MANY NEW WALKS ARE TO BE BUILT

EXTENSIVE WORK WILL BE DONE THIS YEAR

Over Eight Miles of Permanent Sidewalk Is Projected—Proceedings of Council Meeting.

About eight and a half more miles of permanent sidewalk will be laid in this city before the expiration of the present year. City Engineer Topp stated Monday night that seven miles of new walks have already been completed during the present season, and that the work planned appropirated the amount mentioned. A by-law providing for the same was passed at the regular meeting of the city council last evening. Tenders were opened for the supply of new water pipe, and the Water Record By-law was put through its initial stages. These were the principal matters before the meeting.

In the absence of Mayor Barnard, Ald. Goodacre took the chair.

William P. Anderson, chief engineer of the marine and fisheries department, wrote notifying the council that he will recommend the granting of a foreshore grant on the harbor front, and that the deed for the same will be ready as soon as applied for.

It was decided to make application forthwith.

A communication from Thos. C. Sorby was taken as read, and referred to the streets, bridges and sewers committee. It was as follows:

Gentlemen:—I beg to state that a meeting of the owners of property along the water front of the inner harbor was held on the 12th inst., His Worship the Mayor presiding, to consider their position and what steps they should take before the royal commission on transportation.

As about one-ninth of the whole assessable value of the city is situate along the water front, and probably one-third of the commercial value of the city is directly concerned in the commerce of this port, and it is of the utmost importance to this city that its industries should be encouraged by securing all possible harbor facilities.

Iron, for instance, for ship building, costs $1.25 per ton from the ship on which it arrives to the manufacturer in the harbor; fruit and other things the same. The manufactured lumber from the mills costs $1 per thousand to lighter it out to the carriers in the Roads or Esquimalt, this, with the extra charterage, makes a difference of $1.00 in favor of the Sound ports over Victoria in competition in the foreign markets, absolutely killing the industry.

This port is geographically the centre of the ship building, repairing and fitting industry of British Columbia and the North Pacific seaboard, but the insufficiency of water and the foul state of the harbor places its trade in the most disadvantageous position, and, in fact, quite unable to compete with the Sound ports.

The necessary capital is already invested here, but it cannot be fully employed, and one after another of these promising industries have been ruined.

The tortuous sixteen-foot channel is enough for sealers, but absolutely prohibitory to expansion of commerce, the building up of new and the fostering of established industries.

This meeting, therefore, elected a committee, consisting of Messrs. J. A. Sayward (chairman), A. J. Bechtel, J. Lemon, Captain Grant, J. S. Yates, the Hudson's Bay Co., G. A. Kirk, and myself (as secretary), and they have decided to urge the following work as absolutely necessary to facilitate the transportation of Canadian products between the places of production and the foreign market through the port of Victoria:

(a) That the harbor be deepened from its entrance off the outer wharf to Point Ellice to a uniform depth of 25 feet.

(b) That the channel opposite Shoal Point westerly be about 800 feet wide.

(c) That the channel opposite Shoal Point northerly be about 600 feet wide.

(d) That the channel from the last point be widened as far out as Pelly Island, removing Platform Rock, etc.

(e) That a line be drawn from about 100 feet inside Laurel Point to the end of Raymond's wharf as deep water line.

(f) Deep water generally throughout James Bay.

(g) The removal of Tuzo, Beaver and Pinnacle rocks, and that a deep water line be drawn from Songhees Point to the western pier of the railway bridge.

(h) That a deep water line be drawn from the western pier of the railway bridge to Turpel's ways, continued thence to the Star ways, and thence to Point Ellice bridge.

(i) That there shall be deep water up to the wharves on Work street to a point near Rock Bay bridge.

(j) That there shall be deep water along the face of the wharves on the east side of the harbor to James Bay.

(k) That better provision be made for the speedy opening of the railway bridge, and that it shall be opened within five minutes of the boats' call to pass through.

We would, therefore, beg to ask that you should take official action in this matter and appoint a committee to confer with us as to the best method of urging the claims of this city to have the harbor improved to meet the needs of modern shipping.

THOS. C. SORBY,
Honorary Secretary.

W. H. Burkholder asked for permission to make certain changes to the Refuge Home. Referred to the fire wardens.

James Wilson, sanitary officer, reported that improvements to the building at the corner of Broad and Fort streets were in progress. Received and filed.

