# DATE OF VOTING FIXED BY COUNCIL

## TWO BY-LAWS TO GO BEFORE RATEPAYERS

### One Will Provide for New School Buildings and the Other for Rock Bay Causeway.

As forecasted in the Times Monday, a by-law was introduced at Monday evening's meeting of the city council, authorizing the expenditure of the surplus from the Point Ellice bridge funds after the structure is completed on the proposed causeway across Rock Bay, or, in other words, the Bay street extension.

The ratepayers will record their verdict on this and the school by-laws on April 14th. Quite a number of other matters were dealt with at the meeting.

A document from the Supreme court headed the procession of communications. It was a writ of summons in an action arising out of a tax sale. The plaintiff is Mrs. E. Behnson. This was turned over to the city solicitor.

E. B. Marvin and others applied for a light on the corner of Cadboro Bay road and School street. Enclosed with the application was a petition on the subject presented to the council by the same applicants last year. This was referred to the electric light committee for report.

D. W. Higgins complained of the desecration of graves at the Ross Bay cemetery. Referred to the cemetery committee, with power to act.

Jos. Peirson, hon. secretary of the Navy League, enclosed copy of a resolution passed at a meeting of the league yesterday afternoon supporting the proposed bill to be introduced in the House of Commons, relating to establishment of a Canadian naval militia. He requested the council to pass a similar resolution. It was decided to comply with the request.

A. T. Goward, manager of the B. C. Electric, wrote desiring to submit proposals for the lighting of the city by his company, and asking information regarding the cost of the present system.

Ald. Stewart vigorously opposed giving the company information as to the cost of lighting the city at present. If the company had a proposal to make he would be willing to hear it.

Ald. Fell concurred in this view. It was decided, on motion of Ald. Stewart, to inform the company that the council was willing to listen to any proposal they wished to make, but declined to furnish information as to the present cost.

P. R. Brown applied for a permanent sidewalk on the north side of Fort street, between Douglas and Blanchard streets. Referred to the streets committee.

H. Mortimer-Lamb urged that the work of extending sewerage facilities to Pemberton road be undertaken as early as possible. Referred to the sewers committee.

Caroline Humphries requested the extension of sewerage system to her residence on Mears street. Referred to the sewer committee.

W. D. McIntosh asked permission to plant trees for a boulevard on Quebec street, in front of his residence. He also applied for some drainage facilities for roof water. Referred to the city engineer.

J. F. Smith threatened to hold the corporation responsible for any damage caused by a large tree at his place on Fairfield road, which he had desired cut down. This was referred to the city engineer.

A. C. Grayson, of Victoria crescent, asked for sewerage connection. If the city would provide the pipe he would pay for the work, or vice versa. Referred to the city engineer for report.

The city clerk reported the receipt of communications from J. Douglas, J. T. Deaville, John Hall, A. Brakes, Wm. McCarter, Heisterman & Co., and D. W. Higgins, which had been referred to the city engineer.

In reference to the communication from Mr. McCarter, seeking the widening of a portion of Fort street, Ald. Grahame moved that the petitioner be informed that the council would favorably consider the widening of the street. On amendment of Ald. Oddy, however, the communication was referred to the streets committee.

The council awarded the contract for supplying a large factory built sprinkler to John Meston for $568, and to T. M. Brayshaw the contract for the small home-made sprinkler for $495.

The water commissioner urged the council to order water meters at once. The matter will be taken up with the estimates.

The same commissioner reported the commencement of the work of laying the main on Elliot street.

Thos. Horne and other small milk vendors protested against the imposition of a tax contemplated in the milk by-law. Referred to the city solicitor.

Wr. Hodge and others petitioned for a more equitable distribution of the city horseshoeing.

Ald. Stewart moved that this be more equally distributed. Carried.

The electric light committee recommended the installation of lights on Battery and Rithet streets, San Juan avenue and corner of Ellice and Bridge streets. Adopted.

The streets committee recommended repairs on St. Charles street, a new sidewalk on Seventh street and the calling for tenders for street sprinkling. Carried.

The finance committee recommended the appropriation of $7,171.35 for the usual purpose.

