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MISS E. PAULINE JOHNSON

In the burial service of and the proposed monument to Miss E. Pauline Johnson, Canada's poetess, we have another evidence of man's readiness to honor true genius irrespective of its external attendants. Miss Johnson was an Indian Princess whose gifts attracted attention and won her a place in the affections of not only her own race but of the English speaking peoples throughout the world.

The funeral took place in Christ Church, Vancouver, B. C., and was attended by Mayor Baxter and many of the dignitaries of the Ctiy, and hundreds of her admirers.

Stanley Park is a fitting place for the remains to rest among the trees that inspired her to write these exquisite lines:

The cedar trees have sung their vesper hymn,
And now the music sleeps—
Its benediction falling where the dim
Dusk of the forest creeps.
Mute grows the great concerto—and the light
Of day is darkening, Good night, Good night.
But through the night time I shall hear within
The murmur of those trees,
The calling of your distant violin
Sobbing across the seas.
And waking wind, and star-reflected light
Shall voice my answering, Good night, Good night.

LIBERAL OR CONSERVATIVE:—WHO SAVED CANADA SEPT. 1911?

(By Professor E. Odlum, M.A., B.Sc.)

At first answer we are very apt to say Borden and the Conservatives were the Saviours of the Dominion a year ago last September. But we must go carefully, and not make mistakes on such an important matter.

True it is that Borden and his party did a noble work. True it is that he and they, both on the platform and through the press, educated the Canadian people in a wonderful manner. They pointed out the facts, the intentions of the States, and of Sir Wilfrid Laurier and his devoted followers.

But in the pinch, the salvation was wrought by the ballot box, that is by the votes of the rank and file of the electors. Hence the electors were the true SAVIOURS of Canada. But whence came the large vote? My answer is this in few words: The solid, thinking, loyal, and sincerely honest Reformers, or Liberals, were the men who made the avalanche. These men, by their patriotic and statesman-like vote, made it impossible for Taft and Laurier to drag Canada at the heels of the States. Hence, I say we must honor the Liberal party, or that portion of it which broke away from the attempts of political treachery.

My reason for making this simple and easily understood statement is this: Canada is in the crucial trying grip of another traitorous compact, which is in perfect harmony with the desires and plans of Germany, and of all enemies of Great Britain. At the head of this secret pact stands Sir Wilfrid Wet Blanket.

He and those co-operating with him are debasing our Dominion far beyond anything in the history of Canada, or the Empire. Their BLOCKADING ACT is a most monstrous and criminal act, entered upon and put into effect by a far-reaching design. It is planned in a foreign land and the engineers are perpetual haters of the British Empire, even though Ottawa politicians are ignorant of the fact.

However, there are rays of light beginning to rise above the sky-line. Already there are signs of strong convulsions within the ranks of Liberalism.

If Laurier and his coadjutors continue awhile longer, he and they will learn to their sorrow that there are hosts of manly, true, strong, fearless Liberals who love the Empire more than they admire their false-hearted political leaders. And ere long a rent in the party will force Wet Blanket into the failure, and shades of obscurity coming to him.

The mass of Liberals in Canada demand the strengthening of the bonds of Empire. They insist, and their voice will soon be heard, that Canada shall do as much as New Zealand, Australia,

(Continued on Page 8)

UNION MADE BACHELOR CIGARS

Ask the man who smokes them.

Yes! or No! to the Agreement

"A Bird in the Hand or Two in the Bush?"

Election Will Be Held Saturday, March 15th

"A bird in the hand is worth two in the bush" applies to the C. N. R. agreement. The Canadian Northern proposes to take over a portion of False Creek flats and transform it into a centre of commerce, utility and convenience to Vancouver, by expending millions of money upon it. If the by-law passes this improvement will commence at once and continue until complete within five years. This is the "bird in the hand." The Opposition propose several things things that may be properly denominated "two in the bush." They say "fill" and then "rent" for commercial enterprises. These words are easily spoken, but how to materialize them is the problem. The youth of our city may be gray-headed long before these vague dreams even *commence* to be realized. Better "seize fortune by the forelock" when opportunity is given than indulge in pleasing speculations, that may end in failure and personal recriminations in the not distant future.

Valuations of False Creek serve to show the untrustworthiness of estimates by the enemies of the by-law. They reach from *four* to *thirty* millions. This is a wide stretch and suggests the play of warm imaginations, or unreliable calculations.

The so-called definite plan of Ald. Hepburn scarce does credit to that hard-headed thinker and critic. Like many of the populous cities of the West, it is purely *on paper* and *wholly speculative*. Adopt his proposition and we may learn in the expensive school of experience that "all is not gold that glitters," even in the hands of Douglas, Hepburn, Cassady, etc.

Doubt can have little place in this transaction. On one hand is the clear, well-defined and reasonable offer of the C. N. R., on the other the, possibly well meant, but, undefined, visionary and speculative assurance, or assertions of the Opposition (now reduced to a little handful of our townsmen), whose attitude only serves to magnify the opportunity now at our door awaiting our action on the 15th inst. Let us as electors cooly consider the situation.

Summed up the False Creek situation is simply a matter of utility. Shall we use these tide flats for railway terminals or shall we lease them to different private parties for commercial interests, not for industrial purposes, because it is too valuable according to Alderman Hepburn, but commercial interests such as stores, warehouses, etc., let us look at these two points for a moment.

After careful research we fail to find a case where a city successfully entered into negotiation with a large number of diversified commercial interests to develop a large area of land. It might be possible to do it with one or two large concerns, but it would mean individual negotiation with hundreds of private persons or firms, some of which would be of very slight importance. It will not do to say that a city should be able to do what any private person or corporation can do, because we know full well that it does not work out in practice. It is easy to say we will do this or that, but do we do it. Very seldom. On the other hand, the agreement with the railway is a good business arrangement to utilize an area of land which is so situated as to form a most natural distributing centre. A convenience which is essential to every city. We cannot develop this area except at a great cost, and when developed we have no organization to administer it successfully, therefore in our opinion the public should support the arrangement with the Canadian Northern.

The Council should be congratulated on the very careful manner in which the public interests have been conserved. They merit the most hearty support of the electoral.

The Opposition lays great emphasis upon the *possible* revenue that might accrue to the city in the event of False Creek being retained by the city, but they are silent upon the *certain* revenue that would come to the city if the C. N. R. gets the 113 acres of the agreement. Examine the following details of the agreement at the same time keep in mind that the flats are now barren and would have to be improved at great expense before one dollar of revenue could be received, and also that the city could never collect taxes, it being city property. Observe that the taxes to be paid by the C. N. R. is not on present value, but the increased value produced by their own improvements:—

After three years company to be assessed for taxes on its property in same way as other lands and improvements, and to pay three-fifths of taxes on land value, including the value of the filling in.

After this period, and up to 1924, com-pany to pay taxes on land value, there be ing no exception for local improvements.

Company to fill in bed of creek at own expense; to commence work within 90 days; to complete three-fifths of work within three years and remainder within five years from start.

Company to pay whole expense of extinguishing riparian rights on 19 lots of Main Street, land to remain city property.

Company to expend not less than $4,000,000 on union passenger station and terminals. All work to be done in five years.

Company to build first-rate hotel in city within five years, same to have not less than 250 rooms.

Company agree to city extending sewers, drains and culverts through property, and to pay cost of such extensions.

Company to construct retaining wall 300 feet west of Main Street, or alternatively along western boundary of Main Street, from south to north side of creek; remove Main Street bridge; and pave Main Street across creek.

After filling in bed of creek Company shall, within five years from delivery of conveyance, make, grade and pave as city streets, main road of 125 feet, running east and west through property from bridge to First Avenue; also additional street running to eastern boundary of Scott Street; also to pay half cost of making, grading, paving and maintaining 75-foot wide street from Main to Scott streets, south of last mentioned street.

The city will still own 44 acres of the tide flats which may be used for industrial or commercial purposes.

Lack of space prevents us giving many other interesting features of the agreement.

PREMIER R. L. BORDEN

By Alex.

Today, Premier Borden stands as the envied champion of the "Naval Bill." The Opposition fears the popularity that the ready passage of this bill would bring to the Government, hence they obstruct. This may be good political tactics, but it is poor business policy, and as such may arouse the indignation of all loyal Canadians. The game is being played too long to be effective. The humor of the situation is being submerged in resentment.

THE OFFENSIVE CLAUSE

The Obstructionists in Ottawa are opposing the Navy Bill in view of this provision:

"From and out of the Consolidated Revenue Fund of Canada there may be paid and applied a sum not exceeding $35,000,000 for the purpose of immediately increasing the effective naval forces of the Empire."

This is the offensive clause, the "bone of contention," and the nominal cause of the unreasonable and unwarranted "hold up" in the House, to the annoyance of the country. The real cause of obstruction is to be found in the party ambitions of the Liberals.

"There is nothing in this provision which interferes with the establishment of a Canadian navy as fast as that is possible. The arrangement with the Admiralty provides that the ships built with this $35,000,000 will become part of the Canadian navy, when Canada desires it. There is nothing in the clause or the bill which prevents Canadians serving in the ships to be built by Canada. There is nothing in the bill which prevents or delays the establishment of naval shipbuilding plants in this country. The clause and the bill merely provide that Canada shall at present use thirty-five millions for the purpose of immediately increasing the effective naval forces of the Empire."

PRESIDENT WILSON—TEETOTALER

The English newspapers seem to be greatly shocked with the teetotalism of President Wilson. Now this is too bad, for it suggests that great leaders may be and often are bondsmen to customs most foolish, extravagant and hurtful. Personally, we admire the good sense and courage of the gifted president of the United States, and endorse the following from the Vancouver "World":

"London has still a long way to go on the path of progress, if it seriously regards teetotalism as the creed and practice of the crank. We read that "President Wilson's teetotal policy at the White House" has provoked the Standard to warn the President, editorially, against "gaining the fatal reputation of a crank." To gain a reputation as a teetotaler may, or may not, be a step in the direction of "gaining the fatal reputation of a crank"; but quite a large number of persons are inclined to think that there are few things more nearly fatal than to gain the reputation of a valiant 'booze-fighter'."

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THE SECRET OF PAUL FARLEY

BY JOHN MARCH

"I hope, Mrs. Wycherly, you will accept my most humble apologies," he said, irritated and annoyed beyond expression at his foolish blunder.

"Can I do otherwise?" she asked, clasping her hands and looking at him with wet, innocent eyes. "As you say, we have both been the victims and sport of circumstances. I suppose it was to be, Mr. Farley, and we must make the best of an absurd situation. I do hope you won't allow this stupid mistake to spoil our friendship?"

He could see she was employing all her energies to subdue and control a powerful, almost overmastering excitement.

"I don't see why it should," he said, quietly, "we understand each other."

"Oh, yes, thoroughly," she responded, as if anxious to conciliate, "and I must admit, Mr. Farley, I am extremely mortified that you should have found me at this hour and uninvited on Mr. Fleming's premises. It must seem so very odd to you; perhaps you won't mind if I stay a few minutes just to explain? It was impossible to remain indoors on such a night; so, after dinner, I threw this lace hood over my hair and went into the garden. The scene was so still, so solemn, so enchanting, that a vague childish longing crept over me to wander away somewhere in the miles of fairyland that lay around me. I stole out on to the road, and became so enthralled with the mysterious elfin beauty that I scarcely realized I had left the Larches so far behind. When close to the Manor I heard the sound of wheels and a long peal of thrilling laughter, and, anxious to escape observation, I glided through the little wooden gate into Mr. Fleming's orchard. I passed round into the shrubbery, intending to go out that way on to the road again, and while I waited for the echo of the horse's hoofs to die away I spied this poor dingy hut, and thought if it were not too overrun with spiders and insects I would rest a moment. I had scarcely seated myself when you appeared in the doorway. I thought you must have seen and followed me. I had no reason to suppose that you cared for or came here to meet another woman."

Paul stood watching the varying expression of her lovely face, his head thrown slightly back, a scornful curl on his short upper lip.

"I am sorry," he said politely, "to have caused you a moment's uneasiness. I trust, Mrs. Wycherly, you will forgive and forget it."

"I will," she said, eagerly looking up at him with a frank ingenuous smile. "I don't mean to be a bit squeamish or prudish; I'll just forget everything save that we two are firmer and better friends even than we were before."

She drew the cloudy lace about her head and slipped her hand through his arm.

"You will walk back with me?" she said, persuasively; "it's very light and bright I know, but the road is lonely."

The statement was undeniable, and he considered it would be highly injudicious to refuse. He thought of Agnes, and felt convinced she would await his return, so he smiled, judging it wiser to end an awkward and disagreeable episode pleasantly if it were at all possible.

She clasped both her tiny jewelled hands on his arm, and laughed and chatted with bright girlish vivacity. She strove gracefully to erase any invidious impression and to infuse an entirely new set of ideas and thoughts, and accordingly he found it a difficult matter not to be influenced by her sweet womanly indescribable charm.

"I have not had any reply," she laughed, "but of course, you are coming to my ball?"

"As you are kind enough to make such a point of it, Mrs. Wycherly, I suppose I must come," he said, a little bewildered at being unable to fathom her intense desire for his presence.

"Good-night; run in, the wind is chilly."

She laughed gleefully, gesticulating coquettishly with her little hands, and danced lightly backward over the shimmering grass. He watched her disappear with the Larches, then threw up his head as if inhaling a purer atmosphere, buttoned his coat more securely, and ran swiftly back to the summer-house.

Agnes was standing in the doorway of the summer-house, a shepherd's plaid around her shoulders.

"How long have you been here?" he panted.

"Not very long this time. I came before, but, hearing voices, I went back and waited."

He drew her down to the seat beside him.

"I have been acting like an imbecile," he said, breathing quickly and opening his coat, "I arrived here half an hour back and found a woman sitting just where you are now, Agnes Of course, I idiotically took it for granted that it must be you, and—well, I kissed her and said she was the only person in the world I cared for.'

"Who was it?" she asked, surprised and puzzled. "A lady or any nice minded woman would have disclosed her identity and prevented a mortifying denouement."

"It was Mrs. Wycherly," he said setting his patent leather boot on a large earwig.

"Oh, my dear, how unfortunate!" she exclaimed, gently touching the bruised and discolored cheek. "Felix told me about the East Weyberne incident."

"Who is Felix?"

"Why, my brother, Felix Fleming, the best and dearest, the most sensible and kindest-hearted man in the world! I am so glad he has asked you up to-morrow night."

"So am I; clandestine meetings are evidently too dangerous a game for you and me to play."

would rather it had been any other woman in the country than Mrs. Wycherly. I—oh, Paul, I nearly forgot it—we saw her last night, Rowena, I mean, hiding in the Hargrave's Avenue."

"And I also!" he said, pursing his lips as if he were about to whistle. "Mr. Fleming thought it was one of the servants just a little bit moonstruck."

"What business has she to creep and hide about other folks' premises?" she asked indignantly. "She has large, beautiful grounds of her own; why can't she keep there?"

"Perhaps she is tired of her own society, and is looking for—"

"Yours! I dare swear she is! My dear, pray be very careful and very cautious. Felix never says a word against anyone, but I have heard him anathematize Rowena Wycherly. He once said had she lived a hundred years ago she would have been burnt as a witch."

Paul laughed, and slipped his arm round her waist.

"You're a goose, Aggie! The woman can't do more than make love to me, and however aggravating that may prove, it can't surely hurt me."

"Ah, well," she said, nodding her head wisely, "when I think about it, I am afraid for you. I am positive you couldn't shake her off as you could—Judith Hargrave, for instance."

"What do you know about Judith?" he asked, flushing.

"Everything. She told me directly I came home. She told me she meant to marry you at all costs, in spite of what her family might say or do to the contrary. She also assured me she would not sleep again till in some way she had broken the ice between you."

"Miss Hargrave's creed teaches that the accident of birth and long descent admits of unique claims and privileges, that when a baronet's daughter stoops to woo lowly hearts a resilience is inevitable, a foregone conclusion."

"It's all very well to sneer and ridicule Judith," she said crossly, pushing him away. "I daresay she has been foolish, but it is terrible to witness the alteration in Anthony Pelham; he doesn't look as if he enjoyed the joke much."

"Nor I, Agnes," he said, the amused smile dying out of his face, "that is if Judith Hargrave's miserable infatuation constitutes a joke."

He rose and moved restlessly about within the narrow confines of the summer-house, his brows contracted, his glorious eyes luminous in the moonlight.

"You cannot feel more repugnance or be more troubled at the situation than I," he said, standing before her, his hands clasped behind him. "Still, conscientiously reviewing the events of the past few weeks, I fail to see that a particle of blame attaches to me, if it were in my power he should be put in possession of it to-night."

"It does rest with you," she said, vehemently. "There will never be happiness, good fortune, nor harmony at Weyberne Hall while you are there. Be advised, my dear, be persuaded before a foolish complication develops into a genuine calamity. No good, no success can result from a lie, however craftily uttered or well acted."

She went to him in her agitation, and laid both hands on his shoulders, gazing up at him with imploring eyes.

"You don't know what you are asking, Agnes. You don't realize the magnitude of your demands," he said gravely. "There is another key to the tune, and in your eagerness to strike a right note, you lose sight of the part I should play in your programme. If, as you suggest, I leave Weyberne I am without employment, without friends or means. Sir Thomas accepted the account I gave of myself unbacked by credentials, but I cannot expect to meet his like a second time. The demon Self is a tremendous force which has to be reckoned with, Agnes, and in spite of adverse circumstances I must stay on here until I have won my spurs, that is, until I have earned some sort of reputation, however flimsy. Few men or women have the boldness to take the axe in their hand and cut out a new and original path for themselves, but I, after years of steady, quiet thought, patient work, and ambitious dreams, have lifted the axe, and now no power, whether it be good or evil, shall wrest it from me. The consequences may be disastrous or unprecedented success; my life may be a noble one, crowded with high aspirations and honeycombed with splendid opportunity for the betterment of humanity, or it may be one long tissue of lies, a merry, rollicking sport of the devil. Nevertheless, whether it brings phenomenal good, or its own peculiar Nemesis, I shall abide by it."