City Clerk Dowler reported that since the last meeting of the council the following communications had been received and referred to the city engineer for report. A. J. Morley, calling attention to the condition of the sidewalk on the south side of South Park street; J. Bennett, et al., requesting that a sidewalk be laid on Simpson street; Walter Carter, et al., drawing attention to the condition of Washington street and requesting that a sidewalk be laid thereon. Received and filed.

The building inspector reported that he had examined the pound premises and would recommend that if it is the intention of the council to make it the permannt pound it would be necessary to remodel it, sewers put in, cement floors where the dogs are kept, new buildings and fences. But if only temporary, the shed should be reshingled and ventilators put in the roof; a small roof over another portion and four floors in the dog kennels, at a cost of $150.

Referred to the streets, sewers and bridges committee.

Tenders for the supply of water pipes were next opened. One tender was received late. A motion was made to receive the tender, when Ald. Stewart objected, as he said such a proceeding led to all kinds of trouble. Ald. Elford seconded the amendment. Ald. Douglas requested that the tender be accepted, as there was some doubt as to when it was received. The amendment carried.

The tenders opened were received from W. A. Ward, Findlay, Durham & Brodie, Walter S. Fraser & Co., Robt. Ward & Co., R. P. Rithet, Marine Iron Works, Canadian Water Pipe Company, A. Sheritt, W. O'Neil Company (Vancouver), Evans, Coleman & Evans, and Pacific Coast Pipe Company (Vancouver).

The tenders were referred to the city engineer and water commissioner for report.

The finance committee reported accounts totalling $1,455. Reecived and adopted.

Ald. Hanna's motion recinding former motions respecting the construction of a permenent walk on Blanchard street was next considered and adopted.

Ald. Hanna's new motion regarding this sidewalk calls for a walk on the east side of Blanchard street to King's road, and from there on on the west side of Second street to Hillside avenue. The new motion carried. For this and other permanent walks suggested and already mentioned, the necessary by-law will be prepared.

A report from the streets, bridges and sewers committee was received and carried.

The Water Record By-law was put through its final reading and passed.

By-law No. 7, relating to the construction of permanent sidewalks was next introduced, and was passed through its final reading. It recommended that the plans, specifications, estimates and descriptions be adopted for the following sidewalks: North side of Caledonia avenue, from Cook to Chambers streets; on the north side of Callinson street, from McClure to Vancouver streets; on south side of Michigan street, from Menzies to Oswego streets; west side of Menzies street, from Niagara street to the end of present concrete sidewalk, and south side of Kingston street, from Menzies to Montreal streets; on north side of Scorseby street, from Cook to Vancouver streets; on north side of Bellot street, from Cook to Vancouver streets; on west side of Quadra street, from Pandora to Cormorant streets; on west side of Cook street, from Fort street to Caledonia avenue.

The cost to the city of the building of these walks will be $4,656.41.

After the consideration of the by-law the meeting adjourned.

NO SITE YET SELECTED.

For Dominion Copepr Company's Smelter—Manager W. C. Thomas is Still Looking Around.

Manager W. C. Thomas, of the projected Dominion Copper Company's smelter in the Boundary country, was in Nelson Saturday on a visit interested in the doings of the tariff commission, says the Daily News.

Speaking to a representative of the News in reference to the projected smelter, Mr. Thomas stated that he understood that a smelter site had already been fixed for him in Grand Forks, Greenwood and Midway, the Anaconda Standard being particularly positive in the matter. The cost of the smelter, he had been told, would run to $750,000. Grand Forks was willing to give $30,000 if the smelter were pitched at that city, and the newspapers had already definitely ascertained the amount of ore within the mines of the company and the number of furnaces which would be necessary to treat it. He has just come from Colorado and was pleased to find that enterprising journalism was not a whit less enthusiastic here than there.

The whereabouts of the smelter, which would surely be erected, was altogether dependent, Mr. Thomas said, upon the question of arrangements that could be made with the railways for freight rates. There were quite a number of sites suitable from various points of view, especially that of water, but the principal factor in the selection was that of the cost of the transportation of the ore and fuel to the reduction works. This is the only delay that is being experienced by the company.