Ald. Fell's motion regarding the appointment of a committee to investigate the septic tank system was then introduced. Ald. Fell explained briefly that some effective method for sewering certain parts of the city which could not be accomplished by the gravitation system was required.

The motion was carried, and the following were appointed on the committee: Ald. Fell, Beckwith and Stewart.

Ald. Vincent's motion providing for the lighting of the city every night in the year was carried.

The motions by Ald. Stewart and Vincent regarding permanent sidewalks on Yates and Wharf streets were also passed.

The same course was adopted with the motion by Ald. Stewart relating to permanent sidewalks on Birdcage Walk and Menzies streets, from Belleville to Superior streets. In this connection the Mayor explained that Mr. Henderson, the public works superintendent here, had communicated with Ottawa as to the Federal government's contribution to the cost, but had received no reply. He did not think, however, that any difficulty from this source would be encountered. The resolution was passed.

Leave being granted, the by-law authorizing the expenditure on the Rock Bay causeway and James Bay reclamation works moneys of the Point Ellice bridge fund remaining unexpended when the structure is completed was considered.

This by-law went through the necessary stages, and it was decided to submit it to the ratepayers on April 14th, when the voting on the school buildings by-law will also take place.

A by-law to amend the sewers connection and rental by-law was introduced, read a first and second time, and considered in committee. The committee reported progress.

A by-law to amend the plumbers' by-law was read a first and second time, and then went through committee, after which it was read a third time. The council then adjourned.

# FINLANDERS LEAVE PLACE OF ADOPTION

### Report That the Colony on Malcolm Island is in Dire Condition.

Arrivals from the north on the steamer Danube are authority for the statement that the Finnish colony established on Malcolm island has all but broken up. Members are scattering near and far, and but few remain. Twelve arrived on the Danube, and another contingent reached the Terminal City on a previous trip of the same vessel. There have been many causes tending to the disunion. Socially, although started on what were considered idealistic principles, it is said the laws that were made did not work successfully. One trouble after another followed in fast succession, until finally the want of finances completed the disintegration of the colony.

The colony on Malcolm Island, officially known as the Kalevan Kansa Colonization Company, was the outcome of an ideal which existed in the mind of Matti Kurikka. Mr. Kurikka, after becoming weary of the oppression of Russia, sought an asylum for his fellow countrymen. After a visit to Australia he came to British Columbia, and finally perfected the scheme which resulted in the colonization of the island.

The co-operation of the government of the province was won, and an active campaign commenced. The island was given to the colonists, who organized themselves into an incorporated company. The conditions upon which it was granted to them was that should the settlers not succeed in their enterprise that the land should revert to the crown.

A tour of the United States in the interests of the colony resulted in putting life into the enterprise. The basis of the settlement was to be a community of interests. Membership was fixed at $250, payable in instalments. Provision was made for the insuring of those deprived of the means of support by the death of husband and father. The aged were also to be insured. A certain number of days' work each year was to be required of each, and the conduct of the company's affairs was to be vested in a board of management.

A selection of a townsite was made, the place being called Sointula, "a place of harmony." A sawmill was erected and was being equipped. A herd of cattle was taken up to provide for the needs of the colony, and an attempt was made to provide arable land by the draining of swamps.

In the early history of the company a difficulty was encountered by the burning down of a large boarding house at Sointula, and the loss of a number of lives. In spite of that set back the colonists went to work again, in the hope of making a success of the enterprise. They intended to put the colony on a substantial basis by means of the fisheries, the timber and the farming resources.

Dissatisfaction broke out, however, and a resort to law was made by those who sought to recover the money they had put into the concern. Following this the settlers have been quitting the colony.

Matti Kurikka, it is understood, is still resident there, and will attempt to revive interest in his pet scheme.

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The London corespondent of the Paris Matin says that Paul Cambon, the French ambassador to Great Britain, has received Foreign Minister Delcasse's reply concerning modifications demanded by Lord Lansdowne, the British foreign secretary, in the text of the French proposals regarding the Anglo-French colonial treaty, and has communicated it to Lord Lansdowne. These proposals, the correspondent says, will be discussed at a cabinet council to-day. The negotiations are approaching completion, he adds.

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A majority in both Houses of the Danish parliament is in favor of the introduction of the birch for criminals, and the passing of a bill to that effect is regarded as assured.

