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Cohen writes from , W., July 5: "I you would allow nt on Mr. Baker's cular to each and e of the Finsbury e been told I am s born in Canada.' Baker considered ssuing the above nature on the alle- r as to words used nvasser. I should old Mr. Baker re- e insinuations and y by Mr. Baker's am informed) by eetings held in his refers to certain prets as an attack nada because they born in Canada. tioned that I was I was contesting r to false stories y birthplace. On heard of the silly by the 'Liberal' I took an oppor- eting of emphati- ir suggestion. I r spoken, written, ion on Canada or denied that I had atory to Mr. Ba- A quotation from eech was reported issue of Mr. Ba- n the eve of the asion I answered constantly made ls' on account of se of this parlia- reference to Mr. to England for 1886 in another n from his own he had initiated ace; and I cannot construed, even e partisan, as an or as a reflection cal significance of tion is of course sympathetic dis- ings. I accepted ssurance that he these political his express and that he did not the electorate' on y he did not ac- y repudiation of of the leaflets he nmeut I can only s to decide whe- tified in trying to ing on the eve of ery elector: 'You n alien because I nerely because of ymous canvasser

Information Wanted

Of JAMES CAMPBELL, aged 28, a native of Tiree, Argyleshire; last heard of in Vancouver, September, 1901. Kindly communicate with Dr. Buchanan, Tiree, Scotland.

TIMBER NOTICES

NOTICE IS HEREBY GIVEN that thirty days after date "The Skeena Development Syndicate Limited" intend to apply to the Honorable the Chief Commissioner of Lands and Works for a "Special License" to cut and carry away timber from the following described lands, situate in the Coast District of British Columbia:

No. 1. Commencing at a post planted about 18 chains Northwest from the shore of the Kh-Yex River and about three miles from its mouth, thence south 160 chains, thence east 40 chains, thence north 160 chains, thence west 40 chains to place of commencement.

Staked June 13, 1905.

THE SKEENA DEVELOPMENT SYNDICATE LIMITED.
John Stinson, Agent.

No. 2. Commencing at a post planted about 200 feet west of the Kh-Yex River and about 3 miles from its mouth, thence east 80 chains, thence north 80 chains, thence west 80 chains, thence south 80 chains to place of commencement.

Staker June 13, 1905.

THE SKEENA DEVELOPMENT SYNDICATE LIMITED.
jy5 John Stinson, Agent.

NOTICE.

Sixty days after date, "The Skeena Development Syndicate, Ltd., intend to apply to the Honorable the Chief Commissioner of Lands and Works for permission to purchase the following described land:

Commencing at a post planted at the N. W. corner of Lot 188, Range 5, Coast District, Skeena River, B. C., thence North 20 chains, thence East 40 chains, thence South 20 chains, thence West 40 chains to place of commencement.

June 27, 1905.
JOHN STINSON,
jy29 Agent.

MINERAL ACT.

(Form F)

CERTIFICATE OF IMPROVEMENTS.

NOTICE.

"Westholme," "Westholme Fractional," "Moline Fractional," "Nellena," "Donagan," "Blue Bell," "Estelle," "Golden Rod," "Acme," "Margie," "Mollie," "Ohio," "Oregon," "Brooklyn," "Lola," "Dewey," "Diamond," "Erick," "Sea Lion," "Ivan," "Klondyke King," "Alaska," "Conner Mint," "Enterprise," "M. A. L. Fractional," "C. L. Fractional," "W. G. Fractional," "Dixie Fractional," and "Mollie Fractional" Mineral Claims, situate Victoria Mining Division of Chemainus and Somenos Districts.

Where located: On Mount Sicker, in Chemainus and Somenos Districts, on Vancouver Island.

TAKE NOTICE that The Vancouver Island Mining and Development Company, Limited, Free Miner's Certificate No. B89463 intend, sixty days from the date hereof, to apply to the Mining Recorder for Certificates of Improvements for the purpose of obtaining Crown Grants of the above claims.

And further take notice that action, under Section 37, must be commenced before the issuance of such Certificates of Improvements.

Dated this tenth day of June, A. D. 1905.
VANCOUVER ISLAND MINING AND DEVELOPMENT COMPANY, LIMITED.
Clement Livingston,
je15 Local Director.

LAND REGISTRY ACT.

IN THE MATTER of that part of Sections 33 and 101, Esquimalt District, registered in the name of Gilzean Roland Whately Stuart, and in the matter of an application on behalf of the said Gilzean Roland Whately Stuart for an Indefeasible Title to the same.