Mr. Thomas was formerly manager of the Highland mine smelter at Denver, Colorado, and notwithstanding the acute labor troubles of that mining locality, Mr. Thomas has come away with a record from both sides of the question. He wears a gold watch presented to him by the employees of the Highland mine smelter, Denver, in April, 1903, on his departure from those works. His selection as manager is strong proof of the belief in him which is entertained by capital. With capital and labor both on his side Mr. Thomas ought to make a record in the Boundary.

THE FISHERY COMMISSION.

To-Day's Session Formulated the Programme to Be Followed and Main Questions for Discussion.

(From Tuesday's Daily.)

At the Driard hotel this morning the members of the fisheries commission held a private session to draw up the general lines upon which the investigation is to be held. All the commissioners were present save Mr. Sweeney. It was learned that the main question discussed this morning was that of international relationships in fishery matters. One of the commissioners assured a Times representative that the present commission was undoubtedly the most important ever held in Canada, and that its report would be of very great value. The whole question of the fisheries was to be gone into with unprecedented thoroughness, so that the findings would embody the most up-to-date knowledge obtainable on the subject. It is understood that an immense amount of interesting detail already awaits hearing by the commissioners.

THE KEEL LAID FOR ANOTHER STEAMER

Work Commenced in Yard of B. C. Marine Railway Company for Large C. P. R. Ship--Other Undertakings.

In the yard of the British Columbia Railway Company the keel of the new C. P. R. steamship, to be built for the Victoria and Seattle route, was laid yesterday. This is the vessel that has been projected for the service for some time. For months her plans have been under consideration, and as they have been now worked out they call for a ship almost a duplicate of the steamship Princess Victoria, the pride of the C. P. R. Company's fleet, only the new ship is to be 50 feet shorter, and instead of steel, from which the hull of the Victoria was constructed, the material to be used will be wood throughout.

The machinery will be built in Paisley, Scotland, and it will be of 2,500-horse power. This will give power sufficient for a very fast ship, such as it is intended the new one will be.

In point of superstructure or upper works, the steamer will be constructed along the same lines as the Victoria, that is she will have four decks, luxurious passenger accommodation, observation room on deck, smoking apartment, ladies' saloon and handsome cabins similar to those which have stamped the Victoria as the most palatial steamer running in northern Pacific waters.

The dimensions of the new ship will be as follows: Length of keel, 250 feet; beam, 40 feet, and depth of hold, 25.6 feet. These measurements call for a steamer longer than the Princess Beatrice, a vessel completed in the yards last year, and considered a highly creditable work of marine architecture. They also provide for a steamer larger than any that has ever been built in a British Columbia shipyard.

In electrical equipment, in all details of construction, including the very important matter of strength, it is intended that the ship will meet the most exacting requirements of the public and owners, and that she will in every way be a worthy successor to the Princess Victoria on the Puget Sound and Victoria route. Should it be so decided that she will take her place in service on an alternative schedule with that on which the Princess Victoria is operated, she will have the speed necessary to uphold her part. It is, however, not mentioned in just what manner the new steamer will be run; all that is announced with respect to her speed being that next to the Victoria she will be the fastest steamer in North Pacific waters. She will be ready for business next year.

Apart from the big amount of work which the building of this ship will entail, the management of the British Columbia Marine railway have several other important contracts on hand which will mean the circulation of many thousand dollars in the city. The company is to entirely remodel the Princess May, giving her new engines and boilers, a new house and new propellers, and equipping her in a manner that will leave her one of the trimmest and most convenient ships running to Alaskan ports. In fact the alterations and betterments are to be carried out with a view of better meeting with the high class steamer service which the C. P. R. Company are supplying to all points on this coast. The speed of the ship will be sixteen knots. In design her housework when completed will resemble, it is said, the City of Topeka. To undergo these improvements the ship will shortly be laid off the Alaskan run, and will be taken to Esquimalt, where the work will be commenced.

A third undertaking which the company have in hand is the construction of a new quarantine steamer. The model of this has just been laid down in the draughtsmen's room. The vessel, as previously announced, will be built of steel. She will be 100 feet long by 20 feet beam, and will have a speed of twelve knots. She will be modernly equipped, and it is calculated will altogether better meet the requirements of the quarantine service than does the Earl, the present tender.