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A MODERN WEAPON IN THE BATTLE FOR HEALTH.—If disease has taken your citadel of health, the stomach, and is torturing you with indigestion, dyspepsia and nervous prostration, South American Nervine is the weapon to drive the enemy from his stronghold "at the point of the bayonet," trench by trench, but swift and sure, it always wins. Sold by Jackson & Co. and Hall & Co.—4.

# AWARD MADE IN THE SALVAGE CASE

## AMOUNT REDUCED BY JUDGE IN ADMIRALTY

### In Vermont vs. Abby Palmer Only About One-Sixth Amount of Claim Was Allowed.

Judgment was handed down by Mr. Justice Martin in the admiralty court Monday afternoon in the case of Vermont vs. Abby Palmer. Judgment was given the plaintiffs for $4,200 and costs in the action. The claim was one for salvage, it will be remembered, $25,000 being asked for by the owner of the Vermont for towing the Abby Palmer in from the West Coast to Esquimalt.

In giving judgment Mr. Justice Martin says:

This is an action for salvage, and though, by the statement of defence, the plaintiffs' claim is disputed, not only as to the amount, but also as to the seamanship displayed in the salvage operations, yet during the trial not only was the latter position somewhat tardily abandoned, but the defendants' counsel in his argument said, "We do not attack their seamanship but compliment them on it."

In view of this admission and that contained in the 16th paragraph of the defence, that the ship was in danger, the main issue is reduced to settling the amount of the reward that the plaintiffs are entitled to.

Now, while the defendants admit in said paragraph that the ship was in danger, they set up that she "was not in a hopeless condition, and that even if she had not been rescued by the Vermont they would have been able to save the said ship from actual loss." On this point I am advised by the assessors, and I concur with them, that the ship was in such a dangerous condition, because of the wreckage, that, having regard to the season of the year, the unsettled weather, and to the currents, she would have helplessly drifted ashore on that dangerous part of the coast and in the manner indicated by Captain Walbran, and that this could only have been avoided by the happening of extraordinary events which there is no ground for believing would have happened. And, further, that the account of the master of the Vermont as to the position of his ship and his statements generally, should be accepted, seeing that they are corroborated by the speed and time of towage, but that on the contrary, the story of the master of the Abby Palmer regarding the alleged eight-mile drift backward, and his position, and otherwise, is unreliable. And, further, that the master of the Vermont, though there was great danger and risk under the circumstances of fouling his screw with the hawser, which would have placed his ship and cargo (valued at $350,000) in a position of peril, performed the salvage services as a whole and handled his ship throughout in a highly creditable and seamanlike manner. And, further, that the contention that the barque could have been relieved by the sailing ship, stated to have been signalled, is rejected.

Having regard to the foregoing findings, and those facts which are undisputed, what sum should be awarded? But before this can be arrived at the value of the property salved, here the ship only, must be determined, for it is an important ingredient in fixing the amount, and it is disputed, which raises a difficult and, in this class of action, unusual question, which has necessitated a lengthy and careful investigation of the authorities.

And I pause here to say, for the further guidance of litigants, that this is a separate and distinct question which causes inconvenience and delay to enter into during the trial of a salvage action, as was done here, and for which no precedent has been found. One proper course to pursue on such a dispute arising is to direct a reference to the registrar and merchants as preliminary to the trial, or its further progress. This was the course decided upon by Dr. Lushington in the case of the George Dean (1857), Swab, 290, where the point came up, but on his suggesting that an agreed value should be taken, as is usually done, that was ultimately acceded to and the trial proceeded. And it will be seen that a reference to fix the value was directed in Dubree vs. Schroder (1857), 2 M. and C., 189. The most convenient and expeditious way, probably, would be to have an appraisement by the marshal—Roscoe's Practice (1903), p. 127, note (a).

Up to a certain point the principle of valuation is clear. Thus in Roscoe's Practice (supra), it is said: "If the value of the salved property is not agreed upon the usual practice is to assess it at the port of arrest; but, in strictness, the assessment should be the value as salved, at the place where, and the time when, the salvage service terminated," etc. And see Williams and Bruce's Admiralty Practice (1902), 177, to the same effect: "For the purposes of salvage the property saved is to be estimated at its value at the port where the services terminated."