NOTICE IS HEREBY given that it is my intention to issue a Certificate of Indefeasible Title to the above land to Gilzean Roland Whately Stuart on the 12th day of August, 1905, unless in the mean time a valid objection thereto be made to me in writing by a person claiming an estate or interest therein or in any part thereof.

S. Y. WOOTTON,
Registrar-General.
Land Registry Office, Victoria, B. C., May 8, 1905. my11

NOTICE.

NOTICE is hereby given that, 60 days after date, I intend to apply to the Honorable the Chief Commissioner of Lands and Works for permission to purchase the following described land, situated near HAZELTON, B. C.: Commencing at a post planted at the Northeast corner of Lot 38, marked "W. J. Larkworthy's Southeast corner post," thence north to the south boundary of the KSOO-GU-YA Indian reserve, No. 2A, thence west forty chains, thence south to the Northwest corner of Lot 38, thence east forty chains, more or less, along the northern boundary of Lot 38, to the point of commencement, and containing FORTY ACRES, more or less.

Dated at Hazelton, B. C., this 22nd day of May, 1905.
je18 W. J. LARKWORTHY.

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 land near Hazelton, and more particularly described as follows: Commencing at a post marked E. C. Stephenson's S. W. corner (at the N. W. corner of lot 104), thence East 32 chains, thence North 40 chains, thence West 32 chains, thence South to point of commencement, and containing 128 acres, more or less.

E. C. STEPHENSON.
June 6, 1905. je18

NOTICE IS HEREBY GIVEN that sixty days from date hereof, I intend to make application to the Chief Commissioner of Lands and Works for permission to purchase the following described lands:

Commencing at the N. W. corner of Lot 188, Range IV., Coast District, thence West 40 chains, thence South 40 chains, thence East 40 chains, to the Southwest corner of Lot 188, containing 150 acres more or less.

Dated at Victoria, June 13, 1905.
je14 E. McCOSKRIE.

NOTICE is hereby given that two months from date I intend to apply to the Honorable Chief Commissioner of Lands and Works to purchase the following described land, situate on the east bank of the Ecstall River, about 15 miles from the town of Port Essington, in the Coast District, Province of British Columbia, to wit:

Commencing at a post marked Southwest Corner, thence running north 40 chains, thence east 40 chains, thence south 40 chains, thence west 40 chains to place of beginning, containing 160 acres, more or less.

J. L. PIERCE, Locator.
May 18, 1905. je2

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 lands, situated on the right bank of the Fraser River in Cariboo District, British Columbia, two miles above Bridge Creek: Starting from this post marked "J. L. T., S.E.," and thence astronomical west eighty (80) chains, thence astronomical south about one hundred and twenty (120) chains to right bank of Fraser River, and thence following said bank northeasterly to point of commencement, and containing about 640 acres.

J. L. TILTON.
By His Agent, J. H. Gray.
Witness: J. A. Hickey.
Dated May 21, 1905. je13

LAND REGISTRY ACT.

In the matter of an application for a Duplicate Certificate of Title to Subdivision 4 of Lot 1, Block 16, of part of Section 17, Range VI., Quamichan District (Map 209).

NOTICE IS HEREBY GIVEN that it is my intention at the expiration of one month from the first publication hereof to issue a Duplicate of the Certificate of Title to the above lands issued to James Sumner on the 6th July, 1896, No. 2158c.

S. Y. WOOTTON,
Registrar-General.
Land Registry Office, Victoria, B. C., 14th July, 1905. jy15

B. C. STEAM DYE WORKS.
141 Yates Street, Victoria.
Ladies' and Gents' garments and household furnishings cleaned, dyed or pressed equal to new.

NOTICE IS HEREBY GIVEN that within sixty days from date I intend to apply to the Chief Commissioner of Lands and Works to purchase six hundred and forty (640) acres of land, more or less, situate on Salt Lake, No. 1, on mainland opposite Kalen Island. The initial stake is on the east shore of Salt Lake, No. 1, and running thence from said stake marked S. W. Corner forty (40) chains north; thence eighty (80) chains east; thence forty (40) chains north; thence eighty (80) chains east; thence forty (40) chains to shore of lake; thence following said shore to place of beginning; located in Range Five (5), Coast District, British Columbia.

May 27th, 1905.
C. D. POWER, Locator,
je9 By J. L. Peirce.