The company have, too, the contract for building new propellers for the Princess Beatrice and the Amur. It has been continually adding to its equipment in the yard for expeditious work. They have just completed an important job on the C. C. R. steamer Danube, having thoroughly renovated her boilers and engines, added new plates to her bottom and sides, and placed on deck powerful winches capable of lifting 25 tons. With this acquisition the Danube will be still better equipped for the freighting business than she has been heretofore. Part of her deck has been renewed, and she has had new bulkheads built in her interior, so that the ship is now about as good as new. The steamer Hope is another vessel to which the company have been giving some attention. She has been recaulked and thoroughly overhauled, and in addition has received a new propeller.

From the above it will thus be seen that the British Columbia Marine Railway Company has been the busiest in the province, and it is doubtful if there is one on Puget Sound that has now a better showing of work. The result of so much business will have a very stimulating effect on the shipbuilding industry of the city, and in turn should have an beneficial bearing on other lines of trade.

DESERTED WIVES LOSE THEIR RIGHTS

LATEST PHASE OF THE LAW OF CALIFORNIA

Forsaken Spouses Must Wait Twelve Months Before They Can Sue For Alimony Under State Law.

The San Francisco Chronicle reports that "a decision which has a bearing on the maintenance suit against George D. Collins that led to his indictment for perjury was given the other day by Judge Seawell in the action for alimony which Charlotte Loosli brought against Charles Loosli. Judge Seawell holds that under the law now a wife cannot sue for separate maintenance unless she has a cause of action for divorce, and so, when her complaint alleges desertion only she cannot get alimony until the desertion has continued for one year. This point was raised by Collins, but Judge Graham overruled it, and then it was that Collins filed the verified answer denying his marriage to Charlotta E. Collins, on which the perjury charge against him was based.

"The Looslis were married last year and Loosli deserted his wife in last May. The California law is reviewed by Judge Seawell in a lengthy opinion in sustaining the demurrer to Mrs. Loosli's complaint. He says that prior to 1880 no statute authorized a wife in this state to sue for maintenance without applying for a divorce; but the Supreme court, which was divided on the question, held in 1869, in the case of Galland vs. Galland, that the power to decree alimony to a wife fell within the general powers of a court of equity and existed independent of statutory authority, and that such a court could allow alimony to a wife in an action which had no reference to a divorce.

"In 1880 the legislature amended section 137 of the Civil Code so as to provide that when a husband willfully deserted his wife, she might, without applying for a divorce, maintain an action against him for permanent support. While this law was in force, it was held by the Supreme court, in Hardy vs. Hardy, that an action for permanent maintenance, without an application for a divorce, could be based on the ground as far as San Juan has been staked.

of willful desertion and that it did not depend on the continuance of the desertion for one year. At the last session of the legislature the section was altered so as to provide that "when the wife has any cause of action for divorce, as provided in section 92, she may, without applying for a divorce, maintain an action for permanent support." Judge Seawell observes:

"There is no ambiguity as to the meaning of the words 'a cause of action for divorce.' In the case of desertion it does not accrue until the desertion has continued for one year.

"It is to be regretted that after the rights of a deserted wife to compel support by her husband had been firmly established both by judicial decision and legislative enactment, the legislature should have so amended the Civil Code, section 137, as to limit her remedy to cases where a cause of action for divorce has accrued to the wife. The responsibility for such a result rests with the legislature, and not the courts."

DEVELOPMENT OF FISHERIES.

Companies Are Prepared on Vancouver Island For Heavy Season.

(From Tuesday's Daily.)

Edward G. Taylor, of Nanaimo, fishery inspector under the Dominion government, is in the city attending the sittings of the fishery commission. He says that the plating of eastern oysters on this coast has to all appearance been followed by success. So far the bivalves are thriving well where planted, and Mr. Taylor has brought some samples to show Prof Prince, which have grown considerably since being planted here.

The inspector says that the outlook at Nanaimo for a good year in the fishing business is excellent. Several companies have been formed to cure dog salmon, which finds a ready sale in Japan. There are also arrangements made for curing herring, which abounds in those waters. At the present time the herring is being taken at Pender Bay, where the very best quality is taken

Mr. Taylor thinks that with the rapid development which has taken place in connection with other branches of the fishery business in British Columbia that the lack of sockeye salmon which is expected during the next three years will not be as severely felt as would have been expected. There will be a lucrative trade in cohoes and dog salmon, which are not subject to the light and heavy seasons as is the case with the sockeyes.