But while it is clear that the value of the ship is to be taken as at the place and time above mentioned, the question arises upon what basis is that value to be ascertained? Doubtless in an ordinary case of salvage, as in that of a total loss by collision, value means "market value," but does that mean and contemplate the proceeds of a forced sale? That is what the defendants contend for, but none of the cases cited by their counsel bears out the view. . . . . The fact is that there is really no market in the proper sense of that word in this port for ships of her class, and as Lowndes puts it, the test of a market value can only be applied "when there is a market for ships of the kind sufficiently extensive to give a fair approximation to the ship's real value." Not one ship of the kind has been mentioned by the witnesses as having been sold of late years; an iron ship, the Columbia, still for sale here, was valued by one of the witnesses, Lloyd's agent, in April, 1903, but she has not been sold, and in any event has not a United States register, and, moreover, is 21 years old, so, for this and other reasons, cannot be taken as a standard of comparison. The Abby Palmer, therefore, must on the evidence and for the purposes of this action, be regarded as a particular class of ship, both as regards her class generally and the peculiar privileges of her foreign register in particular. Such being the case, the court must resort to those other means of ascertaining value hereinbefore mentioned, and consider all the surrounding circumstances aided by the opinions of "persons conversant with shipping" and having special means of knowledge, and having regard to the original cost, age, depreciation, present condition, rates of freight, and to local circumstances such as, in this case, the close proximity to this port of large ports on Puget Sound, in the United States, where buyers at a fair price can reasonably be expected to be obtained if the ship be duly advertised. In short, as between the owners of the salved property and the salvers the ship should be valued not on a forced sale basis, but as a "going concern," as Roscoe puts it (supra), in the hands of a solvent and reasonable owner using her for "the particular purposes of his trade," as Mr. Justice Blackburn says, and then she should be valued, as Lowndes states, "at that sum for which the owner, as a reasonable man, would be willing to sell her." A ship, such as this, which has a life of thirty years, of which she has completed ten, must be valued on a different principle from a bale of merchandise, and somewhat akin to that adopted in the case of the less substantial and therefore short-lived class of house property in this country. A ship is not, in general, built or purchased like a stock of goods, but with an eye to an investment of relatively long duration, and having in contemplation the fluctuations of commerce during that time. It has, not unreasonably, been commented on by counsel that the defendants herein have made no effort to ascertain the value of their ship by calling for tenders or advertising or putting her up for sale with a reserved bid, or in any way ascertaining her value on that market which they contend exists and which they assert she has only a very low price in.

Applying the foregoing principles to the facts and turning to the valuations on the various witnesses, the usual striking difference of opinion is encountered, and several of those giving their estimates have little if anything to base them on. These estimates run all the way from $10,000 to $38,000, and I have found it far from an easy matter to arrive at what I consider a just valuation; but in view of all the circumstances I feel that I am safe in fixing it at $28,000.

On this valuation, then, the award must proceed in the light of the circumstances hereinbefore set out.

It was pointed out by this court, Canadian Pacific Navigation Co. vs. The C. F. Sargent (1883), 3 B. C., 5; 3 Exch. 332, that on the grounds of public policy the reward should be liberal, but:

"It varies very much according to the imminence of the danger to the ship on the one hand, and the skill and enterprise and danger of the rescuers on the other hand. But the question of the ship's danger is the first thing to be considered."

The amount there awarded was $2,000, being 10 per cent. of the value of the ship, $20,000.

In the English courts all the leading cases on the subject will be found conveniently collected in Marsden's Digest (1889), 592, et seq., and in the books of practice of this court, chiefly in Williams and Bruce in chapter VI., and in Roscoe in chapter I., wherein the rules and principles are clearly laid down, and it would be mere repetition to go into them. But each case has, from the nature of things, to be determined in the light of its own circumstances, and counsel have been unable to cite one which closely resembles the present. After giving weight to all those elements which are entitled to weigh with me, I have arrived at the conclusion that the award should be fixed at four thousand two hundred dollars, for which amount let judgment be entered with costs.

ARCHER MARTIN, J.