She looked into the marvellous eyes, liquid with emotion, laid her head on his shoulder, and without any sort of warning burst into a flood of tears.

With one arm he encircled her, stroked her cheek and smoothed her ruffled hair very tenderly.

"Don't fret about it, Agnes," he said brokenly, "I have just flashed meteor-like across your path, only for a moment. I shall be gone directly. Don't let us turn a corner on purpose to meet trouble; half the calamities we see coming towards us pass us by. The six months will be gone in no time, and then it will rest with you as to whether we ever meet, or hear of one another again."

"You have never told me yet how you got on alone in London," she sobbed.

He smiled, though the troubled expression remained in his eyes.

"Fairly well. During the first few days the sense of freedom and the knowledge that I was my own monitor was simply delicious. The novelty, of course, soon wore off. I sold the violin, and took up my abode at a small private hotel in Southampton Row, and kept myself out of mischief by studying the advertisement sheets of all the London dailies and replenishing my wardrobe. One morning I came across Sir Thomas Hargrave's advertisement and answered it. I told him I was an American and had lately flown to England to try my wings. I made it quite clear that testimonials, references or recommendations, the usual registered avenues to social salvation, were closed to me, and awaited his reply with some trepidation. He answered in person. In his jovial, rough and ready way he marched into my room and said, 'I thought I should like to see the kind of fellow who wrote that letter.' I satisfied him regarding my respectability, packed my traps, and went down to Weyberne Hall with him that night."

He took out his watch and showed it her.

"The die is cast, Agnes," he said in a lighter tone, "the worst is over. I have launched myself to find the sea not nearly so rough as I anticipated. I have succeeded beyond my most sanguine expectations. I can't look into Judith Hargrave's eyes without knowing I have surpassed my wildest hopes of creating a strong, striking, potential personality. I don't attribute the secret of my success so much to my native ability as I do to the intense feeling I throw into the part I play. My identity is submerged in that of Paul Farley: I am he in every act, desire, and thought. We are wedded, welded, soldered together by a rocky cement, a powerful will and a vivid imagination. The last post is

(Continued on Page 7)

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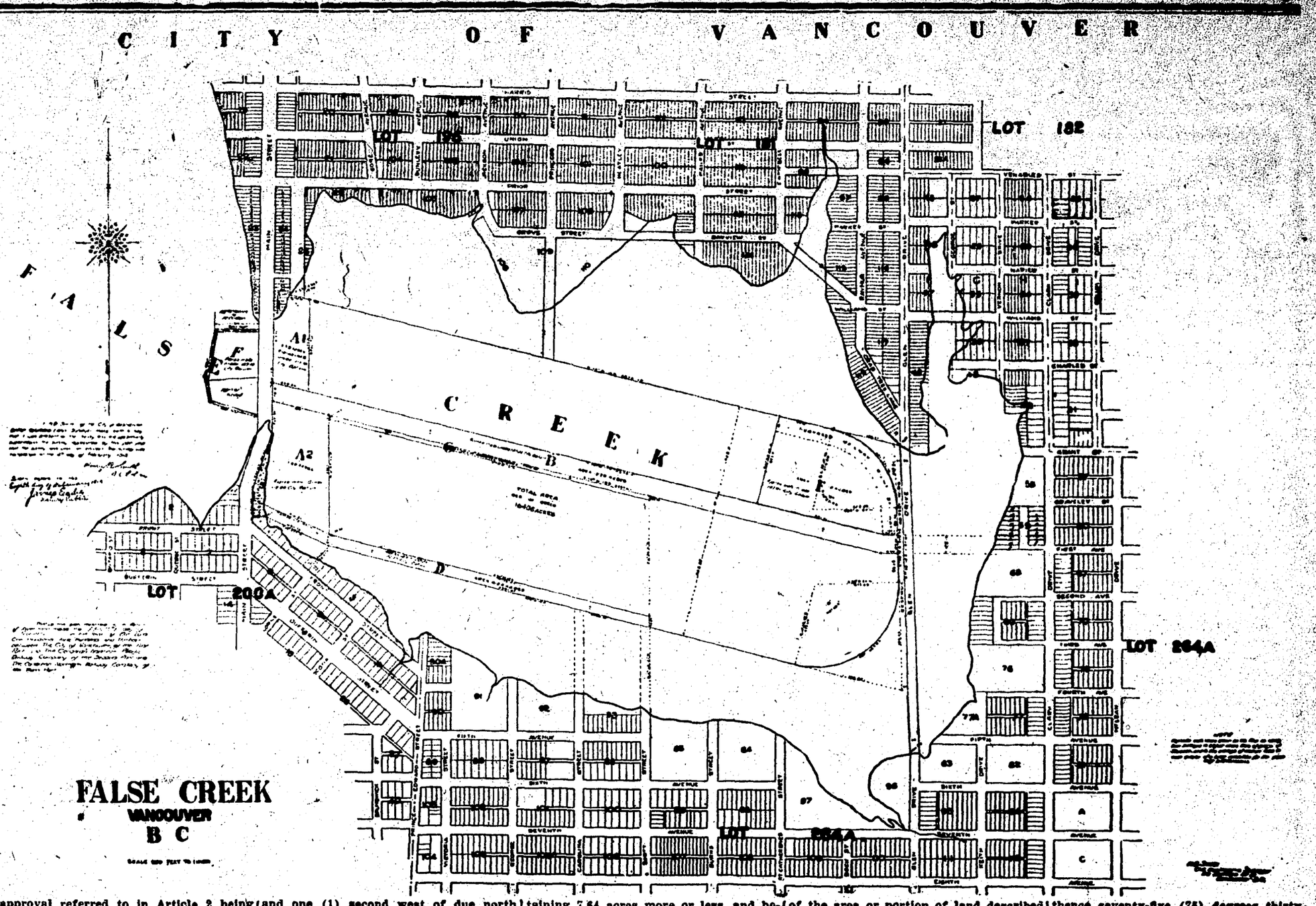
Agreement Betw'n C.N.R. and City; Now Before Voters



BYLAW NO.

A Bylaw to ratify a certain Agreement between the City of Vancouver, and the Canadian Northern Pacific Railway Company and the Canadian Northern Railway Company, dated the 5th day of February, 1913.

WHEREAS THE City of Vancouver proposes to enter into an agreement with the Canadian Northern Pacific Railway Company and the Canadian Northern Pacific Railway Company and the Canadian Northern Railway Company bearing date of the 5th day of February, 1913, which agreement and the plan therein referred to are set out in the schedule to this Bylaw;

AND WHEREAS it is provided by the said agreement and by the provisions of the Vancouver Incorporation Act 1900 and amending Acts that such agreement and the conveyances and other instruments to be made thereunder shall take effect after a Bylaw approving of the same has been submitted to, voted upon and received the assent of the Electors of the City of Vancouver in conformity with and in manner provided by the requirements of the said Acts in respect to Bylaws for contracting debts;

THE MAYOR AND COUNCIL of the City of Vancouver in open meeting assembled enact as follows:

1. The said proposed agreement between the City of Vancouver and the Canadian Northern Pacific Railway Company and the Canadian Northern Railway Company set out in the schedule hereto is hereby confirmed and declared to be valid and binding upon the City of Vancouver.

2. It shall and may be lawful for the Mayor and Clerk of the City of Vancouver and they are hereby directed for and on behalf of the City of Vancouver to execute and affix the corporate seal of the City of Vancouver to the said agreement and all such grants, deeds, quit-claims, conveyances, leases or other instruments or documents as shall be necessary or requisite for the purpose of fulfilling and carrying into effect the said agreement.

3. This Bylaw shall, before the final passing hereof, be submitted to, voted upon and receive the assent of the Electors of the City of Vancouver under, in conformity with, and in manner provided by the provisions of the Vancouver Incorporation Act 1900 and amendments in respect of Bylaws for contracting debts.

4. This Bylaw, if passed, shall come into force and take effect from the date of the final passing hereof.

Received the assent of the Electors this.....day of.....A.D., 1913.

DONE AND PASSED IN OPEN COUNCIL this.....day of..... A.D., 1913.

Mayor.
City Clerk.

Schedule to the Bylaw hereto annexed.

ARTICLES OF AGREEMENT made this fifth day of February in the year of Our Lord one thousand nine hundred and thirteen:

BETWEEN

THE CITY OF VANCOUVER (hereinafter called "the City,") OF THE FIRST PART AND THE CANADIAN NORTHERN PACIFIC RAILWAY COMPANY (hereinafter called "the Railway Company,") OF THE SECOND PART, AND THE CANADIAN NORTHERN RAILWAY COMPANY OF THE THIRD PART.

WHEREAS the City has obtained grants from the Crown in right of the Dominion of Canada and of the Province of British Columbia to the bed of False Creek lying east of Westminster Avenue (now Main Street) in the City of Vancouver, in the Province of British Columbia;

AND WHEREAS the City has, pursuant to certain agreements which are designated an "Agreement A" and "Agreement B" in the schedule of the False Creek Confirmatory Act, (being Chapter 55 of the Statutes of British Columbia for the year 1911), transferred to the Vancouver, Victoria and Eastern Railway and Navigation Company the portions of the bed of False Creek lying east of Westminster Avenue (now Main Street) set out in said agreement;

AND WHEREAS the title of the City under said grant from the Crown in right of the Province of British Columbia to the remainder of the bed of False Creek east of Westminster Avenue (now Main Street) is subject to certain restrictions contained in said grant, upon the City's right to alienate the same.

AND WHEREAS the Railway Company is desirous of establishing in the City of Vancouver the permanent western headquarters and permanent terminals (both passenger and freight) of the transcontinental line of the Canadian Northern Railway System (including the line of the Railway Company) and of the trans-Pacific steamship line to be established, as in this agreement provided, and in connection therewith has agreed with the City to expend large sums of money as hereinafter set out;

AND WHEREAS the City is desirous that the said remainder of the bed of False Creek should be filled in and reclaimed from the sea and used for the purposes hereinafter set out on the terms and conditions hereinafter defined, and is also desirous of acquiring the property and rights authorized to be purchased and taken by the False Creek Reclamation Act (being Chapter 56 of the Acts of the Legislature of the Province of British Columbia for the year 1911) and for the purposes of carrying out the matters aforesaid the parties hereto have agreed in the manner hereinafter set out;

AND WHEREAS by the said False Creek Reclamation Act the City was authorized to purchase or take certain property, riparian, littoral and other rights and interests as therein set out, the same to be held for certain purposes therein stated, and subject to the restrictions therein contained, which restrictions the parties hereto are desirous of having removed, so to enable the City to deal with the property, riparian, littoral and other rights and interests aforesaid in the manner hereinafter stated.

NOW THEREFORE THIS AGREEMENT WITNESSETH that in consideration of the premises and the sum of one dollar ($1.00) of lawful money of Canada by each of the parties hereto paid to the other (the receipt whereof is hereby mutually acknowledged) and of the mutual covenants and agreements hereinafter contained, the parties hereto have agreed as follows:

Legislation. 1. The parties hereto shall, without delay, apply to the Legislature of the Province of British Columbia for an Act ratifying and confirming this agreement, and authorizing and empowering the parties hereto to carry the same into effect.

Consent Governor-General in Council 2. The parties hereto shall join in forthwith applying, at the expense of the Railway Company, for the approval by the Governor-General in Council of Canada, in so far as necessary, of the works in the bed of False Creek as hereinafter defined, hereby proposed to be done. If for any reason it should be impossible to obtain such necessary approval, and the Railway Company be thereby prevented from filling in the bed of False Creek as agreed, this agreement shall become null and void, except that the Railway Company shall continue liable to repay to the City any cost and expense which the City may then have incurred, and which, under the terms hereof, are payable by the Railway Company to the City.

Expropriation. 3. The City shall upon the passing of the Act referred to in Article 1, and upon the approval referred to in Article 2 being obtained, purchase and take, at the expense of the Railway Company, pursuant to the said False Creek Reclamation Act, and any other powers it in that behalf thereto enabling Lots Forty-six (46) to Fifty-one (51) inclusive, in Block Twenty-five (25) according to Subdivision of District Lot One Hundred and Ninety-six (196) in Group One (1); New Westminster District and Lots One (1) to Thirteen (13) inclusive, in Block Three (3), according to Subdivision of District Lot Two Hundred "A" (200A) New Westminster District all in the City of Vancouver, and the riparian, littoral and other rights and interests referred to in the said False Creek Reclamation Act. All offers for the sale to the City of any portion of the said lands, rights and interests shall be submitted by the City to the Railway Company. If the Railway Company shall consider any such price excessive, or if the owner shall fail to make an offer of sale to the City, then the price to be paid for such portion of said lands, rights and interests shall be determined by arbitration to be conducted pursuant to said False Creek Reclamation Act. The Railway Company shall pay and provide to the City, when, and as required, the full cost and expense of all such lands, rights and interests, including the cost of obtaining the same as aforesaid. All of such lands, rights and interests when purchased or taken shall remain and be the property of the City except such portion thereof (if any) as may be included in or extend into the Railway Property as hereinafter defined, which portion thereof (if any) shall become the property of the Railway Company, such portion of said Lots 11, 12 and 13 in said Block Three (3) as may be required for the purpose of continuing the Roadway marked "D" on plan hereto annexed (being the area or portion described in sub-paragraph (D) of Article 4) westerly at the same width to Main Street to be held by the City for use as a public street.

Conveyance. 4. The City shall, upon the passing of the Act referred to in Article 1, and upon the approval referred to in Article 2 being obtained, whether or not the lands, rights and interests referred to in Article 3 have then been obtained, purchased or taken, execute and deliver to the Railway Company a conveyance of all its right, title and interest in and to the following lands and lands covered by water, that is to say, that portion of the bed and foreshore of False Creek lying east of Westminster Avenue (now Main Street) in the City of Vancouver, more particularly known and described as follows:—

Commencing at the south-east corner of Lot Forty-five (45), Block Twenty-five (25), District Lot One hundred and ninety-six (196), Group One (1), New Westminster District, which corner is one hundred and twelve and seven-tenths (112.7-10) lineal feet easterly from the east boundary of Main Street, formerly Westminster Avenue, measured along the dividing line between Lots Forty-five (45) and Forty-six (46) in the said block; thence seventy-five (75) degrees thirty-one (31) minutes and thirteen (13) seconds east of due south three thousand eight hundred and seventy-four and forty-nine one-hundredths (3874.49-100) lineal feet to a point, the said point being four hundred and seventy-six and seventy-three one-hundredths (476.73-100) lineal feet measured westerly along said course from the intersection of the westerly boundary of Glen Drive, formerly Boundary Avenue, with mean high water mark of False Creek; thence along the arc of ten (10) degree curve, seven hundred and forty-four and seventy-nine one-hundredths (744.79-100) lineal feet to a point on a line parallel to and equi-distant forty (40) lineal feet from the westerly boundary of Glen Drive, formerly Boundary Avenue, as extended sixty-six (66) lineal feet in width from the north shore of False Creek to Glen Drive on the south shore, the direction of the radius of said arc from the initial point being fourteen (14) degrees twenty-eight (28) minutes and forty-seven (47) seconds west of due south, the length of said radius being five hundred and seventy-three and sixty-nine one-hundredths (573.69-100) lineal feet; thence on the said line, parallel to and equi-distant forty (40) lineal feet from the westerly boundary of Glen Drive, one (1) degree eight (8) minutes and ten (10) seconds east of due south five hundred and nine and forty-two one-hundredth (509.42-100) lineal feet; thence along the arc of a ten (10) degree curve one thousand and fifty-seven and five-tenths (1057.5-10) lineal feet, the direction of the radius of said arc from the initial point being eighty-eight (88) degrees fifty-one (51) minutes and fifty (50) seconds west of due south, and the length of said radius being five hundred and seventy-three and sixty-nine one-hundredths (573.69-100) lineal feet; thence seventy-five (75) degrees thirty-one (31) minutes and thirteen (13) seconds west of due north three thousand three hundred and thirty-four and ninety-one one-hundredths (3334.91-100) lineal feet to a point on the line between Lots twenty-two (22) and twenty-three (23), Block Three (3), District Lot Two hundred A (200A), Group One (1), New Westminster District, produced north-westerly, which point is two hundred and twenty-one and five-tenths (221.5-10) lineal feet north-easterly from the northern boundary of Front Street; thence sixty-five (65) degrees thirty-nine (39) minutes and one (1) second west of due north four hundred and ninety-five and thirty-six one-hundredths (495.36-100) lineal feet to a point, said point being seventy-five (75) lineal feet distant from the east boundary of Main Street, formerly Westminster Avenue, measured along the dividing line between Lots Thirteen (13) and Fourteen (14) Block Three (3), District Lot Two hundred A (200A), Group One (1), New Westminster District; thence eighty-eight (88) degrees twenty-three (23) minutes and twenty-five (25) seconds west of due north seventy-five (75) lineal feet to intersection with the east boundary of the said Main Street; thence along the said east boundary of Main Street one (1) degree thirty-six (36) minutes and thirty-five (35) seconds east of due north one hundred and ninety-seven and sixty-one one-hundredths (197.61-100) lineal feet; thence also along the said east boundary of Main Street nineteen (19) degrees fifty-four (54) minutes and thirty-five (35) seconds east of due north three hundred and ninety-two and forty-seven one-hundredths (392.47-100) lineal feet; thence also along the said east boundary of Main Street one (1) degree forty-one (41) minutes and ten (10) seconds east of due north nine hundred and eighty-five and eighty-eight one-hundredths (985.88-100) lineal feet to the south-west corner of the aforesaid Lot Forty-five (45), Block Twenty-five (25), District Lot One hundred and ninety-six (196), Group One (1), New Westminster District; thence along the aforesaid dividing line between Lots Forty-five (45) and Forty-six (46) in said Block Eighty-eight (88) degrees eighteen (18) minutes and fifty (50) seconds east of due south one hundred and twelve and seven-tenths (112.7-10) lineal feet to the point of commencement, the whole containing an area of one hundred and sixty-four and nine-tenths (164.9-10) acres more or less, excepting therefrom Lots Forty-six (46) to Fifty-one (51) inclusive, Block Twenty-five (25), District Lot One hundred and ninety-six (196), Group One (1), in said district, and Lots One (1) to Thirteen (13) inclusive, Block Three (3), District Lot Two hundred A (200A), Group One (1), in said district, the said lots containing a total area of eighty-four one-hundredths (84-100) acres more or less, and same is hereinafter referred to as "the bed of False Creek), (but this definition does not apply to Article 18); excepting thereout the areas or portions following, that is to say:

