

TOWNSITE BOOMERS WORKING IN SEATTLE

President Hays of Grand Trunk Pacific Says Prince Rupert Is the Terminus

INTERESTING LETTER PUBLISHED

Says Shrewd Fakirs Representing Port Simpson as the Terminus Are Misrepresenting the Facts

President Charles M. Hays, of the Grand Trunk Pacific railway, which is to build through Canada, from the Atlantic to the Pacific, in a letter to the editor of the *Seattle Times*, states that Prince Rupert, on the coast of British Columbia, has been selected as the Pacific terminus of the road, and any one selling town lots at any other point is misrepresenting the fact that such point is to be or has been selected as the terminus of the railway is guilty of misrepresentation of facts.

The letter from President Hays was in answer to a letter written by the editor of the *Seattle Times*, which stated that the Port Simpson Improvement company, with offices in the Pioneer building, this city, were advertising and selling lots and property on or near Port Simpson, representing that point as the terminus of the Grand Trunk Pacific. This letter to Mr. Hays was written after an investigation by the editor of this publication, in which it was positively learned that the Port Simpson Improvement company was selling property to innocent people who were led to believe that the terminus of the big transcontinental system would be at Port Simpson. It was to protect innocent purchasers that the letter was written, and it was gratifying to receive a prompt reply from President Hays, who during a recent visit to Seattle, gave out an interview in which he stated that Prince Rupert on the coast of British Columbia, had been selected as the Pacific terminus. Notwithstanding this statement by the official head of the road, the improvement company kept on selling lots, and advertising by the page in the daily papers. Prospective purchasers were told that President Hays had a reason for stating that Prince Rupert was to be the terminus, and that government reports and other data showed beyond any doubt that Prince Rupert was the only site fit for the road's terminus. Attractive maps, reports and descriptive literature bearing on the subject were given the person who saw a good chance for a cleanup when the "road came and rough and large amount of money found its way into the company's coffers each week. What an awakening there will be for the gullible when they read President Hays's letter, which is printed below:

Grand Trunk Pacific Railway
Montreal, Canada.

Chas. M. Hays, President
Oct. 31, 1906.

Mr. J. P. Parkinson:
Publisher, *Railway & Marine News*, 1226 Globe Bldg., Seattle, Wash.
Dear Sir:—In answer to your letter of October 20th, Prince Rupert on the coast of British Columbia, has been selected as the Pacific terminus of the Grand Trunk Pacific railway, and any one selling town lots or property at any point is to be or has been selected as the terminus of this railway is guilty of misrepresentation of facts. There has been acquired in the interest of the railway company 24,000 acres of land on the coast of British Columbia, and the country is being cleared and ready for steady and rapid development. With two exceptions, all classes of railway traffic show an increase. The gross receipts which last year surpassed all previous records, have now far surpassed all earlier amounts, and though the working expenses have perforce increased at the same time, the management has reduced the proportion of working expenses to gross earnings to the figure of 54.21 per cent. of this, as it is remarked, has only three times been beaten, in the years 1897-9, while in recent years the figure has been up to as high as 80 per cent. The four items showing an increase of revenue to the railways are passenger traffic, general merchandise, and livestock traffic. These items, adds engineering, have produced between them an increase of some \$400,000, while the only two classes of traffic which have proved less remunerative than in the previous year, which only show a decrease of \$217,000.

NEEDS OF NICOLA.
Deputation Waits on Government and Gets Cordial Reception

A deputation from Nicola, consisting of A. W. Strickland and A. E. Howes, visited the city last week and returned to the interior the other day. They were sent down by the residents of their district the night of the 19th inst. to matters before the provincial government, and to solicit assistance for the carrying out of a number of public improvements.

An interview was arranged with Premier McBride and his colleagues without any difficulty. They listened to the addresses of the representatives from Nicola. It was explained that that sec-

tion was advancing rapidly; that more settlers were coming in constantly and business generally was improving. As a result a considerable number of improvements had been undertaken. These improvements had to do with the roadways and works which were necessary and would benefit the entire community. What they particularly desired was a bridge to connect Nicola proper with the outlying districts. It was pointed out that such a thing would help along the entire section immeasurably from a commercial standpoint.

The ministers recognized the force of the argument, and not only promised to look into the matter, but agreed to send an engineer to make a report as to the practicability of the proposition and give an estimate of its cost.

TOM COOPER KILLED.

Meets With Fatal Accident While Driving in New York.

New York, Nov. 19.—Tom Cooper, the well known bicyclist and automobilist was instantly killed in an auto accident at Central Park tonight. While riding in company with Miss Virginia Vernon of Jersey City, and Miss Helen Hall, of this city, his automobile ran into another automobile standing still waiting a supply of gasoline. Cooper was hurled twenty feet and struck on his head. His lady companions were also thrown out and seriously injured. What they particularly desired was a hospital. The occupants of the car with which Cooper's car collided were taken to the police station in the park.