Victoria, B. C., March 25th, 1904.

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### REDUCING TIME.

Length of Stage Journey to Be Shortened—Discovery of New Creek.

Northern advices state that the White Pass is beginning to reduce the time of its journey from Dawson to White Horse to four days. The time heretofore this winter has been five days.

Wilson Foster, in charge of a collection for a Klondike exhibit at the fair, is negotiating to take the big skeleton recently found on the Yukon to St. Louis. If so he likely will exhibit it at Seattle for a time.

Arrivals by stage from White Horse bring news of the strike of a new creek 15 miles beyond Bullion, which is attracting much attention. The new creek is known as Hardy. Fuel Agent Berdoe, of the White Pass, reports that when he left White Horse last Saturday week the discovery claim on the creek had just been located and that fifty claims had been staked. Two dollars' worth of gold from the creek had been brought to White Horse, but it was not known how rich the pay ran on the creek. Hardy creek is variously estimated to be between 175 and 250 miles from White Horse. The long and tedious journey over the rough trail requires days, and the distance never has been measured accurately. Old stampeders say the distance depends greatly on how tired and how hopeful a man is when on the mush.

It is likely that No. 16, Eldorado, the most famous and perhaps the richest claim ever staked in the Klondike, will be scraped and scoured with huge modern dredges.

A snowslide occurred on the White Pass & Yukon midway between Glacier and the tunnel on the 25th inst. Immense drifts were hurled down the mountain into the gulch below, covering the tracks with snow.

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### THAT ALLEGED PLOT.

Story of Conspiracy Against Life of the Pope Is Ridiculed By Authorities.

Rome, March 29.—The report cabled to America that the Vatican has for days past been guarded by a large force of Italian soldiers and police owing to the discovery of a plot against the life of the Pope, is ridiculed by the Vatican authorities, who say that number of police on duty at the Papal palace is no larger than usual.

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The machine shops of the Pittsburg Valve Foundry & Construction Company were destroyed by fire on Tuesday night. The loss will reach $200,000.

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"John Matthews, guilty," was the telegraphic message sent by a collier of that name to the magistrates at Aberavon, South Wales. He was fined 5s. and costs for being drunk and disorderly.

# SHEARWATER BACK FROM TRIP SOUTH

## SEARCHED IN VAIN FOR MISSING VESSEL

### All Quiet at Panama—The Ships May Leave for Vancouver on Saturday.

Monday afternoon H. M. S. Shearwater returned to Esquimalt after an extended cruise in southern waters. She visited a number of the small islands, and also made a careful search along the coast in the endeavor to discover some trace of the three-masted sailing ship Ariscides, which left Valparaiso, Chili, well laden with merchandise for San Francisco some time in February. As usual several stoppages were made at various Central American points, but as everything was quite there no time was lost. After all hope of finding the missing vessel had been abandoned, the cruiser headed for Esquimalt.

Fairly good weather had been experienced. Only on one or two occasions did the ship encountered anything approaching a gale.

The voyage mapped out for the ship before leaving for Esquimalt took her to many different stations in the southern Pacific. Trouble had been anticipated at Panama several months ago, and the vessel was held there almost a fortnight in expectancy of something happening, but quiet among the populace was soon restored, and for the first time in probably over a year Panama is without a British man-of-war.

The change from the tropical climate is naturally quite a marked one, but the officials are glad to be back again in Esquimalt, where they will be in the company of other officers' ship's crews, there being the Bonaventure, Flora and Egeria now in port, the biggest fleet that has been here for six months.

It is reported that the Bonaventure, Flora and Shearwater will leave on Saturday for Vancouver. As has already been stated, the Bonaventure will meet the supernumeraries now on their way from the East.

This morning H. M. S. Bonaventure returned after spending a couple of days in torpedo and gun practice. The officers express themselves as thoroughly satisfied with the proficiency displayed in marksmanship.

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### WILL FURNISH A ROOM.

Daughters of Pity Undertake This Work in Strathcona Ward at Hospital.

The Daughters of Pity of the Provincial Royal Jubilee Hospital held their regular meeting Monday afternoon at the city hall. It was decided to furnish a room in the Strathcona ward at a sum not to exceed $125. The Sunday concert to be held at the hospital on Easter was discussed, and Miss D. Sehl, Miss Potts and Miss Hartnagle will make the necessary arrangements.