(A) (1) An area or portion adjoining Main Street and lots first mentioned in Article 3 and bounded on the north by the southerly boundary of the portions on the north side of False Creek heretofore transferred to the Vancouver, Victoria & Eastern Railway & Navigation Company, as recited in this agreement, and on the south by the area or portion in sub-paragraph (B) of this article described, and containing 3.38 acres more or less, and being more particularly described as follows:—

Commencing at the south-west corner of Lot Forty-five (45), Block Twenty-five (25), District Lot One hundred and ninety-six (196), Group One (1), New Westminster District; thence along the east boundary of Main Street one (1) degree forty-one (41) minutes and ten (10) seconds west of due south six hundred and fifteen and thirty-two one-hundredths (615.32-100) lineal feet to intersection with the north boundary of a roadway one hundred and twenty-five (125) lineal feet in width; thence along the said north boundary of said roadway seventy-five (75) degrees thirty-one (31) minutes and thirteen (13) seconds east of due south four hundred and forty and ninety-one one-hundredths (440.91-100) lineal feet to intersection with the south boundary of the northern portion of the property of the Vancouver, Victoria & Eastern Railway & Navigation Company; thence along the said south boundary of the northern portion of the property of the aforesaid Vancouver, Victoria & Eastern Railway & Navigation Company seventy-five (75) degrees thirty-one (31) minutes and thirteen (13) seconds west of due north one hundred and forty and seventy-nine one-hundredths (140.79-100) lineal feet to the south-east corner of the aforesaid Lot Forty-five (45), District Lot One hundred and ninety-six (196); thence along the said south boundary of Lot Forty-five (45) eighty-eight (88) degrees eighteen (18) minutes and fifty (50) seconds west of due north one hundred and twelve and seven-tenths (112.7-10) lineal feet to the point of commencement, the whole containing an area of three and sixty-four one-hundredths (3.64-100) acres more or less; excepting therefrom Lots 46 to 51 inclusive, Block 25, D.L. 196, Group 1, New Westminster District, containing twenty-six one-hundredths (26-100) of an acre more or less, being shown colored red and marked "A" 1 on the plan hereto annexed. The same, except as in Article 36 mentioned, to be retained and used by the City for park purposes.

(2) An area or portion adjoining Main Street and the lots last mentioned in Article 3 and bounded on the north by the area or portion set out and described in sub-paragraph (B) of this article, and on the south by the area or portion set out and described in sub-paragraph (D) of this article and containing 7.64 acres more or less, and being more particularly described as follows:

Commencing at a point situated on the east boundary of Main Street, the said point being one hundred and twelve and seventy-two one-hundredths (112.72-100) lineal feet measured along the said east boundary of Main Street in a northerly direction from the north-west corner post of Lot Fourteen (14), Block Three (3), District Lot Two hundred A (200A), Group One (1), New Westminster District in the City of Vancouver; thence along the said east boundary of Main Street one (1) degree thirty-six (36) minutes and thirty-five (35) seconds east of due north eighty-four and eighty-nine one-hundredths (84.89-100) lineal feet; thence along the said east boundary of Main Street nineteen (19) degrees fifty-four (54) minutes and thirty-five (35) seconds east of due north three hundred and ninety-two and forty-seven one-hundredths (392.47-100) lineal feet; thence also along the said east boundary of Main Street one (1) degree forty-one (41) minutes and ten (10) seconds east of due north two hundred and forty-two and thirty-eight one-hundredths (242.38-100) lineal feet to intersection with the south boundary of a roadway one hundred and twenty-five (125) lineal feet in width; thence along the said south boundary of said roadway seventy-five (75) degrees thirty-one (31) minutes and thirteen (13) seconds east of due south four hundred (400) lineal feet; thence twenty-seven (27) minutes and thirty-six (36) seconds west of due south eight hundred and thirty-three and seventeen one-hundredths (833.17-100) lineal feet to intersection with the north boundary of a roadway seventy-five (75) lineal feet in width; thence along the said north boundary of said roadway sixty-five (65) degrees thirty-nine (39) minutes and one (1) second west of due north five hundred and seventy-four and eighty-seven one-hundredths (574.87-100) lineal feet to the point of commencement, the whole containing an area of eight and six one-hundredths (8.6-100) acres more or less; excepting therefrom Lots 1 to 10 inclusive and the northwesterly portion of Lot 11, in Block 3, D.L. 200A, Group 1, New Westminster District, containing forty-two-hundredths of an acre (42-100) more or less, being shown colored red, and marked "A" 2 on the plan hereto annexed.

(B) An area or portion to be used as a city street one hundred and twenty-five (125) feet in width running east and west from the easterly boundary of the portion of the bed and foreshore of False Creek hereby agreed to be conveyed to the Railway Company to the easterly boundary of Main Street and containing 12.79 acres more or less, being located and designated "Main Roadway," and colored yellow and marked B on the plan hereto annexed, and being more particularly described as follows:

Commencing at the north-west corner of the area or portion of land described in sub-paragraph "A" 2 of this article; thence along the east boundary of Main Street, formerly Westminster Avenue, one (1) degree forty-one (41) minutes and ten (10) seconds east of due north one hundred and twenty-eight and eighteen one-hundredths (128.18-100) lineal feet to the south-west corner of the area or portion of land described in sub-paragraph "A" 1 of this article; thence along the south boundary of the said "A" 1 produced easterly, seventy-five (75) degrees thirty-one (31) minutes and thirteen (13) seconds east of due south four thousand three hundred and fifty-six (4356) lineal feet, to intersection with a line parallel to and equidistant one hundred and twenty-five (125) lineal feet from the south boundary of First Avenue in the City of Vancouver produced westerly; thence along the said line eighty-nine (89) degrees fourteen (14) minutes and thirty-eight (38) seconds east of due south ninety-eight and forty-seven one-hundredths (98.47-100) lineal feet to intersection with a line parallel to and equidistant forty (40) lineal feet from the west boundary of Glen Drive; thence along the said line one (1) degree eight (8) minutes and ten (10) seconds east of due south one hundred and twenty-five and seven one-hundredths (125.7-100) lineal feet to intersection with the aforesaid south boundary of First Avenue produced westerly; thence along the aforesaid south boundary of First Avenue produced westerly eighty-nine (89) degrees fourteen (14) minutes and thirty-eight (38) seconds west of due north one hundred and seventeen and nine-tenths (117.9-10) lineal feet; thence seventy-five (75) degrees thirty-one (31) minutes and thirteen (13) seconds west of due north four thousand three hundred and forty-two and sixty-seven one-hundredths (4342.67-100) lineal feet to the point of commencement, the whole containing an area of twelve and seventy-nine one-hundredths (12.79-100) acres more or less.

(C) An area or portion to be used as an additional part of the street described in sub-paragraph (B) of this article, adjoining the boundary of said street, extending from the easterly boundary of the area or portion mentioned in subclause (2) of sub-paragraph (A) of this article, easterly to the easterly boundary of Scott Street produced northerly, and containing 1.32 acres more or less, being colored brown and marked with the letter C on the plan hereto annexed, and being more particularly described as follows:

Commencing at the north-east corner of the area or portion of land described in sub-paragraph "A" 2 of this article; thence seventy-five (75) degrees thirty-one (31) minutes and thirteen (13) seconds east of due south along the south boundary of the area or portion of land described in sub-paragraph "B" of this article, two thousand three hundred and three and sixty-five one hundredths (2,303.65-100) lineal feet to intersection with the northerly production of the east boundary of Scott Street; thence along the said northerly production of the east boundary of Scott Street thirty-five (35) minutes and one (1) second west of due north seventy-seven and twenty-seven one-hundredths (77.27-100) lineal feet; thence seventy-five (75) degrees thirty-one (31) minutes and thirteen (13) seconds west of due north two thousand two hundred and seventy-six and forty-six one-hundredths (2276.46-100) lineal feet; thence sixty-five (65) degrees thirty-nine (39) minutes and one (1) second west of due north six hundred and one and sixty-one one-hundredths (601.61-100) lineal feet to the intersection with the east boundary of Main Street; thence along the east boundary of Main Street one (1) degree thirty-six (36) minutes and thirty-five (35) seconds west of due south one hundred and twelve and seventy-two one-hundredths (112.72-100) lineal feet to the point of commencement, the whole containing an area of five (5) acres, more or less, excepting therefrom Lots Twelve (12) and Thirteen (13) and the south-west portion of Lot Eleven (11), Block Three (3), District Lot Two hundred A (200A), New Westminster District, containing sixteen one-hundredths (16-100) acres, more or less.

(E) An area or portion containing twelve (12) acres adjoining the northerly boundary of the area or portion to be used as a street described and set out in sub-paragraph (B) of this article, shown and designated Acreage, and colored red and marked "E" on the plan hereto annexed, and being more particularly described as follows:

Commencing at the north-east corner of the area or portion of land described in sub-paragraph "B" of this article; thence a line parallel to and equidistant forty (40) lineal feet from the west boundary of Glen Drive, one (1) degree eight (8) minutes and ten (10) seconds west of due north one hundred and eighty-nine and thirty-three one-hundredths (189.33-100) lineal feet; thence on the arc of a ten (10) degree curve seven hundred and forty-four and seventy-nine one-hundredths (744.79-100) lineal feet, the direction of the radius of said arc from the initial point being eighty-eight (88) degrees fifty-one (51) minutes and fifty (50) seconds west of due south and the length of said radius being five hundred and seventy-three and sixty-nine one-hundredths (573.69-100) lineal feet; thence along the south boundary of the property of the Vancouver,

(Continued on Page 6)

Specials for Cash

Prunes	5 lbs. 25c	Bruce Herring	tin 15c
Peaches, evap.	2 lbs. 25c	Sardines, reg. 15c tin	10c
Apricots, "	lb. 15c	Catsup, reg. 25c bottle	15c
W. Beans	4 lbs. 25c	Mild Cheese	lb. 20c
Rice	lb. 5c	Utility Milk	3 for 25c
Jams, reg. 25c jar for	20c	Cow Soda	2 for 15c
Jams, 4-lb. tin, 65c for	65c	Machine sliced Bacon	lb. 25c
Marmalade, 4-lb. tin	45c	Strictly Fresh Eggs 3 doz.	$1.00
Pineapple	3 for 25c	Fresh roasted Coffee, lb.	40c
Peas	2 for 25c	Apples, Yellow Newton per box	$1.40
Corn	2 for 25c	Wine Saps, per box	$1.40
Beans	2 for 25c	Oranges	2 doz. 25c
Pumpkin	2 for 25c		
Oysters	2 for 25c		

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	Per Lb.		Per Lb.
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Local Lamb, Legs	22c	" " Loins	25c
Loins	25c	Sirloin Roast	22c
Fresh Spare Ribs	2 lbs. 25c	Good Pot Roast	13c-15c
Choice Young Chix	25c-35c	New Zealand Butter	3 lbs. $1.00
Fresh Young Fowl	25c	Good Lard	2 lbs. for 25c
Swift's Bacon	25c	Ranch Eggs, doz.	35c
Heins Kraut and Pickles		3 doz.	$1.00

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Fresh Salmon	2 lbs. 35c	Finan Haddie	per lb. 12 1-2c
Large Salt Herrings	each 5c	Kippers	5c per pair
Smoked Halibut	2 lbs. for 35c	Fresh Smoked Salmon	2 lbs. for 35c

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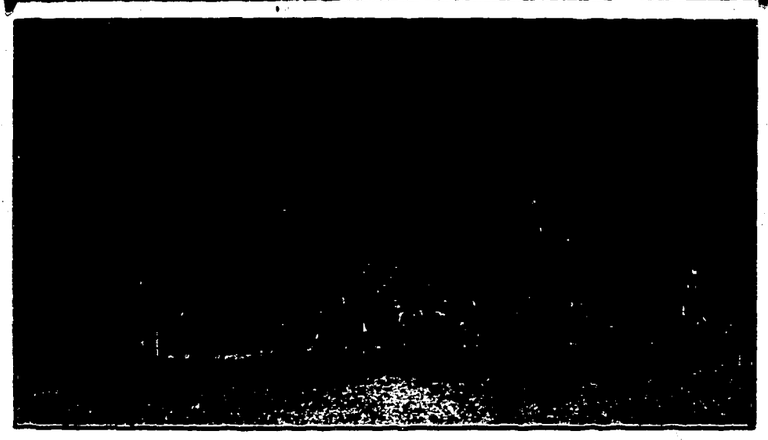

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The manufacture of ornamental iron, wire and bronze work is on the increase in Vancouver. The Grandview Manufacturing Company, located at 1530 Venables Street, are to erect a one-storey addition to their factory.

Mr. Walter A. Ballagh and Miss Rose McDonald were quietly married on Wednesday afternoon at the residence of Rev. Lashley Hall, the officiating clergyman. Mr. and Mrs. Ballagh left immediately after the ceremony for a short trip. On their return they will reside in the Wilson apartments.

On Sunday, March the 16th, at 7:30 p.m., the Bishop of New Westminster, Rt. Rev. A. W. de Pencier, will administer the apostolic rite of confirmation in St. Saviour's Church, Grandview, corner of First Avenue and Semlin Drive. Twenty candidates are to be confirmed, four of whom will be baptized by the Rector of the church, Rev. H. St. George Buttrum, at the morning service.

STEEL AND CARS FOR P. G. E. LINE ARRIVES.

A thousand tons of the ribbons of steel that will connect North Vancouver and Fort George ,a distance of 450 miles, have been shipped to Vancouver to Contractor P. Welch, who will construct that division of the Pacific Great Eastern Railway. These rails are now being forwarded to Newport. Six box and twelve flat cars consigned to the railway company have also arrived here.

Track-laying operations will be started in June on that section at present being graded which extends to the end of the Howe Sound and Northern Railway in Squamish Valley. The shipment of rails which has just arrived will be sufficient to build the line for a distance of ten miles up the Cheakamus Valley.

ORPHEUM THEATRE NEARING COMPLETION.

Upholsterers and furnishers are now putting the finishing touches to the new Orpheum Theatre on Granville Street, formerly the Vancouver Opera House, which when opened to the public on March 17, will be the most beautiful, commodious and up-to-date theatre in the entire Dominion of Canada, and one of the best on the Pacific Coast. Very little of the old structure now remains, with the exception of portions of the two side walls which have been re-inforced and underpinned several feet in depth to meet the new conditions.

Th owners of this theatre are spending upwards of $250,000 on the theatre and office building, which demonstrates the fact that they are sparing no expense to make the theatre sumptuous and comfortable and safe as a building of this description can possibly be made.

This building was designed by a well-known theatrical architect, who has built theatres in various parts of Canada and the States.

WELL-KNOWN INDIAN POETESS PASSED AWAY AFTER LONG ILLNESS.

Asking that her body be cremated and that the urn and ashes be buried in Stanley Park at a point on the high bluff overlooking Siwash Rock, Miss E. Pauline Johnson, Indian poetess and writer of legends, who became famous for her works some years ago, died at 11:30 last Tuesday morning in the Bute Street hospital, where she had been confined for over a year suffering from cancer.

Miss Johnson came to Vancouver three years ago from Toronto. Her book, "The Legends of Vancouver," has done much for the city as well as being of itself a splendid collection of Indian tales.

She contracted cancer eighteen months ago and while on her bed in the hospital she was visited by H. R. H. the Duke of Connaught, who was pleased to compliment her for her work and wish her a speedy return to health.

She was called Tekahionwake, and she was the daughter of a mighty chief who, until his death, ruled the Iroquois nation. Many of the beautiful ballads of those famous warriors were woven into beautiful legends and songs by Miss Johnson.

Miss Johnson was born on the Grand River reserve, near Brantford, Ont. She attended the public schools of Brantford and studied literature closely.

She wrote many fine stories, legends and poems while in Ontario, and these were appreciated not only by the people of that province, but by all of Canada, and critics of England and the United States. Her best work was done in Vancouver, say the critics. Miss Johnson was a clever speaker and her splendid voice, as well as her personal charm, combined with the stories she told to make her popular with all those she met.

CORRESPONENCE

North Vancouver, B. C.,
18th Feb., 1913.

The Editor,
Western Call, Vancouver, B. C.:

Dear Sir,—Your esteemed correspondents, "Alex." and Professor E. Odlum, on "War," in your issue of 14th inst., are both right in a sense. I will endeavor to show how this is in a few words. (1) War, whether between private individuals or nations, has one common source, i. e., hatred or malice of one against the other. This hatred or malice springs from self-love and love of the world for the sake of self as the common fountain. Selfishness and greed are twin, and giant evils, and always attack goodness and truth everywhere. It is always without exception the evil who attack the good, and not vice versa. This is seen in the huge industrial strikes and wars that convulse the world. To keep this course of action up as "Alex." states, is the height of folly in the individual and the nation at large. We are to forgive, and forget, injuries done us, if we are to live in peace. The Word also speaks of a future time in the history of our earth when they shall "turn their spears into reaping hooks and their swords into plowshares." In that prayer we all use daily we are taught to pray that God's "will be done on earth as it is done in heaven." Now at present we cannot see how this prayer is to be practically realized. We may not live "in the flesh" till it is accomplished, but the One who taught us and teaches us to pray that prayer, and knows the day will surely come when it shall be fully and completely answered.