A CRUEL WHALING.

CAPTAIN IN ARCTIC

More Stories of Brutalities on Board Bowhead Which Has Reached Port

Further charges of cruelty by the whalers of the steamer *Bowhead*, which has arrived at Seattle, have been made known to the U. S. S. Thetis, when that vessel was at Victoria, are printed by San Francisco newspapers. The Examiner says: Carl Faber and Carl Miller, two German sailors, were the worst treated of the crew, and fearing to continue the voyage home with Captain Cook, they fled from the ship. The tender arrived last summer and came home on her. While in winter quarters in Herschel Island, the mate and the first officer, who were the most brutal of the crew, got into an altercation, which resulted in the former being knocked down by the latter. The mate was then taken to the engine room and strung up by the wrists. After being held in that position for twenty-four hours, some of the crew left the ship and walked over the ice to the station at Herschel Island, and the station at Herschel Island, and the station at Herschel Island. That person sent a detachment to the *Bowhead* and the man released.

After that Faber and Miller decided to desert from the vessel and take their chances with the snow and ice, but they did not get far before they were caught. Both were thoroughly exhausted in their battle with the elements, and when they were hauled on board they collapsed and fell to the deck. Captain Cook, it is alleged, came down the deck, and the mate and the first officer, who were the most brutal of the crew, got into an altercation, which resulted in the former being knocked down by the latter. The mate was then taken to the engine room and strung up by the wrists. After being held in that position for twenty-four hours, some of the crew left the ship and walked over the ice to the station at Herschel Island, and the station at Herschel Island, and the station at Herschel Island. That person sent a detachment to the *Bowhead* and the man released.

Nearly every man in the forecastle had similar tales to relate.

BLAZE IN VANCOUVER

CAUSES \$60,000 LOSS

Part of Robertson & Hackett's Mill Property Goes Up in Smoke

Vancouver, Nov. 20.—(Special)—Fire destroyed the factories, moulding rooms and glazing rooms, in Robertson & Hackett's mill here this evening. The fire originated with a hot solder pipe, from which the floor of the factory caught. In a very short time all that part of the mill was in flames. The fire took its origin in the department three-quarters of an hour to get the blaze under control. They managed to stop it by spraying it with water and sand, and the dry kilns, but practically all the rest was destroyed. The loss is estimated at \$60,000, which was partly covered by insurance.

CONVICTION ON REBATE.

New York, Nov. 20.—The American Sugar Refinery company was found guilty by a jury in the United States circuit court today of accepting rebates from the New York Central Railway company to the amount of \$28,000.

BRISTOL'S OPINION.

Toronto, Ont., Nov. 20.—According to Edward Bristol, Conservative member of parliament for Centre Toronto, who addressed the members of the club at St. Charles hotel last night, the present situation of the railway industry is an absolute necessity for the government to take action in these days of corporate aggression should if possible be put out of the reach of temptation.

SEVEN BURIED ALIVE.

Italians Known Only by Numbers Meet Death in Landslide.

B'necheh, W. Va., Nov. 20.—Seven trackmen in a gang of 19, engaged in moving a slide on the Dry Fork branch of the Norfolk and Western railway, were killed today as the result of a landslide. The men were swept down the mountain side and into the river, twelve men escaping. The bodies of four of the victims were recovered, while those of the others are buried under tons of earth. The victims were only known by numbers.

QUICK-FIRING GUNS FOR THE ROOKERIES

United States to Place One or More Pieces on the Seal Islands

SOLDIERS MAY BE STATIONED

The Total Number of Skins Taken in Behring Sea Last Season Will Be About Thirty Thousand

The United States government has decided to establish some rapid-fire guns, and probably a military post, on the seal islands of the Behring Sea, to prevent further raiding such as that of the two Japanese sealing schooners *Toyoi Maru* No. 2 and *Myio Maru* last season. The conditions taken to the Roosevelt have been such that if the raid of the Japanese sealers had been organized and the guards under the seal islands prevented, the raiders would have been prevented from interfering with the raiders stole a large number of skins. The raiders stole a large number of skins. The raiders stole a large number of skins.

A CRUEL WHALING.

CAPTAIN IN ARCTIC

More Stories of Brutalities on Board Bowhead Which Has Reached Port

Further charges of cruelty by the whalers of the steamer *Bowhead*, which has arrived at Seattle, have been made known to the U. S. S. Thetis, when that vessel was at Victoria, are printed by San Francisco newspapers. The Examiner says: Carl Faber and Carl Miller, two German sailors, were the worst treated of the crew, and fearing to continue the voyage home with Captain Cook, they fled from the ship. The tender arrived last summer and came home on her. While in winter quarters in Herschel Island, the mate and the first officer, who were the most brutal of the crew, got into an altercation, which resulted in the former being knocked down by the latter. The mate was then taken to the engine room and strung up by the wrists. After being held in that position for twenty-four hours, some of the crew left the ship and walked over the ice to the station at Herschel Island, and the station at Herschel Island, and the station at Herschel Island. That person sent a detachment to the *Bowhead* and the man released.