The final distribution of Lenten sewing was made.

A request is being made for donations of pot and cut flowers for the Easter festival at the hospital. These may be left at Dean & Hiscock's up to Saturday at noon. They will be taken from there direct to the hospital.

The honorary president called attention to the "Made in Canada" fair to be given under the auspices of the King's Daughters in May. It was strongly recommended to the society. It was pointed out that the King's Daughters had in view the erection of a convalescent home, which was so much needed as an accessory to the hospital. This it was felt should prompt more hearty co-operation on the part of the Daughters of Pity.

The next meeting will be held on Monday, April 25th.

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### ENDORSED THE BILL.

Nevy League Warmly Supports Hon. R. Prefontaine's Reserve Measure.

At a special meeting of the Navy League committee Monday afternoon the following self-explanatory resolution was passed:

"Unanimously resolved that the committee of the Victoria, British Columbia, branch of the Navy League being in harmony with the known sentiment of a large section of the people of this Western outpost of the Empire and of the men of the sealing and mercantile marine industries, desires to express its perfect accord with, and its most cordial approval and support of, the action of the Hon. Raymond Prefontaine in the proposed introduction to the Federal House of Commons of a bill for the establishment of a Canadian naval militia on the lines now operative in the ancient colony of Newfoundland, embracing the establishing and maintaining of reserves for the Royal navy as well as training ships on both Atlantic and Pacific coasts."

The secretary was instructed to request the city council to pass a similar resolution.

It was suggested that the league extend a cordial welcome to Capt. Fraser, officers and men of H. M. S. Bonaventure, which had just relieved H. M. S. Amphion on this station. There were present at the meeting: A. B. Fraser, sr., president; Lord Bishop of Columbia, ex-Mayor Redfern, Capt. J. T. Walbran, Capt. J. G. Cox, Capt. C. E. Clarke, Rowland Stuart, S. A. Roberts and J. Peirson. Capt. Gaudin communicated his regret at his inability to attend the meeting.

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Many Korean officials who were formerly implicated in pro-Russian movements, and who remained in hiding during the recent stay in Seoul of Marquis Ito, are reported to be reappearing. They are confident and have been assured that drastic reforms for the purging of Korean official circles are not imminent.

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TWO YEARS ABED.—"For eight years I suffered as no one ever did with rheumatism; for two years I lay in bed; could not so much as feed myself. A friend recommended South American Rheumatic Cure. After three doses I could sit up. To-day I am as strong as ever I was."—Mrs. John Cook, 287 Clinton street, Toronto. Sold by Jackson & Co. and Hall & Co.—2.

The Paterson Shoe Co. Ld.
(WHOLESALE AND RETAIL.)
Boots and Shoes, Rubber Boots, Etc.
We are the largest exclusive dealers in Boots and Shoes in the province, and carry complete stocks of every description of Boots and Shoes, Rubbers, Rubber Boots, etc., etc., in each of our five large stores. Miners' Footwear a Speciality. Letter orders promptly and carefully filled. Write for Catalogue to
The Paterson Shoe Co. Ld.
VICTORIA, B. C.
Branch Stores: Vancouver, B.C.; Nanaimo, B.C.

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Tyee Copper Co., Ltd.
Purchasers and Smelters of Copper, Gold and Silver Ores.
Smelting Works at
LADYSMITH, VANCOUVER ISLAND, B. C.
Convenient to E. & N. Ry. or the sea.
CLERMONT LIVINGSTON, General Manager
THOS. KIDDIE Smelter Manager.

FERTILIZERS! FERTILIZERS!
NOW IS THE TIME TO APPLY ARTIFICIAL MANURES.
No weeds, no inconvenience in handling. It will pay you to use them whether you have a ranch, small vegetable garden or a few flowers.
Price, $2.25 per 100 lbs., sufficient for your spare lot, 60x60.
For list of testimonials and for further particulars call or write,
VICTORIA CHEMICAL CO., LTD.,
TELEPHONE 402 OUTER WHARF

Just a Reminder
That the celebrated "Gilt Edge" Shirts, manufactured only by the firm of J. Piercy & Co., cannot be excelled. Once used, always used. Use no other.
J. PIERCY & CO.,
Wholesale Dry Goods VICTORIA

## NOTICE TO CREDITORS.

IN THE GOODS OF ARTHUR ROBINSON, DECEASED, LATE OF SAHTLAM, B. C.