(2) As for the eternal warfare the Professor mentions, he is undoubtedly right, too, for all life is a continuous warfare from the cradle to the grave. If we did not struggle, we should die right out. Spiritually this is also time for when tempted to do evil, if we do not fight the temptation when it assails us, we collapse and become morally weaker to meet the next temptation. I came across a long poem on "To Him That Overcometh," many years ago. It is much too long to insert in your valuable paper, but I often think of two lines of the first verse, as follows:

"Thou must a hero bold contend,
Or thy brief course a prisoner end."

In all our battles against the wrong we ought ever to remember that the Lord ever fights for us, and to Him the real praise for victory ought to be given. In this spiritual conflict in us we have seasons of rest and refreshment given us by the Lord ere the warfare is again renewed. It was this Paul meant when he wrote to Timothy saying: "War a good warfare." In another place he asserts that "our weapons are not carnal (or fleshly) but mighty through God, and of our wrestling against wicked spirits in heavenly places." (Ephes. 6: 12.) This article would be too long were I to point out how the Lord through the ministry of attendant good angels, assists mankind in their continual struggle against injustice and evil of all kinds. To any one who, like the writer, has taken time to read, study and investigate for himself for many years the internal and spiritual (harmonious) sense of the Word, this will be as apparent as looking up to the natural sun that shines alike on the evil and the good.

I will just say, in conclusion, that this revelation (or unfolding) of the spiritual sense of the Sacred Scriptures has been in the world for over 100 years. The works of Emanuel Swedenborg translated from Latin into English, are to be found in every free library throughout the world. Let us, therefore, continue to "fight a good fight," but yet preserve within us an humble, patient, loving spirit to each and all, if we expect to hear the Master say to us at last, "Well done, good and faithful servant, enter thou into the joy of thy Lord."

Thanking you for the insertion of the foregoing in your valuable paper, I am, dear sir,

Yours in the cause of humanity,
ARTHUR F. MUSTON.

Ald. A. P. Black, one of Mt. Pleasant's representatives, has moved from his home at 1346 Twelfth Avenue East to a new residence at 3044 Glen Drive.

GOES AFTER NEW DOG SLED RECORD

NOME, Alaska.—Michael Samuels, driving the fast Hegness dog team, left here at 2 o'clock Thursday noon in an effort to establish a record for the 2000-mile trip over the snow trail to Valdez. Mr. Samuels expects to make the journey, which usually requires 35 days, in 25 days.

Much interest is already being taken in the famous 412-mile all-Alaska sweepstake dog team race, which will be run next month.

CHURCHES

BAPTIST.

Mount Pleasant Baptist Church.
Cor. Tenth Ave. and Quebec St.
Preaching Services—11 a.m. and 7:30 p.m. Sunday School at 2:30 p.m.
Pastor, Rev. A. F. Baker, 6-14th Ave., East

CENTRAL BAPTIST CHURCH
Cor. 10th Ave. and Laurel St.
Services—Preaching at 11 a.m. and 7:30 p.m. Sunday School at 2:30 p.m.
Rev. P. Clifton Parker, M.A., Pastor, 11th Ave. W.

METHODIST.

MT. PLEASANT CHURCH
Cor. 10th Ave. and Ontario.
Services—Preaching at 11 a.m. and at 7:30 p.m. Sunday School and Bible Class at 2:30 p.m.
Rev. W. Lashley Hall, B.A.B.D., Pastor Parsonage, 123 11th Ave. W. Tele. Fairmont 1449.

Alert Adult Bible Class of Mountain View Methodist Church meets at 2.30 every Sunday. Visitors will be made welcome. S. Johnston, president.

Mt. Pleasant Hall
Main St. and Sixth Ave.
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Sundays—Bible Address 3:15
Gospel Service 7:30
All are cordially invited.
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ANGLICAN.

ST. MICHAEL'S CHURCH
Cor. Broadway and Prince Edward St.
Services—Morning Prayer at 11 a.m. Sunday School and Bible class at 2:30 p.m.
Evening Prayer at 7:30 p.m.
Holy Communion every Sunday at 8 a.m. and 1st and 3rd Sundays at 11 a.m.
Rev. G. H. Wilson, Rector
Rectory, Cor. 8th Ave. and Prince Edward St. Tel. Fairmont 406-L.

CEDAR COTTAGE PRESBYTERIAN CHURCH
Rev. J. C. Madill, Pastor.
Services—11 a.m., 7:30 p.m.
11.00 a.m.—"The Immediate Need of Religion."
7.30 p.m.—"The Greatest Prize Winner."

Hear Evangelist A. G. Garr and wife at the Full Gospel Mission, 40 Cordova Street, East. Every night at 7:45, except Monday. Bring a friend.

B. S. MOORE,
Superintendent.

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In order that every reader of "THE WESTERN CALL" who may not have heard of this wonderful "Home Treatment" may have an opportunity to test this celebrated medicine, the now famous scientist, Dr. James W. Kidd, offers to give absolutely free a full size $1.00 package to five hundred readers of this paper, to prove the wonderful claims which have been made for it. In making this offer the scientist said: "I know that there are many people who have been suffering for years with some chronic disease and many of them have spent large sums of money seeking a cure. I know that these people hesitate about investing money in medicine because they have despaired of ever getting well. Thousands have told me that story and many thousands of the same people have told me afterwards that my treatment had cured them after doctors and everything else had failed. I want to prove to a limited number—no matter what the disease, no matter how long they may have suffered, no matter how blue and discouraged—that my treatment really and actually does accomplish the wonderful results that have been reported."

People who suffer from Rheumatism, Kidney Trouble, Stomach Trouble, Liver or Bowel Disorders, Catarrh, Bronchitis, Asthma, Chronic Coughs, Weak Lungs, Lumbago, Piles, Urinary Disorders, Female Weaknesses of any kind, the weak, worn-out, broken-down and despondent will be delighted at the effect of a few doses. This wonderful treatment creates a fine appetite and helps the digestive organs to carry on their functions as they should. It strengthens the kidneys, too, and drives rheumatism poisons from the blood as if by magic. That is why people who try it become so enthusiastic.

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As this offer is limited, you should write at once, in order to be sure to receive your free treatment.

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....Catarrh	....Weak Lungs	....Pimples	....Ovarian Trouble
....Constipation	....Chronic Cough	....Eczema	....Painful Periods
....Piles	....Malaria	....Neuralgia	....Hot Flashes
....Diarrhoea	....Asthma	....Headache	....Bearing Down Pains
....Torpid Liver	....Hay Fever	....Dizziness	....Leucorrhoea
....Indigestion	....Heart Trouble	....Nervousness	
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M. H. COWAN

Marketing of B. C. Fruit

A Statement by the Directors of the British Columbia Fruit Growers' Association.

(Continued from last week.)

Future Prospects.—It seems pertinent at this time for us to consider what will in all likelihood be the situation in future years. There is a general assumption that in 1913 apple and other fruit crops will be larger than in 1912. People point to the increased acreage and the growth of the trees for proof. They forget the law of action and re-action which is always at work. The British Columbia fruit industry has always been especially subject to it. There was the large crop of '08, followed by a small one in '09; a big crop in 1910, with a small one in 1911, and a bumper crop in 1912. The Okanangan shipped 550 carloads of apples last year. In 1913, under normal conditions, the crop will likely be less. Other districts and other crops under normal conditions will likely be the same. This is equally true of the country as a whole.

Practically all fruit districts have had good crops this year. Many places will have a normal or average crop The North-Western States are not likely to have more than 15,000 cars of apples. In 1909 they had 6,000; in 1910, 15,000; in 1911, 9,000; in 1912, 20,000 cars are estimated.

Plums and prunes are almost certain to be a light crop in the North-Western States next year. There is, generally speaking, no great need for concern about 1913 prices. Our present organizations will, however, require extension of staff and finances, to be effective.

One thousand nine hundred and thirteen will be a year of at least normal prices. In meeting the situation generally, we may expect a margin of some eighteen months to make plans for our next difficult season.

The acreage in the North-Western States promises in the future some real competition. Figures collected over this territory show that in Oregon, Washington, Idaho, Montana and British Columbia there are some 320,000 acres of what promises to be fairly successful orchard, of which over 90% is in apples. Of this figure, under 30,000 acres are in British Columbia. It is true, of course, that it is generally accepted that only 25% of apples planted will arrive at commercial bearing. At the present time, only 8% of the entire amount is in bearing, producing about 25,000 carloads this year.

In 1914 we may expect between 40,000 and 45,000 carloads of fruit in this territory and the crop of apples may easily run to 42,000 cars. This is equal to 26,460,000 boxes, or 8,000,000 barrels, practically one-third of the entire average crop of the United States for the last seven years. If these crop predictions are correct, there is ample need for protection for us in our markets.

Economic conditions have changed. The cost of labor has increased greatly in the last five years; and so have the costs of other items of production. The exclusion of Orientals has had much to do with this. Our labor and the other items in the cost of production are higher than they are in the State of Washington. Another economic condition which affects the situation is the defective organization of our competitors. Their marketing associations were in poorer shape in 1912 than in previous years, and this, in the face of large crops, inadequate holding and storing facilities, the absence of by-product factories, and unsatisfactory financial conditions.

The present condition is only temporary. The fruit and produce business is always cyclical, and subject to periods of depression, followed by like periods of high prices and great prosperity. The more we can eliminate extremes, the less re-action there is. British Columbia growers are in a particularly favored position. The population of the prairies, their own particular market, is growing larger every year, and at a phenomenal rate of increase. The whole country now is being covered by a network of railroads, which will tend to give better transportation and better service. The experience which we have had and which has, perhaps, been dearly bought, will enable us to get better distribution for our products. More knowledge in every way, in production, in packing and distribution, will better conditions; more advertising; advertising which every successful box of apples brings, through the satisfaction given to the customer, and the careful education of the general public on the subject of fruit. It is a fact often overlooked that the majority of fruit growers are getting returns from young orchards, and just now it is not so much the number of boxes to a tree, as the number of trees to a box, which obviously enhances the cost of production. These same trees are growing up, and it will not be long before we are getting far bigger tonnage per acre, at a same or a lower general cost of general production. Freight rates are lower than they formerly were; transportation conditions, although not yet ideal, are better; and it must not be forgotten that fruit prices for box fruit have steadily risen. Orchard returns and shipping returns must be taken over a period of years to enable one to arrive at an average price. Though prices may fluctuate, there is no reason why we may not look to an average of a dollar a box. Twelve years ago, the prices of box fruit were considerably lower than they are now.

There are many problems to solve in the marketing of our increasing crops; but they can all be overcome by our own efforts, ability and energy.

We can all well afford to be entirely sanguine as to the ultimate and enduring success of our fruit industry.

W. CRAWLEY RICARDO,
President and Chairman of the Directorate.

R. M. WINSLOW,
Secretary.

A RECONSTRUCTED CAVE.

One of the most noteworthy forthcoming exhibits in the Mineral Hall, at the Museum of Natural History, New York, will be the representation of a beautiful cave of stalacites and stalagmites. This will be a reproduction of almost an entire cavern recently discovered in the Copper Queen mine at Bisbee (Ariz.). Here, a quarter of a mile below the surface, during the mining operations of blasting for copper, a spacious chamber was uncovered containing a series of terrace-like grottoes adorned with a wealth of magnificent and many colored stalactites and stalagmites. Dr. Douglas and the mining company placed the find at the disposal of the museum, Dr. Edmund Otis Hovey, curator of geology and inveterate paleontologist, with three assistants, visited Bisbee, to collect and bring back the original material so as to form an exact reproduction of the Arizona cave. A half a hundred boxes containing the choicest formations from the walls, floors, ceilings, etc., were brought back. They weighed from one pound to nine hundred. The delicate task of setting up the pieces in the cave at the museum is being executed by William Peters, artist of the museum staff, who accompanied the expedition to Arizona.

A steel frame twelve feet high by eight feet wide forms the outside of the cave, which will be covered with limestone blocks taken from the mountain under which the cave was found. These wonderful formations of stalactites and stalagmites are made through the evaporation of percolating waters. The most striking feature of the reconstructed cave will be a stalagmite three feet in diameter and three and one-half feet high, of a beautiful green color, and weighing about 900 pounds. This stalagmite is remarkable on account of the radiating clusters of pointed calcite crystals thickly set all over it, but diminishing in size from the bottom of the column upward.—Scientific American.

EXPRESS RATE INVESTIGATION DRAYTON IS DOING IT

Chairman of Railway Commission Has Been Making Personal Inquiry into Question of Express Rates and Expects to Make Report Soon

An interesting and important announcement was made by Hon. Frank Cochrane in the House last week, when he stated that Chairman Drayton of the Railway Commission, under instructions from the government, was carrying on a further investigation into the question of express rates throughout Canada. Mr. Cochrane also said that if he was not tied down by an old contract he would establish an express system on the Intercolonial Railway.

"The present chairman of the Dominion Railway Board," said Mr. Cochrane, "since his appointment, has been giving a great deal of attention to this subject he has been discussing in different parts of the country and feels that he will soon be able to bring in a report.

SOMEWHAT MIXED

"I can't see why men like to get up early and go fishing," remarked Mrs. Maud N. Malaprop. "Now, my husband is a regular anglomaniac. I mean he's a debauchee to the episcatory art. Fish? Why he's an apostle of old Izaak Newton himself!"—Scraps.

"But, papa, he says he can't live without me."

"Give us a new one. I told that same story to your mother."—Browning's Magazine.

Australian Railways

The gross earnings of the six Australian state-owned railway systems for 1911-12 show a marked increase over the returns for the previous year. Concurrent with the increased traffic the working expenses have grown at a faster rate than the gross earnings. The working expenses in comparison with the gross earnings have grown from 61.82 per cent in 1910-11, to 65.09 per cent in 1911-12. This advance is attributed to the additional cost of a larger traffic, higher charges for stores and equipment, and to the increased remuneration of employees. The figures relating to the operations of the six railway systems are summarized as follows:

Gross earnings	£17,806,361	£19,031,251
Working exp'ns	11,008,130	12,387,796
	1910-11	1911-12
Net earnings	6,798,231	6,643,455
Interest charge..	5,470,538	5,646,348
Surplus	£1,327,693	£997,107

Length of Railways and New Construction

On June 30, 1912, the total length of state-owned railways within the Commonwealth was 16,760 miles, the new lines under construction approximated 3,542 miles. Since then a start has been made on the Commonwealth transcontinental line (from Port Augusta in South Australia to Perth in Western Australia) of 1,063 miles. Further extensions have been authorized and other extensions are in contemplation when the financial conditions are more favorable. On completion of the lines now under construction there will be 21,365 miles of railways open for traffic in Australia.

Railway Expenditure in Relation to Public Debt in Australia

According to figures submitted by the Prime Minister of the Commonwealth in the 1912 budget speech, the public debt of all the Australian states on June 30, 1911, was £271,750,944 ($1,320,709,587). The capital expenditure on the state-owned railways to June 30, 1912, (including £2,116,831 incurred by the federal government for 478 miles in South Australia) was £161,699,657 ($785,860,333). The annual interest on the total debt was £9,652,543 ($46,911,358) of which the railways contributed in 1912 the sum of £5,646,348 ($27,441,251) besides leaving a net credit balance—over interest and charges—of £997,107 ($4,845,940) towards payment of interest on loans expended on other public works. During recent years the rolling stock and equipment has been greatly improved and the various road beds have been well maintained. In making comparison between the public debt of Australia with that of other countries, the relative importance of the cost of state-owned railway systems and their earning power, obviously, demand first consideration.

American and Canadian Apples

The quantity of apples imported into Australia during the season of 1912 exceeded the average owing to a good demand and the advent of a second line of steamers in the San Francisco trade. The prospects are that the Tasmanian production in 1913 will be comparatively small and hence the market will likely be bare when the next Canadian shipments arrive in Australia. It is satisfactory to report that, from special inquires made at Sydney, practically all the British Columbia apples landed were first-class in quality and the packing was exceptionally good.

Some small shipments of Canadian pears also came forward. The fruit landed to a bare market and realized good prices, with the exception of the last shipment by the Makura (that reached Sydney December 23) which arrived when some early Australian apples and other small fruit were available, to the detriment of the prices realized on the imported lines. British Columbia shippers were unable to fill the orders received from Australia through the want of cold storage space on the Canadian-Australian steamers. The total number of cases was 72,107, of which 45,401 cases were shipped from San Francisco and 26,706 cases from Vancouver. It is impossible to state what proportion of the apples shipped at Vancouver was of Canadian growth but, presumably, some were from Washington state.

The Doctor—How is the patient this morning?

The Patient's Wife—I think he's better, but he seems to be worrying about something.

The Doctor—Hum! Just tell him I won't send it for a month. That ought to freshen him up some.—New Orleans Times-Democrat.

A Home Reflects The Owner's Taste

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British Columbia Telephone Company, Limited

Above rates are subject to change without notice.

Agreement Betw'n C.N.R. and City; Now Before Voters

(Continued from Page 3)

Victoria & Eastern Railway & Navigation Company seventy-five (75) degrees thirty-one (31) minutes and thirteen (13) seconds west of due north three hundred and seventy-three and forty-one one-hundredths (373.41-100) lineal feet; thence fourteen (14) degrees twenty-eight (28) minutes and forty-seven (47) seconds west of due south six hundred and twenty-five (625) lineal feet to intersection with the north boundary of aforesaid "B"; thence along the said north boundary of the aforesaid "B" seventy-five (75) degrees thirty-one (31) minutes and thirteen (13) seconds east of due south eight hundred and eighty-one and thirty-one one-hundredths (881.31-100) lineal feet; thence eighty-nine (89) degrees fourteen (14) minutes and thirty-eight (38) seconds east of due south ninety-eight and forty-seven one-hundredths (98.47-100) lineal feet to the point of commencement, the whole containing an area of twelve (12) acres, more or less.