In their anxiety to get locations for trap sites Mr. Taylor says the foreshore

SOME SUPERFLUOUS AND UNTIMELY RAIN

UNCLE SAM IS DIRECTLY RESPONSIBLE FOR FALL

Victoria Weather Sharps Say Recent Naval Gun Practice Caused the Present Unwelcome Moisture.

In conversation with a local meteorologist Tuesday a Times representative was assured that in spite of the incredulity expressed by many persons, the present disagreeable and very untimely wet weather is due to the firing of the heavy guns on the United States warships in the Straits for some days (and nights) past. He explained that the detonations of the great guns cause vibrations in the atmosphere, which set up what might be called minor vacuae, as well as cause a great disturbance of the electrical strata of the upper air, the effect being to attract toward the centre of disturbance the clouds and vapors floating in the higher altitudes. The accumulation of those surcharged masses precipitates the moisture in the usual way.

The meterological effects of artillery practice are well-known to all who have lived much near fortresses or naval stations. In India the artillery practices are invariably followed by terrific deluges of rain, the blue sky crowding up with masses of cloud in a remarkably short time. This phenomenon has been put to practical use by ingenious Americans, who have succeeded in "shaking down" the wholesome rain from the burning skies of southern Texas, Arizona and New Mexico with their rain bombs. Why this device is not applied in drought-cursed India to avert the awful famines that slay so many thousands of the people, is a wonderful instance of what conservatism can accomplish in rejecting modern inventions.

The practice by the United States naval vessels off this port has been exceedingly thorough, no doubt due to the marvellous revelations of the Japanese-Russian war. The Times man was informed that those tests were probably some of the most severe undergone recently by American ships, guns and crews. The practice embraced slow firing at distant targets, under most favorable conditions, then under unfavorable conditions, i. e. poor light, running sea, oblique agle, and so forth. Then they had quick-firing with guns of all calibres, from the barbette pairs to the machine guns; firing while the ships were under full steam, straight ahead, swinging to port or starboard with helm hard down; then target firing by searchlight; broadside and firing repelling torpedo-boat attacks under all possible conditions.

The engines also received a thorough testing, and were subjected to what may be described as genuine war strains. As far as can be learned no accidents occurred. The results of the gun fire are expected to excite great satisfaction on the part of the United States naval authorities, while the crews have received a training of the most valuable kind. It may be mentioned that the work was so strenuous that the only rest the men had in the firing practices was for meals and to allow the guns to cool. Sleep was hardly possible for the off-watches during the night practices; so that here again something like actual conditions prevailed aboard the squadron.

Statistics of the firing, including cost, of ammunition, wear and tear of guns, strains of deck plates and frames, etc., may be expected in the United States service papers at no distant date. The main target was erected on the Port Angeles spit, but floating targets were also used. It is said that one of the gunners aboard U. S. S. Chicago, the largest vessel engaged in the recent practices, holds a United States navy record of 18 shots, 18 hits in 14 minutes with the eight-inch gun. This would be hard to beat, and anything like it in actual warfare would mean inevitable disaster to the unfortunate vessel that happened to be receiving the attentions of this smart American gunner. The American naval gun record, it is understood, is held by a gunner of one of the battleships in the Atlantic squadron.

PRESIDENT RESIGNS.

W. T. Oliver's Resignation Accepted With Deepest Regret by Board of Trade.

The council of the Board of Trade met Tuesday morning, with a full attendance of members, to consider the resignation of W. T. Oliver, the president. Before proceeding with the business, the secretary reported that Chris. Spencer had gone to New Westminster to appear before the railway commission there on behalf of the board to support W. J. Pendray's grievances. A letter was also received from Hon. R. G. Tatlow, advising that he had telegraphed R. M. Palmer, requesting him to proceed to New Westminster in accordance with the wishes of the board, as expressed at last general meeting. A vote of thanks was unanimously passed to Hon. Mr. Tatlow.

Another committee which was appointed at last meeting regarding the representations that should be made before the tariff commission, reported that the several questions, such as the Lumbermen's Association views, also the views of the board on the dumping clauses, had been gone into very thoroughly in Vancouver, and the committee suggested that the best plan for the board to follow would be to appoint a delegate to support those representations at Vancouver. The council after further discussion decided to elect another committee to take up other matters overlooked at the general meeting, to be brought before the tariff commission.