All persons having claims against the estate of Arthur Robinson, who died on 16th February, 1904, are required, before the 12th June, 1904, to send to the undersigned administratrix full particulars of their claims, duly verified, and the nature of any securities held by them. After said 12th June, 1904, I will proceed to distribute the assets of said deceased amongst the parties entitled thereto, having regard only to the claims of which I shall then have notice, and I will not be liable for the said assets or any part thereof to any person notice of whose claim shall not have been received by me at the time of such distribution.

Dated 11th March, 1904.

EMILIE ANNIE ROBINSON,
Duncans, B. C.

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### NOTICE.

Notice is given hereby that 60 days after date I shall apply to the Chief Commissioner of Lands and Works for permission to purchase 40 acres of land, more or less, situate about three miles southeast of Hazelton, B. C., and described as follows: Commencing at a post on the northwest corner of the Indian Reserve No. 3 (Tsitsk), thence north 20 chains, thence east 20 chains, thence south 20 chains, following the meanderings of the Bulkley river, thence west 20 chains to point of commencement.

JANE HILL.

Hazelton, B. C., February 17th, 1904.

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WANTED — Competent working housekeeper, with long experience, desires position. Address X. Y. Z., Times Office.

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### NOTICE

Notice is hereby given that application will be made to the Parliament of Canada at the present session thereof by the Pacific Northern & Omineca Railway Company for an Act extending the times limited by section 12 of the Company's Act of Incorporation, being 2 Edward VII., Chapter 90, of the Statutes of Canada, for the commencement and completion of the railway and for the expending of 15 per cent. of the capital stock of the Company thereon.

Dated at Victoria, B. C., this 15th day of March, 1904.

M'PHILLIPS, WOOTTON & BARNARD,
Solicitors for the Company.

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### NOTICE.

Notice is hereby given that 60 days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described land: Commencing at a post marked F. R.'s S. E. corner, which is set at high tide mark on the shore at the head of Nasoga Gulf, Coast District, R. 5, and thence running north (along the west boundary of Lot 50, R. 5) 20 chains, thence west 20 chains, thence south 20 chains more or less, to the shore line, and thence easterly along the shore line to point of commencement, containing 40 acres more or less.

FRANK ROUNDY.

Feb. 15th, 1904.

Get Into the Habit of Going to
Bowes' Drug Store
Throat Pastilles ..... 25c.
Bowes's Bronchial Lozenges... 10c.
Baby's Cough Syrup ..... 25c.
Balsam of Aniseed ..... 25c.
Bronchial Balsam .... 25c. and 50c.
We carry a large stock of Toilet Accessories, and will be pleased to have you call and see them.
Cyrus H. Bowes,
CHEMIST,
98 Government St., Near Yates St.
PHONES 425 AND 450.

## Breeders, Attention!

The Dairyman's and Live Stock Association have again elected me as their secretary, and I have been instructed to arrange for a shipment of Breeding Stock from the Eastern Provinces, and I am now prepared to quote you prices, and give such other information that will insure getting good serviceable stock at reasonable prices.

It will be my earnest endeavor to give the same satisfaction to the patrons of the Association in the future as I have in the past two years.

Any persons wanting stock out with this shipment, who have already purchased, can do so by applying for space on or before the first day of April next.

Address all communications to

L. W. PAISLEY,
Secy.-Treas. of the Dairyman's and Live Stock Association, Chilliwack, B. C.

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WANTED—We have continual inquiries for Vancouver Island farm lands. If your property is for sale write us at once, giving full particulars, and we will sell it for you if it can be sold. Heisterman & Co., Victoria, B. C.

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STRAWBERRY PLANTS—Magoon, Improved Sharpless, Royal Sovereign, Gladstone, and twenty other varieties. Write for free descriptive price list. Tanner Bros., Avondale Strawberry Farm, Young's P. O., South Saanich.