"Reserving thereout to the Railway Company a right-of-way not exceeding one hundred (100) feet in width adjoining the northerly and easterly boundary of the said area or portion last hereinbefore particularly described and shown marked proposed Railway "Right-of-Way" on the plan hereto annexed, or in such other place as may be agreed upon hereafter between the parties hereto: provided, however, that the said reservation of the said right-of-way is and shall be conditional upon the Railway Company conveying to the city free and clear of liens, charges and encumbrances a sufficient additional area or portion of the railway property adjoining the area or portion in this sub-paragraph (E) particularly described immediately on the west thereof, to make, when added to said last mentioned area or portion the full amount of twelve (12) acres exclusive of said right-of-way.

The bed of False Creek above described, excepting the portions thereof described in sub-paragraphs (A), (B), (C), (D) and (E) is herein referred to as the "Railway Property," and the portions of the bed of False Creek described in such sub-paragraphs (A), (B), (C), (D) and (E) are herein referred to as "City Property."

Title. 5. The right, title and interest in the bed of False Creek to be conveyed in accordance with the provisions of Article 4 shall be conveyed to the Railway Company, its successors and assigns, to be held and used for all time only for railway terminal purposes and other purposes expressed in this agreement, and in all and every of the Articles of this Agreement, save and except Articles 8, 15 and 16, the words "Railway Company" shall extend to and include the successors and assigns of the Canadian Northern Pacific Railway Company, and the covenants and agreements contained in each of the Articles of this Agreement, except as aforesaid, shall be binding upon such successors and assigns, and shall be covenants running with the land, and a charge thereon, and the said conveyance from the City shall contain the above provisions, and a clause that no portion of the Railway Property shall be transferred, leased or conveyed by the Railway Company, its successors or assigns, nor shall any right, title or interest therein, legal or equitable, be created except upon the approval of the Lieutenant-Governor-in-Council. Nothing in the said clause requiring the approval of the Lieutenant-Governor-in-Council, however, shall be construed to limit or restrict the right of the Railway Company, its successors or assigns, subject always to all the Articles of this Agreement, except as aforesaid, to secure upon the Railway Property without such approval, any bonds, debentures or other indebtedness of the Railway Company or its successors, by mortgage or trust deed containing power of sale, foreclosure or right of possession, but without thereby extending the right to use the Railway Property for purposes other than those expressed in this Agreement, or interfering with the use then or thereafter of the Railway Property by other railway companies as expressed in this Agreement or the covenants running with the land and charged thereon as aforesaid.

Hotel on Railway Property. 6. The Railway Company may, either by itself or through some subsidiary company, erect and maintain a hotel upon the Railway Property, using such portion of the property as may be reasonably sufficient and suitable for such purposes, the portion of the property to be used for such purposes to be determined by the Lieutenant-Governor-in-Council. Such hotel shall not form part of the Union Passenger Station referred to in Article 11. The erection of any hotel upon the Railway Property is not, however, in any sense to be compliance with the covenant to erect a hotel in the City of Vancouver as specified in Article 16.

Leases for Manufacturing, Etc. 7. The Railway Company shall from time to time lease for manufacturing, industrial or warehouse sites, any portion of the Railway Property not at the moment required for railway terminal purposes of itself or other railway companies as provided in this Agreement, such leases to be subject to the Railway Company obtaining a reasonable annual rental for the leased property, which without the consent of the Railway Company shall not be less than seven per cent. (7 p.c.) of the assessed value thereof, and such leases shall be on as favorable terms as those now used by the Canadian Pacific Railway Company in connection with its Vancouver property on the south shore of False Creek west of Bridge Street. Such leases shall contain suitable provisions permitting the Railway Company or the Lieutenant-Governor-in-Council to cancel same upon reasonable notice, and proper compensation to the Lessee, should the leased property be required for railway terminal purposes either by the Railway Company or other railway companies as provided in this Agreement. Such leases shall become effective only upon the approval of the Lieutenant-Governor-in-Council, and in the event of the Railway Company refusing to give or make any such lease the Lieutenant-Governor-in-Council shall have power to direct the making and execution of any such lease by the Railway Company, subject to the payment of a reasonable annual rental as aforesaid. In the event of its being deemed necessary to extend the terminal facilities on the Railway Property to enable the Railway Company to accommodate any other railway company desiring to make use thereof under the terms of this Agreement, such railway company desiring to make use thereof, or the City of Vancouver, may apply to the Lieutenant-Governor-in-Council to direct the cancellation of any such lease or leases, and the Lieutenant-Governor-in-Council may, subject to the rights of all parties interested to be heard, direct the cancellation of any such lease or leases conditional on the payment to the lessee or the Railway Company on behalf of the lessee by the railway company desiring to make use of such railway facilities of the amount to which such lessee shall be entitled as compensation for such cancellation under the terms of the lease.

Use for Terminal, C. N. R. System. 8. The Railway Company and the Canadian Northern Railway Company covenant that the Railway Property shall at all times be occupied and used as the principal permanent Western terminus and terminals, both for passenger and freight, of the Canadian Northern Railway system, including the Railway Company, their and its successors and assigns. This covenant shall not be taken to lessen, prejudice or affect the right of the Railway Company to mortgage or charge the Railway Property in accordance with and to the extent of the provisions hereinbefore contained.

Filling in. 9. The Railway Company shall fill in the City Property (including so much of the lands referred to in Article 3 as the City shall designate) the grades to be furnished by the City Engineer, which shall be approximately the grades shown on the plan annexed hereto, and shall fill in the Railway Property as provided in Article 10, such filling in of the City Property (inclusive as aforesaid) to be done concurrently with the filling in of the Railway Property, s othat the bed of False Creek shall be filled in uniformly and continuously working eother east and west, west and east, or north and south or south and north.

Time for Filling in. 10. The Railway Company will commence the filling in and reclamation of the bed of False Creek within ninety (90) days after the passing of the Act referred to in Article 1, or the approval referred to in Article 2 being obtained, whichever shall be last, and will thereafter diligently proceed with such work of filling in and reclamation until sufficient filling in has been done to enable the Railway Company to establish upon the Railway Property the terminals and works hereby agreed to be constructed. The Railway Company shall, in any event, fill in and reclaim three-fifths of the bed of False Creek (including so much of the lands referred to in Article 3 as the City shall designate) within three years after such time for commencement, and the whole thereof within five years after such time for commencement. The Railway Property shall be so filled in as to give reasonable access thereto from the City Property.

Construction of Terminals. 11. So soon as the work of filling in has sufficiently advanced to permit the same to be done, the Railway Company shall lay out, make and construct, and thereafter permanently maintain upon the Railway Property, freight and passenger terminals, including the necessary and convenient buildings, tracks and facilities, adequate to properly care for the business of a transcontinental railway and of all other railway companies which may be permitted to use the same under the terms of this Agreement. The passenger station and buildings shall be modern in all respects and designed to accommodate not only the business of the Canadian Northern Transcontinental Railway system, but also that of all other railway companies which may be permitted to use the terminals as aforesaid. The passenger station shall be a Union Passenger Station, and shall be a building in keeping with the dignity of the City of Vancouver, and shall cost, with its attendant passenger platforms, passenger train sheds, baggage, express and office accommodation which may be provided as part thereof, not less than One Million Dollars ($1,000,000.00). Such freight and passenger terminals, including the cost of the lands, rights and interests to be acquired by the City at the expense of the Company under paragraph 3 of this Agreement, the cost of filling in the City and Railway Properties, the cost of the passenger station, freight sheds, tracks and terminal facilities agreed to be erected upon the Railway Property, but not including the cost of any hotel in this Agreement referred to, shall be not less than Four Million Dollars ($4,000,000.00.)

Tunnels. 12. The approach of the Railway Company's railway through the high ground lying to the south and east of the Railway Property shall be by means of a tunnel, which shall be of sufficient size to accommodate a double track railway, or by means of two tunnels, each of which shall be of sufficient size to accommodate a single track railway. In driving or constructing such tunnel or tunnels the Railway Company shall do so in such manner as to interfere as little as possible with any sewers, sewer pipes, water mains, water pipes, mains, pipes and other works of the City, and shall absolutely protect and care for, and save from damage or injury any and all sewers, sewer pipes, water mains, water pipes, mains, pipes or other works of the City which may be encountered in driving or constructing such tunnel or tunnels and if any of the same are (in the judgment of the City Engineer) interfered with in any manner, the Railway Company shall pay all damages occasioned thereby and replace, relay and make good such works to the satisfaction of and in such place and in such manner as the City Engineer shall direct.

Nuisance from Smoke, Etc. 13. The Railway Company agrees that it will electrify the tunnel or tunnels hereinbefore referred to, and will permanently maintain them so electrified, and that no engines of the Railway Company or the Canadian Northern Railway system or any subsidiary lines will at any time, be operated on the Railway Company's portion of the bed of False Creek in this Agreement designated as the Railway Property, by steam produced from coal, oil or other substance emitting fumes, gasses or smoke to such an extent as to create a nuisance.

Sub-Station. 14. The Railway Company will establish and permanently maintain a suitable passenger station at or near the south or east portal of the tunnel or tunnels aforesaid, and in the event of the north or west portal being at a greater distance than three-quarters of a mile from the Union Passenger Station hereinbefore referred to, the Railway Company will establish and permanently maintain an additional railway station at or near such last named portal, and will use for stations for suburban or other local passenger traffic of the Railway Company.

Western Headquarters and S.S. Line. 15. (a) The Railway Company and the Canadian Northern Railway Company shall make, or cause to be made, and thereafter permanently maintain the western headquarters of the Railway Company and of the Canadian Northern Railway system, both for passengers and freight, and their principal western terminus at the City of Vancouver and not elsewhere, and the Railway Company shall, within five years from the date of delivery of conveyance aforesaid, procure and thereafter permanently maintain deep water wharfage and facilities therefor within the City of Vancouver, adequate to the needs of a transcontinental railway and a trans-Pacific steamship line, and the Canadian Northern Railway Company covenants and agrees:

(1). That said Canadian Northern Railway Company shall, on or before January 1st, 1915, obtain authority by statute of the Dominion of Canada authorizing it to operate a trans-Pacific steamship line both for passengers and freight.

(2). That said Canadian Northern Railway Company shall, within eight (8) years from the date of delivery of conveyance as aforesaid, establish or cause to be established, and thereafter permanently maintain or cause to be maintained a trans-Pacific steamship line both for passengers and freight, having its freight and passenger terminals and its home office at all times as effectively in the City of Vancouver as the Canadian Pacific Railway Company or any company which may operate or control the trans-Pacific steamship steamers operated in connection with the [illegible] Pacific Railway from time to time makes the City of Vancouver the passenger and freight terminals and home port of such trans-Pacific steamers for freight and passenger traffic; and

(3) That supplies for said steamship lines shall at all times be purchased for and supplied to its vessels in the City of Vancouver in so far as they may be obtained on as favorable conditions there as elsewhere, and that such steamship line shall at all times make the City of Vancouver its head office on the Pacific Coast and the place in Canada for the signing on the crews of its steamers and the point at which in so far as possible such crews shall be discharged and paid off.

(b) The "City of Vancouver" in this article shall mean and refer to the present limits of the City of Vancouver.

Hotel in City 16. The Railway Company and the Canadian Northern Railway Company covenant and agree that the Railway Company or the Canadian Northern Railway Company shall within five (5) years after the delivery of the said conveyance, erect, construct and complete, and thereafter permanently maintain, within the City of Vancouver, and elsewhere than on the Railway Property, a first-class modern hotel containing not less than two hundred and fifty (250) rooms, such hotel to be permanently operated as part of the hotel system of the Canadian Northern Railway.

Spur Track 17. The Railway Company shall, if at any time required by the City so to do, lay out and construct and thereafter, except as hereinafter provided, permanently maintain a good and sufficient spur track crossing Main Street and connecting the City Market with the Railway lines in the Railway Property with switch for same, and shall switch cars to along and from said spur track at such times as may be indicated or designated by the City from time to time, and shall remove the said switch and spur track at any time when requested by the City so to do. In the event of such removal the Railway Company shall leave Main Street and the paving thereon in such condition as shall be satisfactory to the City Engineer.

Retaining Wall 18. If and when the City shall obtain the approval of the Governor-General in Council of Canada for the construction of a retaining wall and the filling hereinafter in this article mentioned, the Railway Company shall:

(a) Construct a retaining wall commencing at the intersection of the westerly boundary of Main Street and the property now known as "Armstrong & Morrison's property and wharf," and running thence westerly along the southerly boundary of said Armstrong & Morrison's property and wharf three hundred (300) feet and from thence southerly to the northwest corner of the present City Market Wharf, and from thence southerly along the westerly boundary of the said City Market Wharf to the southwest corner of the City Market Wharf and from thence southeastly along the southerly boundary of said City Market Wharf to such point above the high water mark of False Creek on or west of Main Street as the City shall designate, such retaining wall being shown and designated "Sea Wall" and marked with the letetr F on the plan hereto annexed; provided, that if the City shall so desire the Railway Company shall construct the said retaining wall in such other position (including other angles, directions and distances) within the boundaries of the said retaining wall hereinbefore described as shall be designated by the City.

(b) Fill in to such grade as shall be designated by the City the portion of the bed and foreshore of False Creek bounded by the said retaining wall and the space between the easterly boundary of Main Street and said retaining wall including the space under Main Street Bridge and Main Street, such retaining wall to be of sufficient size, depth and strength so that neither the filling in to be done under this agreement nor any dredging in False Creek which may at any time be authorized or undertaken by the Dominion of Canada shall endanger the same. Provided, that in the event of the City not designating the position of such retaining wall within two (2) years from the delivery of conveyance as aforesaid, or in the event of the City not obtaining the approval of the said Governor-General in Council as aforesaid within the said period of two (2) years, or in any event if the City shall at any time within the said period of two (2) years so request, the Railway Company — instead of constructing said retaining wall and works in connection therewith in manner aforesaid—shall, subject to the approval of the Governor-General in Council being first obtained by the City, erect and construct a retaining wall of the character before mentioned at and along the western boundary of Main Street from the south side to the north side of False Creek, and shall also remove Main Street Bridge, and fill in, grade and pave Main Street across False Creek from the point where the general grade of such street rises to approach such bridge on one side to the corresponding point on the other side thereof, such filling in, grading and paving to be done in such manner as shall be designated by the City Engineer, provided that in carrying out the work aforesaid the Railway Company shall provide for the traffic passing over Main Street Bridge so as to interfere therewith as little as reasonably possible. The City shall indemnify, protect and save harmless the Railway Company from and against all claims by any person on account of any lands or rights in lands taken or injuriously affected by reason of the works referred to in this article.

Dredging 19. The Railway Company shall work in harmony with the Dominion Government or any department thereof having any dredging of filling material from the basin of False Creek west of Main Street to be done by the Railway Company.

Grading, Etc., of Streets 20. The Railway Company shall when and so soon as the same shall have been fully filled in, and not in any event later than five (5) years from the delivery of said conveyance, make, grade and pave as city streets in manner satisfactory to the City Engineer, the areas set out in sub-paragraphs (B) and (C) of article 4, and will thereafter maintain, repair and repave the said streets, when and as required by the City, and will pay one-half of the cost of making, grading and paving the street comprised in area set out in sub-paragraph (D) of Article 4, including extension thereof through Lots 11, 12 and 13 in Block 3 referred to in Article 3, and will thereafter pay one-half the cost of maintaining, repairing and repaving the said last named street by the City. In case the British Columbia Electric Railway Company, under the terms of its agreement with the City, be responsible for the paving or repaving of any portion of any such streets, then the paving or repaving of such last named streets shall be done by the Railway Company in conjunction with the British Columbia Electric Railway Company, so that the latter company may pay, or provide, its fair and proper proportion of the cost of the work. In the event of the Railway Company and the British Columbia Electric Railway Company being unable to agree as to the doing of any of the said works, then the City shall itself do the work, the Railway Company paying such portion of the cost thereof as is not payable by the British Columbia Electric Railway Company as aforesaid. The Railway Company further agrees that in respect of any streets, lanes or passages other than those hereinbefore in this Article referred to made or constructed by the Railway Company and permitted to be used by the public in or upon the Railway Property the Railway Company shall at all times keep such streets, lanes and passages paved and in good repair. In case at the time when under the provisions of this Article any streets are to be paved it is impracticable in the opinion of the City Council to do the work in consequence of the ground being liable to settle or otherwise, then the Railway Company shall by planking or otherwise make temporary roadways suitable for use by the public, and thereafter when practicable to pave such streets the Railway Company shall pave same or pay one-half of the cost of paving as provided in this Article.

Completion and Location of Terminals 21. The Railway Company shall proceed with all the works hereunder including the works referred to in Article 18, so that the Union Passenger Station, terminals, tunnels and works shall be fully established, constructed and completed within five (5) years from the date of delivery of conveyance as aforesaid. The Union Passenger Station shall be constructed and established facing on the driveway referred to in Article 36 and at some point between the northern boundary of the Railway Property and the northern boundary of the "Main Roadway" marked (B) on the plan referred to in Article (4). The freight sheds shall be located immediately adjoining the roadway shown on said plan and marked (C). Said passenger station and freight sheds shall thereafter be permanently maintained in such place, or in such other place as shall be agreed upon by the City Council. Nothing herein contained, however, shall prevent the Railway Company, or its successors, from establishing or causing to be established additional passenger, freight and shipping accommodation and facilities on the Railway Property.