Sixty days after date I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to purchase the following described lands situated in Coast District, Range V.: Commencing at a point near the Southern boundary of the Tsimpsean Government Reserve, on this shore of Salt Lake, East of Kalen Island; thence East 20 chains, thence South 80 chains, thence West 20 chains, thence Northerly along the shore 80 chains to point of commencement, and containing 160 acres more or less.

May 20, 1905. THOMAS BUDGE.

Sixty days after date I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to purchase the following described lands, situated in Coast District, Range V.: Commencing at a point on the East side of the South arm of Salt Lake, East of Kalen Island. Running from this point East 80 chains, thence South 80 chains, thence West 80 chains near to a post marked G. T. Kane's S. E. Post, thence Northerly along the shore line 80 chains to the point of commencement, and containing 640 acres more or less.

A. G. HOWARD POTTS.
May 19, 1905.

NOTICE.

Notice is hereby given that thirty (30) days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to lease for twenty-one (21) years for grazing purposes, all that parcel of land situated in the Coast District, British Columbia, and about sixteen (16) miles northerly from the east end of Stuart Lake, and more particularly described as follows: Starting from this post marked "J. L. P. S. E.," and thence astronomically north eighty (80) chains, thence astronomically west eighty (80) chains, thence astronomically south eighty (80) chains, thence astronomically east eighty (80) chains, containing six hundred and forty (640) acres.

Dated the 17th day of June, 1905.
J. L. PIERCE,
By His Agent,
J. H. GRAY.
jy4

NOTICE.

Notice is hereby given that thirty (30) days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to lease for twenty-one (21) years for grazing purposes, all that parcel of land situated in the Coast District, British Columbia, and about sixteen (16) miles northerly from the east end of Stuart Lake, and more particularly described as follows: Starting from this post marked "D. M. H., S. W.," and thence astronomically north forty (40) chains, thence astronomically east one hundred and twenty (120) chains, thence astronomically south forty (40) chains, and thence astronomically west one hundred and twenty (120) chains, to the point of commencement, containing four hundred and eighty (480) acres.

Dated the 17th day of June, 1905.
D. M. HYMAN,
By His Agent,
J. H. GRAY.
jy4

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 lands, situated on the right bank of the Fraser River in Cariboo District, British Columbia, four miles above Bridge Creek, to wit: Starting from this post marked "M. H., E. Corner," and thence astronomical west for one hundred and sixty (160) chains, thence south astronomical about eighty (80) chains to right bank of Fraser River, and thence following said bank northeasterly to point of commencement, and containing about six hundred (600) acres.

MARK HYMAN,
By his Agent, J. H. Gray.
Witness: J. A. Hickey.
Dated May 21, 1905. je13

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 lands, situated in Cariboo District, British Columbia, viz.: Starting from this post marked "P. L., C. P." (meaning P. L.'s pre-emption post), four corners located as follows: N. E. corner, 5,657 chains, astronomical, N. E.; the N. W. corner, 5,657 chains astronomical N. W.; the S. W. corner, 5,657 chains astronomical S. W.; and the S. E. corner, 5,657 chains astronomical S. E., and containing 640 acres.

PETER LARSON.
By his Agent, J. H. Gray.
Witness: J. A. Hickey.
Dated May 19, 1905. je13

NOTICE IS HEREBY GIVEN that within sixty (60) days from date I intend to apply to the Commissioner of Lands and Works for a permit to purchase six hundred and forty (640) acres of ground, more or less, situate in the Coast District, Range Five (5), British Columbia, and more particularly described as follows: Commencing at a stake planted and marked N. W. Corner; thence running eighty (80) chains east; thence eighty (80) chains south; thence west eighty (80) chains, and north of Lot five hundred and two (502); thence north eighty (80) chains along Lot four hundred and forty-six (446) to place of commencement—the north line follows the south line of Lot four hundred and forty-nine (449) and lot four hundred and fifty (450)—the land lies east of Kalen Island and on east side of Salt Lake No. 2.

May 27th, 1905.
A. B. SIMON, Locator.
je9 By J. L. Peirce, Agent.

NOTICE IS HEREBY GIVEN that within sixty (60) days from date I intend to apply to the Commissioner of Lands and Works for a permit to purchase six hundred and forty (640) acres of land, more or less, situate in the Coast District, Range Five (5), British Columbia; commencing at a stake on the southeast shore of Salt Lake No. 1, thence running forty (40) chains north; thence one hundred and sixty (160) chains west; thence forty (40) chains to shore line; thence following said shore line to point of commencement, adjoining C. D. Power's location on the mainland—opposite Kalen Island.