After that Faber and Miller decided to desert from the vessel and take their chances with the snow and ice, but they did not get far before they were caught. Both were thoroughly exhausted in their battle with the elements, and when they were hauled on board they collapsed and fell to the deck. Captain Cook, it is alleged, came down the deck, and the mate and the first officer, who were the most brutal of the crew, got into an altercation, which resulted in the former being knocked down by the latter. The mate was then taken to the engine room and strung up by the wrists. After being held in that position for twenty-four hours, some of the crew left the ship and walked over the ice to the station at Herschel Island, and the station at Herschel Island, and the station at Herschel Island. That person sent a detachment to the *Bowhead* and the man released.

Nearly every man in the forecastle had similar tales to relate.

BLAZE IN VANCOUVER

CAUSES \$60,000 LOSS

Part of Robertson & Hackett's Mill Property Goes Up in Smoke

Vancouver, Nov. 20.—(Special)—Fire destroyed the factories, moulding rooms and glazing rooms, in Robertson & Hackett's mill here this evening. The fire originated with a hot solder pipe, from which the floor of the factory caught. In a very short time all that part of the mill was in flames. The fire took its origin in the department three-quarters of an hour to get the blaze under control. They managed to stop it by spraying it with water and sand, and the dry kilns, but practically all the rest was destroyed. The loss is estimated at \$60,000, which was partly covered by insurance.

CONVICTION ON REBATE.

New York, Nov. 20.—The American Sugar Refinery company was found guilty by a jury in the United States circuit court today of accepting rebates from the New York Central Railway company to the amount of \$28,000.

BRISTOL'S OPINION.

Toronto, Ont., Nov. 20.—According to Edward Bristol, Conservative member of parliament for Centre Toronto, who addressed the members of the club at St. Charles hotel last night, the present situation of the railway industry is an absolute necessity for the government to take action in these days of corporate aggression should if possible be put out of the reach of temptation.

SEVEN BURIED ALIVE.

Italians Known Only by Numbers Meet Death in Landslide.

B'necheh, W. Va., Nov. 20.—Seven trackmen in a gang of 19, engaged in moving a slide on the Dry Fork branch of the Norfolk and Western railway, were killed today as the result of a landslide. The men were swept down the mountain side and into the river, twelve men escaping. The bodies of four of the victims were recovered, while those of the others are buried under tons of earth. The victims were only known by numbers.

No. 7. Notice is hereby given that thirty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands, situate in the Clayoquot District:

Commencing at A. F. Gwin's northwest corner post No. 7, thence south 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to place of beginning.

Located 7th November, 1906.

Limit is about one mile north of the Port of Victoria.

Staked by A. F. Gwin.

Victoria, B. C., 20th November, 1906.

EDWARD WINEARLS, Applicant.

No. 8. Notice is hereby given that thirty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands, situate in the Clayoquot District:

Commencing at A. F. Gwin's northwest corner post No. 8, thence south 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to place of beginning.

Located 7th November, 1906.

Limit is about one mile north of the Port of Victoria.

Staked by A. F. Gwin.

EDWARD WINEARLS, Applicant.

Victoria, B. C., 20th November, 1906.

No. 9. Notice is hereby given that thirty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands, situate in the Clayoquot District:

Commencing at A. F. Gwin's southwest corner post No. 9, thence south 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to place of beginning.

Located 7th November, 1906.

Limit is about one mile north of the Port of Victoria.

Staked by A. F. Gwin.

EDWARD WINEARLS, Applicant.

Victoria, B. C., 20th November, 1906.

No. 10. Notice is hereby given that thirty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands, situate in the Clayoquot District:

Commencing at A. F. Gwin's southwest corner post No. 10, thence south 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to place of beginning.

Located 7th November, 1906.

Limit is about one mile north of the Port of Victoria.

Staked by A. F. Gwin.

EDWARD WINEARLS, Applicant.

Victoria, B. C., 20th November, 1906.

No. 11. Notice is hereby given that thirty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands, situate in the Clayoquot District:

Commencing at A. F. Gwin's southwest corner post No. 11, thence south 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to place of beginning.

Located 7th November, 1906.

Limit is about one mile north of the Port of Victoria.

Staked by A. F. Gwin.

EDWARD WINEARLS, Applicant.

Victoria, B. C., 20th November, 1906.

No. 12. Notice is hereby given that thirty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands, situate in the Clayoquot District:

Commencing at A. F. Gwin's southwest corner post No. 12, thence south 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to place of beginning.

Located 7th November, 1906.