Joint Use by Other Railways 22. The Railway Company shall so design and construct the Union Passenger Station, terminals, buildings, tracks and facilities, in so far as same are to be located upon the Railway Property, as to reasonably provide for the use thereof not only by the Railway Company and the Canadian Northern Railway System, but by such other railway companies (including the Pacific Great Eastern Railway Company) as may require to make use thereof. Any other such railway company shall be entitled to the joint use of the said passenger terminals, and stations, including the tunnels to the extent of the reasonable capacity thereof, in so far as such use shall not interfere with the reasonable and necessary use and enjoyment thereof by the Railway Company or the Canadian Northern Railway System, or any other company which may be then making use of such facilities, upon payment of just and reasonable compensation for such use. The right of other railway companies as aforesaid shall include the right of railway companies entering such terminals otherwise than through such tunnel or tunnels to obtain access to such terminals and station, and, if necessary for that purpose, to connect with or cross the tracks of the Railway Company at a point between the portal of said tunnel or tunnels nearest to the Railway Property, and such property, or at such other point as may be most convenient, having regard to the interests of the Railway Company and of such other railway companies entering such terminals as aforesaid and of other railway companies using or that may use such terminals, such point in case of dispute to be determined by the Lieutenant-Governor in Council. The extent of the reasonable capacity of such passenger terminals and station and of the use which would interfere with the reasonable necessary use and enjoyment thereof as aforesaid shall, in case of any dispute, be determined by the Lieutenant-Governor in Council.

Yards, Etc., Adequate for the Railways 23. The Railway Company shall provide and furnish upon the Railway property sufficient and adequate yards, tracks and freight sheds to at all times reasonably accommodate and provide for the handling of the freight cars and freight of any other railway companies referred to in the first sentence of Article 22, in so far as by doing its own reasonable and necessary use and enjoyment of the Railway Property shall not be substantially impaired or interfered with, and such question, in the event of dispute, to be determined by the Lieutenant-Governor in Council.

Control of Yards and Sheds 24. Subject always to the authority of the Lieutenant-Governor in Council under this agreement, the said freight yards and freight sheds shall be under the sole control of the Railway Company, and the freight cars and freight of any other railway company as aforesaid shall be handled solely by the Railway Company, except that such other railway company shall be entitled to access to and to place its freight cars upon the transfer track or tracks referred to in Article 25.

Handling Freight Cars and Freight of Other Railways 25. The Railway Company shall handle both in and out through any freight yard or yards that it may establish on the Railway Property the freight cars of other companies referred to in the first sentence of Article 22, for such period and upon such terms and subject to such stipulations and upon payment of such just and reasonable compensation as may from time to time be mutually agreed upon, and the Railway Company shall provide reasonable and convenient access to such yard or yards, so that such other companies may enter same for the purpose of placing cars on a suitable transfer track or tracks which the Railway Company shall provide therein. The Railway Company shall also handle both in and out through the said tunnel or tunnels the freight and passenger cars and trains of any such other company (which is not desirous of handling such cars and trains itself by electrical devices), and in the case of freight cars and trains shall haul same to and from such transfer track or tracks, and in the case of passenger cars and trains shall haul same to and from the Union Passenger Station, for such period and upon such terms and subject to such stipulations, and upon payment of such just and reasonable compensation as may from time to time be mutually agreed upon. The Railway Company shall handle both in and out through its freight sheds on the Railway Property the freight of such other companies for such period and upon such terms and subject to such stipulations and upon payment of such reasonable compensation as may from time to time be mutually agreed upon, and shall allow access, by means of any driveways it may establish, to said freight sheds for the receipt and delivery of the freight of such other companies, provided that the Railway Company shall not, in so doing, substantially impair or interfere with its own reasonable and necessary use and enjoyment of the Railway Property, and such question, in the event of dispute, to be determined by the Lieutenant-Governor in Council.

Power Lieutenant-Governor in Council 26. In the event of the Railway Company refusing to allow any other railway company to use the said Union Passenger Station, terminals, buildings, tracks facilities or tunnels, or refusing to allow any other railway company to obtain access to said passenger terminals and station, or to connect with or cross the tracks of the Railway Company, as aforesaid or neglecting or refusing to handle or haul the freight or passenger cars or trains of any such other railway company as aforesaid, or neglecting or refusing to handle the freight cars or freight of any other railway company as aforesaid, or in any other manner neglecting or refusing to comply in any particular with the provisions of Articles 22 to 25 inclusive or in the event of any such other railway company complaining of the service given by the Railway Company in connection with such Union Passenger Station, or in handling or hauling such freight or passenger cars and trains, or handling freight, or in the event of the Railway Company—and any such other company as aforesaid—failing to agree on the period or upon the terms and conditions or upon the sum to be paid as a just and reasonable compensation for any of the matters aforesaid, such other company shall have the right to apply to the Lieutenant-Governor in Council, who shall have power to order compliance with said Articles 22 to 25 inclusive, and to direct the manner thereof, and shall determine the reasonableness or otherwise of such neglect or refusal or service, and confirm such refusal, or direct the Railway Company to permit the joint use of such Union Passenger Station, terminals, buildings, tracks, facilities and tunnels to the extent herein provided, the nature and extent of such use to be determined by the order of the Lieutenant-Governor in Council, or direct that such other company have access to said passenger terminals and station and be at liberty to connect with or cross the tracks of the Railway Company for that purpose, or direct the Railway Company to handle or haul the freight and passenger cars and trains (or any of same) or handle the freight of such other company as aforesaid, or improve the service, as the case may be, in such manner and for such period and upon such terms, and subject to such stipulations, and upon payment of such sums as the Lieutenant-Governor in Council may determine, but nothing in this agreement contained shall be deemed to authorize any order or direction compelling the Railway Company to increase the capacity of its tunnels or to construct any additional or other tunnel than as in this agreement expressly provided.

Non-Interference With Other Railways 27. The Railway Company shall not, so long as reasonable and just compensation as hereinbefore referred to is duly paid, at any time do or permit to be done any matter or thing to impede or interfere with the use by the Pacific Great Eastern Railway Company, or other railway company entitled to make use of same, of the passenger station, terminals, buildings, tracks, yards, tunnels, driveways, sheds and facilities referred to in Articles 22 to 26 inclusive.

Taxes 28. The Railway Company agrees that, except as in this Article stated, the tax exemption contained in Chapter 3 of the Statutes of British Columbia for the year 1910, and schedule thereto, shall not apply to the Railway Company's portion of the bed of False Creek, in this agreement designated as the "Railway Property." The said Railway Property shall continue exempt from all taxes during three years from the delivery of conveyance as aforesaid; during the two years following such three-year period, the Railway Property shall be assessed in like manner as other lands and improvements are assessed, but the Railway Company shall be liable to pay only three-fifths of the taxes based upon the land value under the assessment, and the Assessor in fixing such land value shall include therein the value of any and all filling done under this agreement, but no other improvements. After the expiration of such two-year period and until the year 1924, when the exemption referred to in the said Statute expires, the Railway Property as hereinbefore defined shall be assessed and land value fixed in manner aforesaid, and the Railway Company shall pay the taxes based on such land value. Taxes for the purpose of this Article shall be taken to mean and include all taxes and rates either for ordinary yearly or usual taxes and rates or for school taxes and rates or otherwise howsoever, but there shall be no exemption as to local improvements.

Carolina or Scott Street Bridge 29. The Railway Company consents and agrees to the City extending either Carolina or Scott Street as the City may at any time elect by an overhead bridge of such material and design as the City shall determine across the bed of False Creek, and agrees to permit the city to place and at all times maintain the footings and supports of such bridge upon the Railway Property, and to provide the land necessary therefor. The Railway Company shall also provide from out of the Railway Property such land adjoining Main Roadway being extension of First Avenue and adjoining the street on the south boundary of the Railway Property as the City shall designate as necessary for the erection thereon of steps and ramps leading from the said streets to the said overhead bridge in addition to the width of such streets. The Railway Company shall pay one-half the cost of such bridge, including such last mentioned steps and ramps, in so far as the same shall be upon or over the Railway Property. The Railway Company shall give to the City three months' notice before commencing to construct its tracks upon the Railway Property of the date when such construction of tracks will be commenced and during said period of three months the City Engineer shall designate the location and dimensions of such footings, supports, steps and ramps. The bridge shall be designed and constructed having regard to the uses to be made of the Railway Property, and so as to interfere therewith as little as reasonably possible.

Additional Bridges E. & S. 30. The Railway Company consents and agrees to the City at any time hereafter extending by means of overhead bridges, two additional streets running north and south, one to the east and one to the west of the hereinbefore mentioned overhead bridge from Carolina or Scott Street across the bed of False Creek, and agrees to permit the City to place and thereaftetr at all times maintain on the Railway Property footings and supports, and to provide the land necessary therefor. Such bridges shall be designed and constructed having regard to the use to be made of the Railway Property, and so as to interfere therewith as little as reasonably possible. So far as practicable the footings and supports of these bridges shall be in line with the footing and supports of the Carolina or Scott Street bridge. If practicable the City will designate the locations of such footings before the Railway Company shall establish its tracks, and should the City fail so to do it, shall pay the cost of moving any of the tracks of the Railway Company which may be interfered with by the construction of such footings and supports. The City shall have the right by its officers, servants, agents, workmen or employees to enter in and upon the Railway Property for the purpose of constructing, maintaining and repairing the overhead bridges running North and South authorized by this agreement, and the Railway Company agrees to grant and does grant to the City such easements as shall be necessary upon the Railway Property for the purposes in this article mentioned.

Extension First Avenue 31. Whenever the City shall determine to extend First Avenue so as to connect said First Avenue at Clark Drive with bridge or overhead crossing across the property of the Vancouver, Victoria and Eastern Railway and Navigation Company, the Railway Company shall pay to the City one-half of the cost of purchasing or expropriating such land being lots Seven (7), Eight (8), Nine (9), Ten (10) and Eleven(11) in Block Fifty-nine (59) or such portions of said Lots and such portion of Block Sixty-eight (68) as shall be necessary for such purpose, all in District Lot 264 A in Group 1, New Westminster District, up to a width for such street of one hundred and twenty-five (125) feet, including the purchase price or values paid for or fixed for same, and all costs, charges and expenses in connection with purchasing, acquiring or expropriating same. In case the price for which the City can purchase any portion of said land is deemed too high by the Railway Company, then the price of same shall be determined by arbitration under Section 133 of the Vancouver Incorporation Act and amendments. The said cost of purchasing or expropriating, of which the Railway Company shall pay one-half, shall mean the total cost of same whether to the City alone, or to the City and any other person providing any part of such cost.

Bridges E. & W. 32. The Railway Company shall connect the bridge or overhead crossing referred to in Article 31 with the area or portion of land described in Article 4 B (Main Roadway) by suitable ramps to be constructed of such size, material and design and in such manner as the City Council shall direct. When from time to time pursuant to order of the Lieutenant-Governor in Council, or to resolution of the City Council, said bridge or overhead crossing is required to be extended westerly to or towards Main Street for the purpose of avoiding the crossing of railway tracks in the bed of False Creek, same shall be so extended and constructed by the Railway Company at such width as the City Council shall determine, and with suitable ramps connecting with said Main Roadway; if such extension is to avoid the crossing of tracks at a point one thousand feet or more west of Glen Drive, formerly Boundary Avenue, marked "Glen Drive" on the plan hereto annexed, then and in such case the said bridge or overhead crossing shall be so extended and continued by the Railway Company to the easterly boundary of the overhead bridge referred to in Article 29 (Carolina or Scott Street bridge) and if such extension is to avoid the crossing of tracks west of said bridge referred to in Article 29, then such bridge or overhead crossing shall be extended to such point west of said bridge referred to in Article 29, as the City Council shall determine; and from the westerly end of any such extension the Railway Company shall construct suitable ramps to said Main Roadway, and all extensions of said bridge or overhead crossing referred to in Article 31, and all ramps therefrom referred to in this Article, shall be constructed of such size, material and design and in such manner as may be directed by order of the Lieutenant-Governor in Council, or resolution of the City Council, and such extensions and ramps shall at all times be maintained and kept in repair by the Railway Company. Such extensions shall be so constructed that there shall be no level railway crossing thereof.

Sewers. 33. The Railway Company consents to the City extending any of its sewers, drains, and culverts from time to time through the Railway Property at such places as shall be convenient to the City, and in conformity with any general plan or system of drainage or sewerage that may from time to time be designed by or on behalf of the City. And the Railway Company grants to the City the right at any time and from time to time to enter upon the Railway Property, and to repair, renew or re-build any such sewers, drains and culverts, and the Railway Company agrees to grant, and does grant, to the City such easements as shall be necessary upon the Railway Property for the purpose in this Article mentioned, and the Railway Company agrees to pay the cost from time to time of such extensions in so far as such extensions may be in the bed of False Creek.

Water Courses. 34. The Railway Company agrees that in the event of the City diverting or otherwise taking care of any natural water course, now running into False Creek or preventing any flow from such water course from running therein, to pay to the City the amount it would have cost the Railway Company to itself take care of such water course, or the flow therefrom, the amount in case of dispute to be settled by arbitration.

Protection of Street Traffic. 35. The Railway Company shall at all times hereafter furnish and provide all necessary and adequate protection for vehicular and pedestrian traffic at all streets, roads or highway crossings on the Railway Property, and on the lines within the City of Vancouver of the Railway Company entering through the tunnel or tunnels, and if any order shall at any time be made by the Lieutenant-Governor in Council in respect of protection at any such crossing the Railway Company will agree and consent that all cost and expense of such protection shall, by such order, be directed to be paid by the Railway Company, provided that if any such street, road or highway is carried over or under any track of the Railway Company as protection for any such traffic (whether under order as aforesaid or otherwise), then such street, road or highway shall be so carried over or under at the full width thereof. This article shall be without prejudice to the liability of any person (other than the City) to contribute or pay any portion of said cost or expense other than any such portion of cost or expense which may be repayable at any time by the City to such person.

Driveway. 36. The Railway Company shall reserve and permit the use as a public drive-way of a strip or area fifty feet (50) in width off the Railway Property adjoining the easterly portion of the area or portion of the bed of False Creek set out in sub-clause (1) of sub-paragraph (A) of Article 4, and running north and south from the area of portion set out in sub-paragraph B of Article 4 to the southerly boundary of the portion of the property on the north side of False Creek heretofore conveyed to the Vancouver, Victoria and Eastern Railway and Navigation Company (or for such portion of said distance as the City shall deem necessary), and the City shall provide the land to continue such drive-way from, at or near the south end thereof to Main Street, and from, at or near the north end thereof to Main Street, or to some other street or highway connecting with Main Street, and may make such continuations in either rounded or curving directions, or in such other directions or manner as the City shall deem advisable, and may, if the City deem it advisable, make such driveway either fifty feet (50) in width throughout or any greater width throughout than fifty feet (50) and for such purpose may use such part of the area or portion of lands set out in sub-clause (1) of sub-paragraph (A) of Article 4 as shall be requisite or necessary. The Railway Company shall reclaim and fill in in manner satisfactory and to a grade required by the City Engineer the whole of the said driveway at and within the times hereinbefore specified for the Railway Company to reclaim and fill in the City Property, and the Railway Company shall pay to the City all the cost and expense of paving said driveway and shall thereafter pay to the City all the cost and expense of re-paving and maintaining in good repair the said driveway at any time in the future.

Labor. 37. The Railway Company shall not carry on any of the construction works referred to in this agreement on or in connection with the Railway Property or the City Property on the Sabbath Day; and shall not employ upon the construction of any of the works referred to in this agreement either directly or indirectly any Asiatic or persons of the Asiatic race, and in the event of the Railway Company so employing any Asiatic or person of the Asiatic race, it shall forfeit and pay to the City one dollar ($1.00) for each and every day or portion of a day that each such Asiatic or person of the Asiatic race may or shall be employed by it.

Wages. 38. The Railway Company shall pay or cause to be paid to any and all workmen, artisans, mechanics and laborers employed in connection with the construction of any of the works referred to in this Agreement upon the Railway Property or the City Property the current wages paid by the City at the time to competent workmen engaged upon similar work, the same working hours to prevail and no labor to be paid at a less rate than the minimum wages paid at the time by the City, and in the event of the Railway Company failing to pay to any workman, artisan, mechanic or laborer wages in accordance with the provisions of this Article, the Railway Company shall pay to the City one dollar ($1.00) per man for each and every day or portion of a day that any such workman, artisan, mechanic or laborer is employed or paid at wages less than are provided in this Article, such one dollar ($1.00) to be paid for each person employed for each day or portion of a day that he is employed at wages less than aforesaid. The amounts specified in this Article and in Article 37 are agreed upon as liquidated damages and not as a penalty, and the liability to pay such amounts shall not prejudice or interfere with the right of the Supreme Court of British Columbia, or a Judge thereof, to grant mandamus or injunction to enforce obedience to such Articles, and the Railway Company agrees that obedience thereto may be so enforced at the suit of the City.

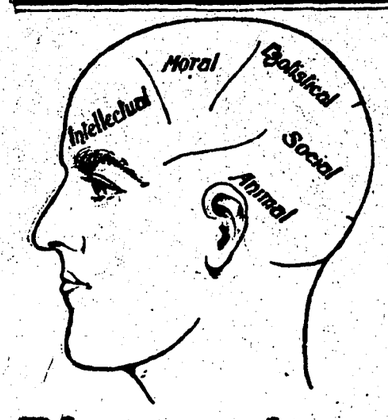
Laborers. 39. The Railway Company agrees that all its employees engaged in and upon the construction of any of the works hereby agreed to be done, shall be residents of the Province of British Columbia, in so far as it is possible for the Railway Company to obtain such employees who are residents of British Columbia, at the rate of wages agreed to be paid in Article 38, and that in and during any such employment the Railway Company shall impose no restriction whatsoever on any such employee as to where he shall live while employed by the Railway Company, but any such employee shall be at liberty to live wherever he pleases when so employed. The Railway Company further agrees that in any and all contracts or sub-contracts let or entered into by the Railway Company providing for or relating to, or affecting works hereby agreed to be done by the Railway Company or any part thereof, the Railway Company shall provide and insert or cause to be provided and inserted a clause embodying and effectually providing for the carrying out of the provisions of this Article and Articles 37, 38, 40 and 45, but such provision and insertion shall not in any way release the Railway Company from any liability under this Article or Articles 37, 38, 40 and 45.