May 27th, 1905.
A. L. SMITH, Locator.
je9 J. L. Peirce, Agent.

NOTICE IS HEREBY GIVEN that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands situated on the south shore of Fraser Lake, Coast District, British Columbia, viz: Starting from this post marked "A. B. S., N. E.," thence south astronomically one hundred and ten (110) chains, thence west astronomically one hundred and ten (110) chains, more or less, to said shore, and thence following said shore northeasterly to point of commencement.

A. B. SIMON,
By his agent, J. H. Gray.
Witness: J. A. Hickey.
Date, June 5, 1905. je27

NOTICE IS HEREBY GIVEN that thirty days after date, I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands situated on the north shore and about five (5) miles from the west end of Fraser Lake, Coast District, British Columbia, viz: Starting from this post marked "D. M. H., S. E.," thence north astronomically eighty (80) chains, thence west astronomically eighty (80) chains, thence south astronomically eighty (80) chains, and thence east astronomically eighty (80) chains to point of commencement, and containing six hundred and forty (640) acres.

D. M. HYAMS,
By his agent, J. H. Gray.
Witness: J. A. Hickey.
Date, June 5, 1905. je27

NOTICE IS HEREBY GIVEN that thirty days after date, I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands situated on the south shore of Fraser Lake, Coast District, British Columbia, viz: Starting from this post marked "D. T. N. E," thence south astronomically eighty (80) chains, thence west astronomically eighty (80) chains, thence north astronomically eighty (80) chains, more or less, to the said north shore, and thence easterly along the said shore to point of commencement, and containing six hundred and forty (640) acres.

J. L. TILTON.
By his agent, J. H. Gray.
Witness: J. A. Hickey.
Date, June 5, 1905. je27

Tartar Arrives From the Orient

C. P. R. Liner Made Fast Passage From Far East—Many Notable Passengers.

Princess May Returns From Skagway and Queen City from West Coast.

(From Saturday's Daily.)

Steamer Tartar of the C. P. R. reached port yesterday morning after a quick passage from Yokohama. The Tartar brought an average cargo of general merchandise and 50 saloon passengers, as well as a large number of steerage. The passengers included Dr. G. E. Morison, Pekin correspondent of the London Times, and a party of English and American women who went to Japan to offer their services to the Japanese as hospital nurses. This party included Mrs. K. Richardson, and Misses Cropper, Kearney, Pringle, Tristam and Willett. They have been working in the military hospitals of Tokio and Hiroshima. Mrs. Richardson visited Port Arthur since the Japanese took possession of the place. Other passengers who arrived by the Tartar were some wealthy Parsees of Hongkong, and a number of missionaries. Capt. T. G. Stritzinger was returning home after selling his steamer Sea Lion to the Japanese government. After landing her mails and passengers here the steamer proceeded to Vancouver about 10 a. m. yesterday.

News was brought by the Tartar that the battleship Nicolai I., captured from the Russians with the Orel, is not a very valuable prize. Her arrangements foraccommodation of the crew are so defective that much reconstruction will be required. She was hit many times, but not so badly injured as the Orel. Her armament, however, consists entirely of old-fashioned guns, and moreover parts of the weapons were thrown overboard before the surrender. Originally the vessel had a speed of 15 knots, but she was capable of doing only 12 at the time of the battle, and further her engineers introduced sea water into her boilers when surrender was determined on, so that they are now much corroded. She is also an old vessel, having been completed in 1889.

FROM WEST COAST.

Queen City Returned Yesterday From Cape Scott and Way Ports.

Steamer Queen City, Captain Townsend, completed another trip from the West Coast yesterday. The steamer went to Cape Scott and visited all the way ports en route. She brought the official returns of the voting at Cape Scott and Quatsino, the only points in Alberni district not hitherto reported. As reported in yesterday's despatches from Alberni, the preponderance was in favor of the Mineral candidate as a result of a solid vote at Quatsino in his favor, but it did not alter the result. Among the passengers who arrived yesterday by the Queen City was S. Price, manager of the Ironda'e Steel Company of Seattle. This company recently bonded the iron property held by Messrs. Hicks and Frank at Quatsino, and Mr. Price has been north looking over the property, with which he is well satisfied, it is said.

PLAN NEW STEAMERS.

Puget Sound Navigation Co. to Build Two Steel Vessels.

An arrangement which will have an interest in Victoria, as one of the proposed new steamers may be for the Victoria-Seattle route, has been made by the Puget Sound Navigation Company to build two new steel steamers to replace wooden craft now operated on Puget Sound. Chas. Peabody stated yesterday that it was the intention to ask for bids on two steel boats to cost in the neighborhood of $100,000 each. Later on, if the present plans of the company go through, three more boats will be built.