Limit is about one mile north of the Port of Victoria.

Staked by A. F. Gwin.

EDWARD WINEARLS, Applicant.

Victoria, B. C., 20th November, 1906.

No. 13. Notice is hereby given that thirty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands, situate in the Clayoquot District:

Commencing at A. F. Gwin's southwest corner post No. 13, thence south 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to place of beginning.

Located 7th November, 1906.

Limit is about one mile north of the Port of Victoria.

Staked by A. F. Gwin.

EDWARD WINEARLS, Applicant.

Victoria, B. C., 20th November, 1906.

No. 14. Notice is hereby given that thirty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands, situate in the Clayoquot District:

Commencing at A. F. Gwin's southwest corner post No. 14, thence south 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to place of beginning.

Located 7th November, 1906.

Limit is about one mile north of the Port of Victoria.

Staked by A. F. Gwin.

EDWARD WINEARLS, Applicant.

Victoria, B. C., 20th November, 1906.

No. 15. Notice is hereby given that thirty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands, situate in the Clayoquot District:

Commencing at A. F. Gwin's southwest corner post No. 15, thence south 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to place of beginning.

Located 7th November, 1906.

Limit is about one mile north of the Port of Victoria.

Staked by A. F. Gwin.

EDWARD WINEARLS, Applicant.

Victoria, B. C., 20th November, 1906.

No. 16. Notice is hereby given that thirty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands, situate in the Clayoquot District:

Commencing at A. F. Gwin's southwest corner post No. 16, thence south 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to place of beginning.

Located 7th November, 1906.

Limit is about one mile north of the Port of Victoria.

Staked by A. F. Gwin.

EDWARD WINEARLS, Applicant.

Victoria, B. C., 20th November, 1906.

No. 17. Notice is hereby given that thirty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands, situate in the Clayoquot District:

Commencing at A. F. Gwin's southwest corner post No. 17, thence south 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to place of beginning.

Located 7th November, 1906.

Limit is about one mile north of the Port of Victoria.

Staked by A. F. Gwin.

EDWARD WINEARLS, Applicant.

Victoria, B. C., 20th November, 1906.

No. 18. Notice is hereby given that thirty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands, situate in the Clayoquot District:

Commencing at A. F. Gwin's southwest corner post No. 18, thence south 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to place of beginning.

Located 7th November, 1906.

Limit is about one mile north of the Port of Victoria.

Staked by A. F. Gwin.

EDWARD WINEARLS, Applicant.

Victoria, B. C., 20th November, 1906.

NOTICE IS HEREBY GIVEN that, sixty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands, situate in the Clayoquot District:

Commencing at A. F. Gwin's southwest corner post No. 1, thence south 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to place of beginning.

Located 7th November, 1906.

Limit is about one mile north of the Port of Victoria.

Staked by A. F. Gwin.

Victoria, B. C., 20th November, 1906.

EDWARD WINEARLS, Applicant.

No. 2. Notice is hereby given that thirty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands, situate in the Clayoquot District:

Commencing at A. F. Gwin's southwest corner post No. 2, thence south 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to place of beginning.

Located 7th November, 1906.

Limit is about one mile north of the Port of Victoria.

Staked by A. F. Gwin.

EDWARD WINEARLS, Applicant.

Victoria, B. C., 20th November, 1906.

No. 3. Notice is hereby given that thirty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands, situate in the Clayoquot District:

Commencing at A. F. Gwin's southwest corner post No. 3, thence south 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to place of beginning.

Located 7th November, 1906.

Limit is about one mile north of the Port of Victoria.

Staked by A. F. Gwin.

EDWARD WINEARLS, Applicant.

Victoria, B. C., 20th November, 1906.

No. 4. Notice is hereby given that thirty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands, situate in the Clayoquot District:

Commencing at A. F. Gwin's southwest corner post No. 4, thence south 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to place of beginning.

Located 7th November, 1906.

Limit is about one mile north of the Port of Victoria.

Staked by A. F. Gwin.

EDWARD WINEARLS, Applicant.

Victoria, B. C., 20th November, 1906.

No. 5. Notice is hereby given that thirty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands, situate in the Clayoquot District:

Commencing at A. F. Gwin's southwest corner post No. 5, thence south 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to place of beginning.

Located 7th November, 1906.

Limit is about one mile north of the Port of Victoria.

Staked by A. F. Gwin.

EDWARD WINEARLS, Applicant.

Victoria, B. C., 20th November, 1906.

No. 6. Notice is hereby given that thirty days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands, situate in the Clayoquot District:

Commencing at A. F. Gwin's southwest corner post No. 6, thence south 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to place of beginning.

Located 7th November, 1906.

Limit is about one mile north of the Port of Victoria.

Staked by A. F. Gwin.

EDWARD WINEARLS, Applicant.

Victoria, B