Materials. 40. The Railway Company further agrees that all materials and supplies purchased and obtained by it for the construction and carrying out of any of the works in this agreement referred to shall, provided terms and prices are as favorable as can be obtained elsewhere, be purchased and obtained within the Province of British Columbia.

Rights of City. 41. Nothing hereinbefore contained shall prejudice or take away the right of the City to apply to the Lieutenant-Governor in Council or other authority (Dominion, Provincial or local) official or person having jurisdiction in that behalf for an Order compelling or directing the Railway Company to fulfil, carry out and perform any of the terms and provisions of, or any of the works agreed to be done, performed or carried out by the Railway Company in this Agreement, or any matter or thing relating thereto.

Bond. 42. The Railway Company shall furnish a bond or bonds with

(Continued on next page)



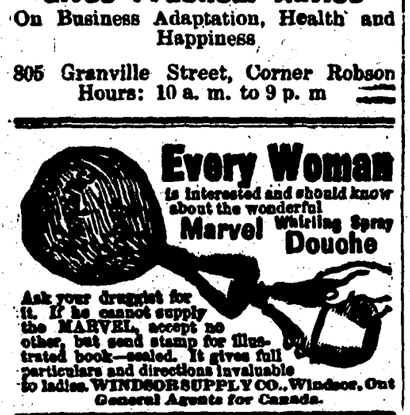
Phrenology

MRS. YOUNG

Gives Practical Advice

On Business Adaptation, Health and Happiness

805 Granville Street, Corner Robson
Hours: 10 a. m. to 9 p. m



Every Woman

is interested and should know about the wonderful

Marvel Whirling Spray Douche

Ask your druggist for it. If he cannot supply the MARVEL, accept no other, but send stamp for illustrated book—sealed. It gives full particulars and directions invaluable to ladies. WINDSOR SUPPLY CO., Windsor, Ont
General Agents for Canada.

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.

Mind and Matter

The human being is made up of two parts, the Mental and the Physical, or in other words, "Mind and Matter."

Perfect Health is co-ordination or harmony between Mental and Physical, a condition in which the brain has free and uninterrupted communication with every part of the body. Disease is inco-ordination or discord, the communication between the brain and the diseased part being hindered. Therefore, to bring a sick person back to health, co-ordination must be restored, there must be free communication between the brain and the diseased part, the hindrance must be removed.

Drugs and prescriptions do not restore co-ordination. They are supposed to act on the diseased part which is physical. Operations cut out the diseased physical part, and do not restore co-ordination.

Christian Scientists, Mental Healers and others work on the mental part by giving suggestion, etc. This does not restore co-ordination.

Now See the Difference

A Chiropractor, by Spinal Adjustment, removes the pressure which is hindering communication between the brain and the seat of trouble. Nature then sets to work and soon restores co-ordination, Harmony, Health.

Some day YOU will try Chiropractic Spinal Adjustment. Why not now? It will make you feel years younger, make a new man or woman of you.

For further information and explanatory literature, call on

Ernest Shaw, D.C.
Chiropractor.
250 22nd Avenue East
(Close to Main St.)
Office Hours: 1:30 to 6. Consultation Free.

sureties and in form satisfactory to the City in the penal sum of one million five hundred thousand dollars ($1,500,000.00) each conditioned for the due performance in accordance with the provisions of this Agreement of the several things which are agreed to be performed by the Railway Company and, or the Canadian Northern Railway Company by the following Articles of this Agreement, that is to say: Articles 2, 3, 9, 10, 11 (except as to maintenance after construction) 12, 16 (except as to maintenance after construction and completion), 18, 20 (except as to maintaining, repairing and repaving streets or paying half the cost of such, and except as to the last paragraph of said Article), 21 (except as to maintenance after construction and completion), 29 (if the extension of such street is made within five years from the delivery of conveyance as aforesaid), 31 (if the purchasing or expropriating referred to in said Article is done within five years from the delivery of conveyance as aforesaid), 32 (if the order or determination to extend such bridge or overhead crossing is made within five years from the delivery of conveyance as aforesaid), 37, 38, 39 and 40. Unless said bond or bonds are furnished within ninety days from the passing of Act referred to in Article 1 or from the obtaining of approval referred to in Article 2, whichever shall be last, this Agreement shall become null and void except as mentioned in Article 2. The said conveyance shall not be delivered until said bond or bonds have been furnished.

Completion at Railway Company's Expense. 43. In the event of the Railway Company and, or the Canadian Northern Railway Company, failing to perform, in accordance with the provisions of this Agreement, any of the several things agreed to be performed by the Articles referred to in the last preceding Article, the City shall be at liberty to perform the same at the expense of the Railway Company, and this provision shall be inserted in the bond or bonds referred to in Article 42, and the said bond or bonds shall among other things be conditioned for the payment of the expense of performing such work if same has been performed, or the amount which it would cost to perform same if same has not then been performed, such amount when recovered to be expended by the City in performing such work.

By-Law. 44. This Agreement shall not take effect until a by-law approving of the same has been voted upon and received the assent of the electors of the City of Vancouver, under and in manner provided by the provisions of the Vancouver Incorporation Act and amendments, for the submission to and voting upon and assent of the electors of and in respect of By-Laws for contracting debts, and until this Agreement has been ratified and confirmed by an Act of the Legislature of the Province of British Columbia. All parties shall join in endeavoring to obtain the necessary ratifying legislation.

Indemnity. 45. The Railway Company shall indemnify, protect and save harmless the City from and against any liability for damages, compensation or costs arising from or occasioned by any work or works done, performed or carried on or agreed to be done, performed or carried on by the Railway Company in and by this Agreement, or any work or works incidental to or in connection with the same, or by any work or works of whatsover kind or nature shall hereafter be done, performed or carried on by the Railway Company or by any use which shall at any time hereafter be made by the Railway Company with respect to any of the lands or property referred to in this Agreement, or by any act, thing, or deed by the City hereby agreed to be done, or which may be done, performed or carried out by either the City or the Railway Company in pursuance of and in fulfilment of this Agreement or in respect to the lands and property referred to herein, and if any claim for any such damages, compensation or costs is made or action for same brought against the City the City will notify the Railway Company of such claim or action, and the Railway Company will be at liberty in the name of the City, but at its own cost and expense, to defend such claim or action.

Failure to Obtain Legislation. 46. Should the Act ratifying and confirming this Agreement and authorising and empowering the parties hereto to carry the same into effect, referred to in Article 1 hereof, not be passed within eighteen months from the date of this Agreement, then this Agreement and every clause, condition and thing therein contained shall be null and void, and the parties hereto shall be and be deemed to be in the same position as if this Agreement had never been made, except that the Railway Company shall continue liable to re-pay to the City any cost and expense which the City may have incurred which under the terms hereof are payable by the Railway Company.

Interpretation. 47. All Acts, deeds, matters and things which by this Agreement are to be done, performed, fulfilled or carried out by the Railway Company shall be so done, performed, fulfilled and carried out at the sole cost and expense of the Railway Company. Where any order to be performed or obeyed by the Railway Company is made by the Lieutenant-Governor in Council, pursuant to the provisions of this Agreement, such order shall be binding upon the Railway Company, and shall be promptly complied with by the Railway Company. Where, by the terms of this Agreement, any works are to be maintained or kept in repair by the Railway Company, the same shall be maintained and kept in repair and good order and condition. Where, under the terms of this Agreement, any works are to be maintained or kept in repair by the Railway Company on the City Property, the same shall be maintained and kept in repair in good order and condition, to the satisfaction of the City. Whenever in this Agreement it is provided that any option shall or may be exercised or request made or notice given, or proceeding, act, thing or deed done or performed by the City, the same shall, unless required by this Agreement to be done by by-law, be exercised, made, given, done or performed by the City Council by resolution. Where in this Agreement reference is made to any order, decision, determination or approval to be made or given by the Lieutenant-Governor in Council, such reference shall be construed to give full power and authority to make or give such order, decision, determination or approval, and to refer to the Lieutenant-Governor in Council of the Province of British Columbia, and the power to make or give any such order, decision, determination or approval may be exercised from time to time as may be deemed necessary, and it is agreed that in addition to the parties directly interested, the City shall have the right of being represented and heard before such Lieutenant-Governor in Council, before the making or giving of any such order, decision, determination or approval. If the Railway Company shall at any time fail to pave or re-pave any street, lane or highway of the City in accordance with the provisions of this Agreement, or to do or perform any other works which it is liable to do and perform under this Agreement, and which the City under its Act of Incorporation and Amending Acts has or may be given authority to do and perform as a local improvement, the City may from time to time do such paving, or re-paving, and do and perform such other works as aforesaid upon the local improvement plan under its Acts of Incorporation and Amending Acts, and in the event of the City so doing the Railway Company agrees not to oppose any such action by the City either by petition against same or before any Court of Revision, or in any other manner whatsoever. It is agreed between the parties hereto that time shall be deemed to be the essence of this Agreement. In this Agreement unless a contrary intention appears, words in the singular shall include the plural, and words in the plural shall include the singular, and the word "person" shall include company or other corporation, and the word "company" shall include person, and the expression "City Engineer" shall mean the City Engineer of the City. Where this Agreement provides that the Railway Company shall permit other railway companies to use any of the railway terminals and facilities herein referred to, the Railway Company shall, upon the terms, times and conditions upon which such said Railway terminals and facilities are to be used, being determined, enter into an agreement with such other railway company or companies, setting out the terms, times and conditions aforesaid and agreeing to the use of such railway terminals and facilities to the extent and for the time, and upon the terms so determined upon as aforesaid. Where in or by this Agreement the Railway Company or the Canadian Northern Railway Company, undertakes to complete any particular work or works or acquire or convey any property or properties, or do any act or thing within any specified time, the Agreement shall be read to mean the time so specified, or such enlargement or extension thereof as may from time to time be granted by resolution of the Council of the City of Vancouver. Should the Railway Company or the Canadian Northern Railway Company, be delayed in the prosecution or completion of any of the works agreed to be constructed under this Agreement by reason of the Act of God, King's enemies, strikes not occasioned by any act or default of the Railway Company or the Canadian Northern Railway Company, viz., major, or other unavoidable causes, then the time herein fixed for the doing or completion of any such works shall be extended for a period equivalent to the time lost by reason of any or all of the causes aforesaid. The period of such extension shall, if the City and Railway Company or the Canadian Northern Railway Company are unable to agree upon the same, be determined by the Lieutenant-Governor in Council, and the Lieutenant-Governor in Council shall have the sole power to determine as to whether any strike is occasioned by act or default of the Railway Company or the Canadian Northern Railway Company, and as to whether causes delaying the prosecution or completion of any of the works are unavoidable.

IN WITNESS WHEREOF the said parties hereto have on the day and year first above written, hereunto set their respective corporate seals under the hands of the respective officers in that behalf duly authorized.

SIGNED, SEALED AND EXECUTED in the presence of

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.....

As to the execution by the City of Vancouver.

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As to the execution by the Canadian Northern Pacific Railway Company.

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As to the execution by the Canadian Northern Railway Company.

.....

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NOTICE.

TAKE NOTICE that the above is a true copy of a proposed By-Law which has been taken into consideration and which will be finally passed by the Council in the event of the assent of the electors being obtained thereto, after one month from the first publication in The Western Call, a newspaper published in Vancouver, the date of which first publication is the 14th day of February, 1913; and that the votes of the electors of the said Corporation will be taken thereon on the 15th day of March, 1913, between the hours of nine o'clock in the forenoon and seven o'clock in the afternoon, at the following polling places:

Ward 1—At Pender Hall, corner of Pender and Howe Streets.

Ward 2—At the Dominion Hall, 339 Pender Street West.

Ward 3—At the Orange Hall, corner of Hastings Street and Gore Avenue.

Ward 4—At the City Hall, on Main Street.

Ward 5—At the Oddfellows' Hall, Lot 2, Block 38, District Lot 200a, Main Street, Mount Pleasant.

Ward 6—At the Fairview Hall, corner of Granville Street and Seventh Avenue.

Ward 7—At the Exhibition Building, Hastings Park.

Ward 8—At Ash's Hall, corner of Twentieth and Fraser Avenues.

WM. McQUEEN,
City Clerk.

Vancouver, B. C., Feb. 11th, 1913.

Electric Restorer for Men

Phosphonol restores every nerve in the body to its proper tension; restores vim and vitality. Premature decay and all sexual weakness averted at once. **Phosphonol** will make you a new man. Price $3 a box, or two for $5. Mailed to any address. **The Scobell Drug Co., St. Catharines, Ont.**

Sold at

Campbell's Drug Store
Cor. Hastings and Granville Sts.
Vancouver, B.C.

LABOUR COMMISSION

SITTINGS of the Provincial Labour Commission will be held as follows:—

Nanaimo—Monday, February 17th, at 8 p. m., Court-house.

Cumberland—Wednesday, February 19th, at 8 p.m.

Alberni—Monday, February 24th, at 8 p m.

Ladysmith—Tuesday, February 25th, at 3 30 p.m.

Steveston—Monday, March 3rd, at 2.30 p.m.

Chilliwack—Tuesday, March 4th, at 2.30 p.m.

New Westminster—Thursday, March 6th, at 11 a.m., City Hall.

Vancouver—Friday, March 7th, at 10 a.m., Court-house.

The Commission is empowered to inquire into all matters affecting the conditions of labour in British Columbia. All persons interested are invited to attend and give evidence.

H. G. PARSON,
Chairman.

F. R. McNAMARA,
Secretary. 7-2-13—7-3-13

She laid her arm on the chimney-piece, and let her forehead rest on it.

"It's not a pleasant thing to do," she whispered.

"Life is not always pleasant with its thousand pressing claims and duties; we cannot have the crown without the cross; we cannot expect to enter even Paradise without a shudder. Don't dwell on the cold breathless plunge, but rather the tranquil floating on the sun-kissed waves."

"I won't," she said, looking up at him through unshed, penitent tears. "I'll do as you wish. I'll tell Anthony that I shall be—thankful for his love."

He caught her hands and kissed them.

"Thank you," he said, a glad light in his eyes, "you have lifted a burden from my heart. All along I have felt more or less responsible for the happiness of you both, and at times the weight has been only what I could just manage to carry."

"I am sorry, dreadfully sorry. I'm a sinful, selfish girl, and you've been so kind, so patient and generous."

"Not at all," he said, stepping over the shiny folds of her gown to open the door.

"Do you think Anthony will refuse me?" she asked, suddenly turning back.

"'Tis possible," he answered gravely looking askant at her, and then, breaking into a soft laugh, he shook his forefinger at her and whispered—"Oh, woman, thy name is vanity!"

CHAPTER VIII.

A Tragedy

The Manor parlor was a low, studded room panelled with dark wood, having a large, high chimney-piece artistically set round with Dutch tiles. The carpet, originally of rich texture and coloring, was now so worn that the once brilliant pattern had faded to an almost indistinguishable hue.

In one corner stood an old harpsichord, a treasured relic, belonging in bygone years to Squire Fleming's grandmother when a girl in her teens. Sometimes in the Squire's solitary evenings his fancy had planted a slim figure on the spindle-legged stool, and out of the gloom would grow a bunch of powdered ringlets, a low-necked, short-waisted frock, with twinkling feet in sandaled shoes, and as often as not sweet, quaint, melancholy music thrilled and vibrated along the low-ceiled passage ways. The dusk was looming upward in the corners of the room, casting a dark, grey shade over the oil paintings of dead and gone Flemings. The tall furniture and the old spinet had already lost the distinctness of their outline; they were slowly vanishing ghost-like into oblivion. Felix Fleming was sitting by the open glass doors leaning forward in an upholstered wicker chair with one foot in the room and the other on the stone steps leading to the garden, watching the twilight deepen and the shadows gather about the fruit trees.

"What a good world we live in!" he exclaimed, taking his briar pipe from between his lips and combing his moustache with its amber mouthpiece; "what a good and beautiful world! I never watched the coming of a more glorious evening! Look at the icy-blue starlight through the pear trees, Mr. Farley, and that flush of crimson yonder from the west!"

(To be Continued)

Try a "CALL" ad.

Fred, who was four years old, visited his uncle on the farm. When he came home, his father asked him what had pleased him the most.

"Oh, I liked the geese. I had such fun chasing them, and we had a great big goose for dinner one day!"

"Well," said his father, "how can you tell the difference between a goose and geese?"

"Aw, that's easy," said Fred. "One geese is a goose, and two geeses is geese."—The Delineator.

VANCOUVER LAND DISTRICT
District of New Westminster

TAKE notice that Herman W. Vance, of Vancouver, B. C., occupation Farmer, intends to apply for permission to lease the following described lands:—

Commencing at a post planted 15 chains inland from the East shore of Homfray Channel, about 20 chains North East of the mouth of Marble Creek, Lloyd Point, West coast of the mainland of British Columbia and adjoining John Pedersen's application for lease on the East; thence East 20 chains; thence South 20 chains; thence West 20 chains to the South East corner of John Pedersen's location; thence North along the East line of Pedersen's application 20 chains to point of commencement.

HERMAN W. VANCE.
Date, 9th December, 1912.

VANCOUVER LAND DISTRICT
District of Coast, Range 1

TAKE notice that G. F. Monckton, of Duncans, B. C., occupation mining engineer, intends to apply for permission to purchase the following described lands:—

Commencing at a post planted at the northwest corner of Quinn pre-emption, Lot 379, on Phillips Arm, thence south 40 chains, thence west 20 chains, thence north 40 chains, thence east 20 chains to point of commencement, being 80 acres more or less.