At this juncture, the secretary's file being empty, Mr. Oliver said they had now arrived at the principal business of the meeting, namely, the consideration of his resignation. In a few well chosen remarks he expressed how deeply he regretted leaving Victoria, and particularly in severing his pleasant relations with the members of the board. He felt at a loss to describe how much he was indebted to the hearty co-operation of the members in filling the duties of his position. They had always done their utmost to help him, and he sincerely appreciated their devotion. Mr. Oliver then handed to the secretary the following letter, and asked leave to retire. Before doing so, he called upon Mr. Mara, vice-president, to take the chair. The secretary then read Mr. Oliver's letter to the meeting, as follows:

Victoria, B. C., Sept. 18th, 1905.

F. Elworthy, Esq., Secretary Victoria, British Columbia, Board of Trade, Victoria, B. C.:

Dear Sir:—As I shall very shortly be leaving the city permanently, I beg to tender my resignation as president of the board, and as a member of that body.

In doing so, I cannot adequately express the real regret I feel in severing relations that have been increasingly friendly during the last four years, and that culminated in my being chosen to fill the president's chair. During my incumbency of that office, I can only speak of the great consideration shown me by members of the board and council without exception, and which shall ever be one of my pleasantest memories.

With sincerest wishes for the future prosperity of the board and its members.

Believe me,
Yours faithfully,
W. T. OLIVER.

It was then unanimously resolved that the board accept Mr. Oliver's resignation with deep regret, and at the same time extend to him hearty congratulations on his promotion. This resolution embodying the sentiments of the board will be conveyed to Mr. Oliver.

A ballot to fill the vacancy created by Mr. Oliver's resignation resulted in the election of T. W. Paterson to the presidency, the other nominee being J. A. Mara. The vacancy in the council caused by the election of Mr. Paterson as president was filled by the election of C. H. Lugrin. This was all the business.

AGED ACTRESS ILL.

Mrs. Charles Walcott Stricken With Paralysis and Is in Critical Condition.

New York, Sept. 20.—Mrs. Charles Walcott, one of the oldest women on the American stage, was striked with paralysis yesterday at her home near Rhinebeck. She is 70 years of age, and at last reports was in a dangerous condition.

Mrs. Walcott began appearing with her husband nearly forty years ago, and made her greatest reputation as a member of the famous Lyceum Stock Company. Prior to this time, she appeared for many years in the Walnut street theatre stock company of Philadelphia.

THE
Tyee Copper Co., Ltd.
Purchasers and Smelters of Copper, Gold and Silver Ores.
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LICENSE TO AN EXTRA-PROVINCIAL COMPANY.

"COMPANIES ACT, 1897."

Canada:
Province of British Columbia.
No. 267.

This is to certify that "The Liverpool and London and Globe Insurance company," is authorized and licensed to carry on business within the Province of British Columbia, and to carry out or effect all or any of the objects of the Company to which the legislative authority of the Legislature of British Columbia extends.

The head office of the Company is situate at Liverpool, England.

The amount of the capital of the Company is £2,000,000.

The head office of the Company in this Province is situate at 100 Government street, Victoria, and Richard Hall, whose address is the same, is the attorney for the Company.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 19th day of July, one thousand nine hundred and five.

(L.S.)
S. Y. WOOTTON,
Registrar of Joint Stock Companies.

The objects for which the Company is established and licensed are:

To carry on the business of life assurance in all its branches and in particular to grant or effect assurances of oll kinds for payment of money by way of a single payment or by several payments or otherwise upon the death, or marriage, or birth, or failure of issue of, or the attainment of a given age by any person or persons, or upon the expiration of any fixed or ascertainable period, or upon the happening of any other contingency or event dependent upon or connected with human life, or the occurrence of any contingency or event which would or might be taken to affect the interest, whether vested, contingent, expectant or otherwise, or of any person or persons in any property subject or not to any such events as aforesaid happening in the lifetime of any other person or persons, or upon the loss or recovery of contractual or testamentary capacity in any person or persons;

To carry on the business of fire insurance in all its branches and to grant insurances against injury or damage to or loss of property caused by or resulting from lightning, hailstorm, tempests, earthquakes, explosions, the overflow or inundation of water or other misfortune whether of a like or of a different kind, and to grant insurances against injury or damage to or loss or damage of property during transit by land or sea, and against loss or damage of property by burglary or theft.

