Rector

Save Canada's Coastwise Shipping

BY ORDER-IN-COUNCIL.

Hurrah for our ships and our sailor sons!
Hurrah for our stalwarts bold!
For the ships that were manned with Canadian men,
'Neath the Union Jack unrolled!

For they sailed our ships from the East and West,
To the ports of every sea,
And they conquered fame for our country's name,
O'er the waters wild and free.

Hurrah for our ships and our sailor men!
Hurrah for our seamen bold!
For the gallant ships, with Canadians manned,
'Neath the British flag unrolled!

For their hearts were brave and their grip was strong,
And they kept our flag unfurled,
Till our ships and trade proud record made,
'Mong the nations round the world.

But alas for the greed and lust for gold!
And the soulless sons of power!
Who jest with fate in our hall of state,
And barter our country's dower.

For they ruthless cast our children's bread
To the alien foe and slave;
And they doom her glorious sea-borne trade,
To perish from off the wave.

By "Order-in-Council" they work the game,
To pamper the alien corps,
Till thousands of Canada's loyal sons
Are exiled from our country's shores.

But woe to the greed and lust for gold!
And the soulless sons of power!
Who jest with fate in our hall of state,
And barter our country's dower.

They barter her dower of stalwart men,
Brave hearts as strong and true
As ever throbed 'neath the British flag,
When the signal for battle flew.

By "Order-in-Council" they work the game
That is fraught with doom and woe;
But the strain shall be washed from our country's name,
When they reap what now they sow.

—Malcolm MacCormack.

Pease Pacific Foundry Limited

HEATING AND VENTILATING ENGINEERS

MANUFACTURERS

"Economy" Steam Heaters and Ventilators for Public Buildings
Warm Air Furnaces — Combination Furnaces
Steam and Hot Water Boilers, Registers

"Ideal" Steam and Hot Water Boilers
Radiators, Pipe and Fittings

1136 Homer St. Vancouver, B.C. Tel. Sey. 3230

JOS. H. BOWMAN

ARCHITECT

910-11 Yorkshire Building

Seymour Street — Vancouver, B. C.

Kamloops-Vancouver Meat Co., Ltd.

Cor. Main and Powell Sts. — 1849 Main Street

Phone Seymour 6561 — Phone Fair. 1814

For Choice Meats

of large variety and reasonable prices, this house cannot be excelled. It stands to the very front.

South Shore Lumber Co.

LIMITED

Lumber Manufacturers

1 Front St., Foot of Ontario St.

PHONE Fairmont 154 — VANCOUVER, B. C.

Moonlight Cruise

A Moonlight Cruise will be held under the auspices of the Mt. Pleasant Presbyterian Christian Endeavor Society, Friday, June 12 (Pageant Day) on the "Princess Patricia." An orchestra will render a splendid musical program and those attending are assured of a pleasant evening.

Instead of the usual Strawberry Festival, the Mt. Pleasant Presbyterian Church Woman's Guild are making a new departure this year, and elaborate arrangements are now being made for a Church Fair and Flower Show, to be held on the Church Grounds, and in the schoolroom, on Thursday and Friday, June 25th and 26th.

DOMINION WOOD YARD CO.

Cor. Front and Ontario Sts. — Phone Fairmont 1554

All Kinds of Mill Wood

Stored Under Cover

OIL NEAR VANCOUVER

VANCOUVER RESPONDS TO THE OIL EXCITEMENT

VANCOUVER is destined to soon have OIL right at its very doors. Within fifty miles of VANCOUVER a syndicate has been quietly financing the boring for OIL

Already $40,000 in actual cash has been expended.

Very few people in VANCOUVER knew that this great and important development work was going on.

THE RESULT IS THAT TODAY this OIL WELL is down 1742 feet, going through the hard dark shale formation which always forms the cap over the OIL SANDS, and a big flowing well may be brought in by boring only a few feet more.

AS SOON AS OIL IS STRUCK you will not be able to buy shares for less than 10 times the present price, if at all.

THE PRESENT ALLOTMENT is only to provide money to finish the well. Practically all the vast sum already expended has been furnished by three men and now the people of VANCOUVER are given the opportunity to come in and share in the tremendous profits in this OIL WELL.

BEAR IN MIND the Company controls approximately 2500 acres of Oil Rights.

REMEMBER this property is within fifty miles of VANCOUVER, and is within 300 yards of the Railroad Station.

REMEMBER, THIS OIL WELL is several hundred miles nearer VANCOUVER and tidewater than other oil properties now being offered. It is also 1742 feet nearer to OIL than many companies that have sold hundreds of thousands of dollars' worth of stock.

THIS OIL WELL and the property controlled by the Company should be worth many millions of dollars the moment OIL is struck—yet its capitalization is only $500,000. Compare this with other oil companies and you can judge the fortunes that will be made by Vancouver investors.

Here is an Oil Proposition right near Vancouver. It has the endorsement of some of the best Oil Experts in the country.

The Officers and Directors are men of integrity and high standing. The three men who have already advanced about $40,000, live right here in Vancouver. No Oil Property on Earth has ever had any better indication of oil than this 1742 foot OIL WELL, right near Vancouver. I have carefully investigated the reputation of the Experts and the men behind this Company.

TODAY the price of shares is only **50 cents** (par value One Dollar and non-assessable).

If you want to take advantage of this extraordinary offering phone or wire your reservation TODAY.

Remit by Post Office Order, Express Order or Bank Draft.

REMEMBER that OIL should be struck any day.

Don't delay one moment—the time is NOW.

JEREMIAH H. KUGLER

Carter-Cotton Building, Vancouver, B. C.

Government of British Columbia Land Sale

There will be offered at public auction in the city of Prince George, British Columbia, the Government Holdings in the Townsites of Prince George, Fort George and South Fort George, comprising in all 2,350 lots.

Date of sale—

June 9, 10 and 11, Prince George

For full particulars, descriptive literature and maps, apply—

Armstrong & Ellis

Selling Agents for Government of British Columbia

Head Office: 804-5 Birks Bldg., Vancouver, B. C.

With the object of placing before the world at large the splendid advantages which Vancouver offers as a manufacturing and general business centre, and also as the Pacific Coast Port of the Dominion, the Call has just issued a Special Number bringing to the notice of the outside public all these points. No pains have been spared in producing an issue which will be a credit to Vancouver and the numerous friends who have been kind enough to assist us in the work. Specially prepared articles on the various subjects are a feature of the number and the illustrations distributed through the edition go far to show that Vancouver is today forging ahead faster than any other city in Canada. The edition is being delivered to the subscribers as fast as they can be taken from the presses, but owing to the large number which have been ordered we ask the indulgence of our friends for a few days.