GEOFFREY F. MONCKTON,
Per Alfred J. Smith, Agent.
Date, December 9th, 1912.

LAND ACT

VANCOUVER LAND DISTRICT
District of Coast, Range 1

TAKE notice that M. J. Monckton, of Duncans, B. C., occupation civil engineer, intends to apply for permission to lease the following described lands:—

Commencing at a post planted at the northeast corner of Woolner's pre-emption on the west side of Phillips Arm, thence west 40 chains, thence north 20 chains, thence east 40 chains, thence south 20 chains, to point of commencement, comprising 80 acres more or less.

M. J. MONCKTON,
Per A. Smith, Agent.
Date, December 9th, 1912.
17-1-13—14-2-13

Honest and Artistic Dentistry — Thorough scientific and up-to-date methods

DR. W. J. CURRY
DENTIST
301 Dominion Trust Bldg.

Open from 9 to 5 and 7 to 8.

RING UP SEYMOUR 2354 FOR APPOINTMENT.

ARE YOU INTERESTED IN B. C. METHODISM?
THEN THE
Western Methodist Recorder
(Published Monthly)

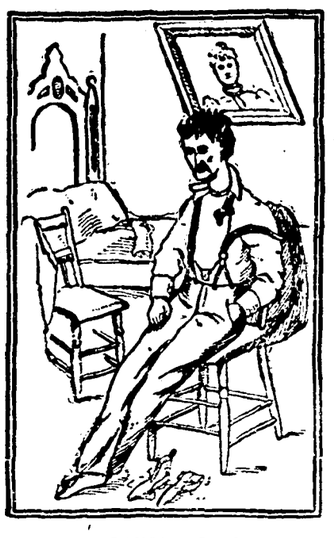
Is almost indespensible to you.

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

NERVOUS, LIFELESS DEBILITATED MEN



YOUNG MEN AND MIDDLE-AGED MEN, the victims of early indiscretions and later excesses, who are failures in life—you are the ones we can restore to manhood and revive the spark of energy and vitality. Don't give up in despair because you have treated with other doctors, used electric belts and tried various drug store nostrums.

Our New Method Treatment has snatched hundreds from the brink of despair, has restored happiness to hundreds of homes and has made successful men of those who were "down and out." We prescribe specific remedies for each individual case according to the symptoms and complications—we have no patent medicines. This is one of the secrets of our wonderful success as our treatment cannot fail, for we prescribe remedies adapted to each individual case. Only curable cases accepted. We have done business throughout Canada for over 20 Years.

CURABLE CASES GUARANTEED OR NO PAY

READER Are you a victim? Have you lost hope? Are you intending to marry? Has your blood been diseased? Have you any weakness? Our New Method Treatment will cure you. What it has done for others it will do for you. Consultation Free. No matter who has treated you, write for an honest opinion Free of Charge. Books Free—"Boyhood, Manhood, Fatherhood." (Illustrated) on Diseases of Men.

NO NAMES USED WITHOUT WRITTEN CONSENT. No names on boxes or envelopes. Everything Confidential. Question List and Cost of Treatment FREE FOR HOME TREATMENT.

DRS. KENNEDY & KENNEDY
Cor. Michigan Ave. and Griswold St., Detroit, Mich.

NOTICE All letters from Canada must be addressed to our Canadian Correspondence Department in Windsor, Ont. If you desire to see us personally call at our Medical Institute in Detroit as we see and treat no patients in our Windsor offices which are for Correspondence and Laboratory for Canadian business only. Address all letters as follows:
DRS. KENNEDY & KENNEDY, Windsor, Ont.
Write for our private address.

Use Stave Lake Power

Those Industries are Better

In ultimate results which use our electric power service. The factories or office buildings which operate private power plants are under a big expense for maintenance. A trifling accident may disorganize their whole system—more serious disturbance, with attendant heavy losses involved, are not preventable. Stave Lake Power is undeniably cheaper and more reliable than private plant operation. See us for particulars and rates.

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

Statement of J. Newton

Statement of Deckhand John Newton of Ferry Steamer No. 3 of the North Vancouver City Ferries, Limited, as related to H. E. Kemp, Secretary-Treasurer of the North Vancouver City Ferries, Ltd.:

"About sixteen years ago I ran away from my home, the town of Barrow-in-Furrness, North Lancashire, England. I made by way to Liverpool, and soon after my arrival obtained employment at an oil cake works in Burlington Street near the Leeds and Liverpool canal. This was either in the month of June or July. At noon of the second day of my employment, which I remember was on Thursday, during the lunch hour I walked down to the canal to watch some boys who were bathing. I had been there but a few moments when the alarm was given that a boy who had dived into the water was stuck head and shoulders in the mud at the bottom of the canal. As no other attempt was being made to offer the lad assistance, without waiting to divest myself of clothing, I dived in, and luckily managed to free the lad from the mud and bring him to the surface, and by the practice of artificial respiration brought him back to consciousness. I was a perfect stranger in this place, knew none of the boys or their names. As my noon hour was up I hurried back to my labors. One witness of the affair made a note of my name, but to this day I have heard nothing further regarding the matter.

"Whilst walking along Blackburn Road Church, Accrington, Lancashire, England, on a day, to the best of my memory in April, 1904, I saw a horse and cab running away down a slight hill at full speed. I noticed that one of the cab wheels had been broken off and the cab turned over on its side. The horse was mad with fright, and the road being smoothly paved enabled him to run at a great speed dragging the broken cab behind. About twenty yards ahead the road was being repaired, and the workmen had piled the stones in a large heap. It was then that I noticed that there were occupants in the vehicle, and I realized that almost certain death awaited them, whereupon I made a leap for the horse's neck and luckily managed to get a good hold and soon had him on his knees. With the momentum and through the horse rolling on me I was badly scraped, but not dangerously injured. As I recovered myself I saw a man put his head through the door of the cab; he was very pale and was unable to speak. However, before another carriage could be engaged he so far recovered from the shock as to shake my hand and thanked me for rescuing him from almost certain death. It was about a year afterwards before I again made his acquaintance; he then gave me a small sum of money and again thanked me for the rescue. His name is Doctor Nash, of Burnley Road, Accrington, Lancashire, Eng. Among the witnesses to this affair were Mr. and Mrs. Wilding, of 47 Willows Lane, Accrington, Lancashire, England.

"One Sunday night in November, 1909, in company with a young man named William Riley, I was taking a stroll in the vicinity of Enfield, Lancashire, England, and as we were crossing a canal bridge we heard some one shouting and soon met two young men who ran up to us informing us that there was a woman in the canal. We hastened to the place at full speed and upon reaching the point designated byb our informers, found all quiet at first, then later we heard a noise from the water, and after tying our four hadnerchiefs and a muffler together I went into the water holding one end of the muffler in my hand while my friend on the bank held the other end of our improvised line. I succeeded in getting hold of the lady's wrist and tied the muffler to her arm, then with the aid of the boys on the canal bank managed to get her out. She was known to the two young men who had informed us of the calamity and they took charge of her and saw her to her home. It was a very dark night and freezing unusualy hard, therefore being wet I hurried to my home, so that the only reference I can give is that of my friend, Mr. William Riley, of No. 12, Fendle Street, Accrington, Lancashire, England.

"Some time later on the evening of the date of which I fail to remember; it was some two weeks after I had returned to Liverpool, close to a large warehouse, and at almost the identical spot where I had rescued the boy mentioned in the first paragraph of my narrative, I had the opportunity of rescuing a lad named McCoy from the canal. I was unaccompanied at the time, and unknown by anyone in the vicinity. I left Liverpool the same week, and I have been there but once since.

"I had a local experience in life saving recently in the Burrard Inlet. On the night of Sunday, November 5th, 1911, while engaged as deckhand on Ferry Steamer No. 3, just as we were leaving North Vancouver on the 9:30 o'clock trip, a passenger forced his way through the gate and made a dash for the boat, which had left the dock. He leaped to catch the rail, but missed and plunged into te inlet. Without waiting to throw off any clothing I jumped into the water after him. It was a very dark night and the water was icy cold, and contending with the back-wash of the propeller and hampered by the pontoons and the various mooring chains, it was with some difficulty that I managed to support him while swimming and gain a place of safety. I was not feeling very fit at the time, as my wife was ill, at death's door, in fact, and I had not had rest nor sleep for some nights. I believe the man's name to be H. F. Peters. His address is Water Street, Vancouver, B. C.

"The occurrences above related are absolutely true."

(Signed) JOHN NEWTON.

Witness:

HERBERT E. KEMP.

Related to myself and signed and sworn to before J. J. W., a notary public and commissioner for taking of oaths in and for British Columbia.

(Signed) JNO J. WOODS,

Notary Public for the Province of British Columbia.

Address of John Newton, General Delivery, North Vancouver, B. C. Residence, corner of Semich and Third Street, North Vancouver, B. C.

INDEPENDENT ORDER OF ODD-FELLOWS

MT. PLEASANT LODGE NO. 19

Meets every Tuesday at 8 p.m. in I.O.O.F. hall, Westminster Ave., Mt Pleasant. Sojourning brethren cordially invited to attend.

J. C. Davis, N. G., 1221 Homer Street
J. Haddon, V. G., 2516 Main Street
Thos. Sewell, Rec. Sec., 481 Seventh Ave. E.

Try a "CALL" ad.

If You Are Sick

CALL ON

ERNEST SHAW, D. C.

(Doctor of Chiropractic)

250 22nd Avenue East

Chiropractic succeeds where medicine fails.
Hours 1:30 to 6 Consultation fre

COULDN'T LET GO.

Two Irishmen employed in a factory in Maine were given a holiday and went to enjoy themselves hunting. After walking through the woods for some time one of them happened to look up a pine tree and saw a large catamount.

"Holy smokes, Pat, look at him," said Mike.

"Howld on, Mike, that's a Maltese. I know where we can get four dollars for him. I'll go up and chase him down and you ketch him when he comes down," said Patrick.

Pat did so, and coming down the tree looked down and saw Mike and the cat describing circles among the leaves and dust. "What's the matter, Mike, can't you hang on to him?" he asked.

"Oh, I can hang on to him, all right, but I can't let go of him," said Mike.—From Norman E. Mack's National Monthly.

Regulation of Companies

FINANCE MINISTER'S STATEMENT

Question Has Been Under Consideration by Members of the Government—Legislation Would Protect Public Who Buy Shares

That the government is fully alive to the question of water stock companies and the desirability of preventing abuse arising out of over-capitalization, has been shown by the recent debates in the House of Commons, when not only the Prime Minister, but also the Hon. W. T. White, Minister of Finance, gave expression to their views. The question of the regulation of companies has come very much to the fore on the discussion on the increase of capital asked for by the Richelieu and Ontario Navigation Company. Premier Borden stated in the course of the debate, that he had been working on the subject of regulating the promotion of companies along with the Minister of Justice, and later on in the same debate Mr. White prophesied legislation along the same lines.

General View.

Speaking with regard to street railway, electric light, power and railway companies, Mr. White said: "With regard to these companies I think there is a general view that some supervision should be exercised by Parliament or through a Public Utilities Commission for reasons that are obvious."

The Finance Minister also spoke on the question of supervising industrial companies' stock. Mr. White said: "I believe that in Germany there is supervision over the stock issues of industrial companies, and I should not be surprised at all to find that the day will come—no doubt the legislation to which I refer will come gradually as all legislation of the kind does—when some form of supervision will be exercised even over industrial companies. It will probably be for the purpose of protecting shareholders and people who buy shares. There have been great evils in connection with the issue of water stock of industrial companise, or in other words in connection with the capitalization of profit." Further on in his speech, the Finance Minister stated, "the real evil is the possibility of watered stock."

REVENUE FROM NATURAL RESOURCES

With the declaration made by the Hon. Price Ellison, Minister of Finance in the Provincial Government, that it is the direct aim of the Government "to reach a point where direct taxation will be eliminated," and Provincial revenues "will be obtained from the natural resources of the Province," the McBride administration enters upon record as the first government to take this position with regard to taxation. Signs are not wanting in other Provinces of Canada that a great advance has been made in the attitude of the public as a whole on this matter, and the example of the Government of British Columbia will not be without effect throughout the country. That their atitude will be approved of by the people of the Province goes—as the expression runs—without saying. While it is true that British Columbians in general are fond of talking of the immensity of the natural wealth of the Province, participation in the enjoyment of that wealth is given to few, and, under present conditions, denied to the many. To the latter, it is a matter of distant, even abstract contemplation. With realization of the aim of the Government, the raising of Provincial revenues from natural resources, instead of from the earnings of individuals, the individual will be brought into sensitive contact with the natural wealth, to the increase, no doubt, of his comfort, of his devotion to the country and of his loyalty to its institutions.

LABOR MINISTER HAS STRONG SYMPATHY FOR WORKING MAN IN CANADA.

Economy of truth is the feature of attempts made by certain Liberal newspapers to misquote Hon. T. W. Crothers in regard to his address before the Builders' Exchange of Montreal. The trouble arose out of a garbled report of Mr. Crothers' speech, sent out from Montreal by a news service. The Minister of Labor on observing this report immediately issued a correction, pointing out the error and stating what he really had said. As he had spoken from a written address there could be no room for further question.

Here is Mr. Crothers' statement—

"The despatch from Montreal concerning an address I made at the Builders' Exchange banquet there last Saturday evening turns it pretty well upside down in more respects than one. It makes me say, 'I have not very much sympathy for the labor unions.' I said directly the opposite of that and cannot understand any honest man so reporting me, as I spent some time in pointing out that such unions have done much for the working man and have much more to do for him.

"The despatch makes me say, 'I have not very much sympathy for the labor unions, but I have a very strong sympathy for the working man, and I intend to see that the working man in this country gets a square deal.' That seems to have been the result of a blundering attempt to digest the following sentences in my address: 'Perhaps I should warn you in the outset that I have strong sympathies for the working man. In the best interests of the whole country we directly encourage agriculture, nourish our infant industries and assist many other enterprises, and, in so far as in me lies, I desire to see to it that our workers get a square deal. At the same time I realize that they are not all saints. If they were, as a class, they would be very lonesome indeed.

"After describing the hardships labor endured a hundred years ago, I said, 'These conditions have largely disappeared under the beneficial influence of trades unions, legislation and a more enlightened public opinion.'"

No Excuse for This.

Since the Minister of Labor issued the above statement, Liberal newspapers have persisted in attributing to him words conveying a meaning the exact opposite of what he actually had said. "There is no excuse for this sort of thing, but it is not unusual with a certain class of Opposition newspapers.

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Carpenters' Aprons, with 7 pockets, legs or straps, in brown or white duck; regular, $1.75, now 75c
2 in 1 Shoe Polish, 2 tins 15c
Smoky City Wall Paper Cleaner, per tin 25c
Veribrite Furniture Veneer, regular 25c; now 15c
Veribrite Furniture Veneer, large size; regular, 50c; now 35c
Aluminum Cups ,each 10c
Aluminum Salt and Pepper Shakers, 2 for 25c
Aluminum Toothpick Holders, each 15c
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Voters' Lists Cancelled

SCHEDULE.

"Provincial Elections Act."

Notice is hereby given that the list of voters for the Richmond Electoral District has been cancelled, and that applications to be placed on the voters' list will be received at my office at 501 Pender St. W., Vancouver, where printed forms of affidavit to be used in support of an application to vote will be supplied.

The list of persons claiming to vote will be suspended from and after the seventh day of April, 1913, and a Court of Revision will be held on the nineteenth day of May, 1913, and notice of objections to the insertion of any name on the register of voters must be given to me thirty clear days before the holding of the Court of Revision.

Dated this 4th day of March, 1913.

J. MAHONY,

SCHEDULE.

"Provincial Elections Act"

Notice is hereby given that the list of voters for the Vancouver City Electoral District has been cancelled, and that applications to be placed on the voters' list will be received at my office at 501 Pender St. W., Vancouver, where printed forms of affidavit to be used in support of an application to vote will be supplied.

The list of persons claiming to vote will be suspended from and after the seventh day of April, 1913, and a Court of Revision will be held on the nineteenth day of May, 1913, and notice of objections to the insertion of any name on the register of voters must be given to me thirty clear days before the holding of the Court of Revision.

Dated this 4th day of March, 1913.

J. MAHONY,

Registrar of Voters for the Vancouver City Electoral District.

Brusque Customer (in music shop)—Libretto "Mikado."

New Assistant—I no speak Italiano.—Sketch.

Housewives approve M L Floglaze because with it shabby furniture and all woodwork—not only floors—are made handsome anew. They find it fun to apply this quick drying, glossy finish that far excels varnish or paint. You should try

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LIBERAL OR CONSERVATIVE?

(Continued from Page 1)

the Straits Settlements, and other parts of Greater Britain. If Laurier, Oliver, Pugsley et al, smarting under a disastrous political failure, imagine they can make headway in Canada with the electors of their own party and a fair portion of those outside of Liberalism, they will get a fierce eye-opener very quickly when their usual supporters make sure that this disgraceful obstruction is a part of a foreign scheme to destroy the Empire. In this scheme are to be found leaders like Redmond, O'Connor, Hertzog, Germans in Europe, Rome and all who hate the proud name, and chafe under the control of Britain.

I affirm that the obstruction at Ottawa is a part of a foreign scheme, and that it is a most traitorous undertaking so far as Canadians connected with it are concerned. No man can find in history a more treacherous series of acts than this now so disgracefully flagrant being enacted in Ottawa. The outcome will be the final destruction of the present political leaders of the Liberal party. A new set of men will come to the front and under them the party will return to the proud position it formerly occupied. Liberalism wants, needs, and demands patriots and not political traitors for their leaders and official spokesmen.

I remember well when Edward Blake imagined he had the Liberal party in the hollow of his hand, but he found out to his undoing that his party would no longer recognize him. In like manner Sir Wilfrid seems to think as Blake did.