NOTICE.

I hereby give notice that, 60 days after date, I intend applying to the Chief Commissioner of Lands and Works for permission to purchase the land in Cassiar District described as follows: Commencing at a post set at the northeast corner of lot 480 in Maple Bay, Portland Canal, marked H. L. R.'s S. E., thence 20 chains north, thence 20 chains more or less west to the shore of Portland Canal, thence 20 chains southerly along the shore of Portland Canal, thence 20 chains more or less east to the point of commencement, containing 40 acres more or less.

(Signed) H. L. ROBERTSON.
28th July, 1905.
Per Wm. Noble, Agent.

SECOND-HAND PIANO FOR SALE—$135. This instrument has been used by a teacher and is thoroughly well made. Will be delivered free to any wharf or railway station in B. C. Hicks & Lovick Piano Co., 88 Government street, Victoria; 123 Hastings street, Vancouver. We have others. Write us for catalogue.

Bowes' Foot Powder
Gives relief. Makes hard roads easy.
25c
TRY IT.
Cyrus H. Bowes, Chemist
98 Government St., Near Yates

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Annually, to fill the new positions created by Railroad and Telegraph Companies. We want YOUNG MEN and LADIES of good habits, to
LEARN TELEGRAPHY AND R. R. ACCOUNTING
We furnish 75 per cent. of the Operators and Station Agents in America. Our six schools are the largest exclusive Telegraph Schools IN THE WORLD. Established 20 years and endorsed by all leading Railway Officials.
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The Morse School of Telegraphy
Cincinnati, Ohio. Buffalo, N. Y.
Atlanta, Ga. LaCrosse, Wis.
Texarkana, Tex. San Francisco, Cal.

Sixty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for permission to purchase 640 acres unreserved, unsurveyed Crown land, situated near Francois Lake, Coast District, B.C., commencing at a stake about four miles south of Francois Lake, thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to point of commencement.

August 1st, 1905. J. R. MORRISON.

Sixty days after date I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to purchase 640 acres unreserved, unsurveyed Crown land, situated near Francois Lake, Coast District, B. C., commencing at a stake on west end of small lake, thence south 80 chains, thence west 80 chains, thence north 80 chains, thence east 80 chains to point of commencement.

Victoria, B. C., August 1st, 1905. D. STEVENS.

Sixty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for permission to purchase 640 acres unreserved, unsurveyed Crown land, situated in Coast District, B.C., commencing at a stake about six miles south of Francois Lake, thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to point of commencement.

August 1st, 1905. J. L. BUCK.

Sixty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for permission to purchase 640 acres unreserved, unsurveyed Crown land, situated in Coast District, B.C., commencing at a stake about six miles south of Francois Lake, thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to point of commencement.

August 1st, 1905. J. M. M'CAW.

Notice is hereby given that, within 30 days, I intend to apply to the Chief Commissioner of Lands and Works to cut and carry away timber from the following described lands: Coast District, Range 1, Limit No. 1.—Commencing at a post situated on the west side of Maple Bay, Gilford Island, near shore, marked H. P. S. W. C., thence running north 80 chains, thence east 80 chains, thence south 80 chains, thence west along seashore to place of commencement. Limit No. 2.—Commencing at a post at the northwest corner of Limit No. 1, in same bay, marked H. P. S. W. C., thence running north 80 chains, thence east 80 chains, thence south 80 chains, thence along north line of Limit No. 1 to place of commencement.

HARRY PERRY.

July 28th, 1905.

NOTICE.

Queen, Bella Coola Chief, Red Deer and Sulphur mineral claims, situated in the Bella Coola Mining Division of the Bella Coola District. Located on the left bank of the Saloomt River, about 12 miles from its junction with the Bella Coola River.

Take notice that we, O. Kellog, free miner's certificate No. B89754; O. Arneson, free miner's certificate No. B89753; T. Olson, free miner's certificate No. B89755; H. B. Christenson, free miner's certificate No. B89752, intend, sixty days from the date hereof, to apply to the Mining Recorder for a certificate of improvements for the purpose of obtaining Crown grant of the above claims.

And further take notice that action under Sec. 37 must be commenced before the issuance of such certificate of improvements.

Dated this 19th day of August, 1905.