The new steamers are to be used exclusively for passenger service, and will have a speed of 15 knots an hour. They will be about 175 feet in length, and will have a draught of ten feet and six inches, and when completed will in many respects resemble the Tacoma Flyer.

While the new boats will be built for no particular route, they will be so constructed as to be available for service on any of the Sound runs now operated over by the old boats of the company, and the first two will be large enough to allow of placing them on the run to Neah Bay, Victoria and the other runs where occasionally rough weather prevails.

The first two steamers will be planned for a passenger carrying capacity of 500 persons, and it is probable that when the five new boats are ready for use that the old steamers, the Alice Gertrude, Bellingham, Dode and others of the fleet which have been years of service will be retired and sold.

THE NORTH CASE.

Trial of Seized U. S. Schooner in the Admiralty Court at Vancouver.

The case of the seized fishing schooner North is being heard before Mr. Justice Martin at Vancouver. Captain Newcomb of the Kestrel, in giving evidence said that on July 8, when standing on the bridge of the Kestrel he had sighted the schooner North in St. Joseph's bay, off Quatsino sound with a fishing dory on either side of her. Taking his bearings he found that the schooner was only two miles and four-fifths from the shore and well within the three miles limit, though she was traveling off shore. He ordered full steam to be put on, and caught up to the North. He told the man in the nearest dory that he was fishing within the three-mile limit. The man replied that he was outside the limit and did not wish to talk to him. Captain Newcomb saw the halibut bait and fishing gear in the boat, and felt justified in making the seizure, so he hauled the dories on board and took possession.

First Officer Moore and Second Officer Leadwell both gave evidence along the same lines. The Second Officer said that in conversation with the captain of the North after the seizure he had remarked that he thought Captain Newcomb must be only joking.

"I told him," added the officer, "that I thought the captain was only doing his duty, as they had no right to fish within the limit. He replied that it was the first time that he had ever done so, and he thought it might be overlooked."

Cross examined by the Attorney General, the officer said that he thought the North was well within the three-mile limit when first they sighted her; she was making off shore and was outside when the seizure was actually made. He did not hear the captain tell him that on account of the weather being rough the night before they had lost some of their gear and had gone in shore to look for it.

CONDITIONS AT QUATSINO.

Visitor Tells of Progress at Promising Northern Island Point.

H. O. Beigh of Quatsino is at the Brunswick hotel. He reports a remarkable increase in the activity of prospectors and miners in the district. Things generally are better than they have been for some time, and the outlook is distinctly promising. The summer has been remarkably dry and cool, and has not experienced since the place was first settled.

The Copper Mountain Company has started work on the June group of mines on the Southeast arm. These mines show some remarkably large outcrops of gold, copper ore and magnetite, and under development now progressing is expected to turn out a rich property. Capt. Grant of Victoria and Thos. Lippy, of Seattle, are at present furnishing the money to open up the property on a large scale. There are now ten white men working on the property, Harold Grant, son of Capt. Grant, of Victoria, is manager of the works, and Mr. Alex. Macaulay is foreman in charge.

In iron prospecting there has been much activity during the summer and some very promising properties have been located and staked.

The settlers have all been busy haying, and with the propitious weather a good crop has been secured.

Messrs. Shelford and Burnett have started a sawmill on the Rupert arm and are doing remarkably well.

Game is very plentiful this year, the deer being so tame that they come up to the settlers' houses in broad daylight, and all gardens have to be carefully fenced. Wolves also are unpleasantly numerous in places, and it is the opinion of the inhabitants that the bounty on them ought to be increased as they hunt in large bands, destroying the deer wholesale.

Mr. Beigh is here on business and pleasure combined, and intends to visit Portland, etc., before returning.

The Indian trade in furs is not increasing.

The Indians are gradually becoming less numerous, and those who remain migrate to the fisheries during the summer.

The white population, however, is gradually increasing, and there is every prospect that in the next few years Quatsino will become an important centre.

NEWS NOTES OF THE DOMINION

Gaynor and Greene Case Goes Over Until October—Ship Re-[illegible]ed.

Montreal, July 28.—On the application of counsel for Gaynor and Greene, today Judge Ouimet postponed the hearing in the habeas corpus case until September 5. Counsel for the United States opposed the request, but it was argued that no inconvenience would be caused by the delay, as the Georgia courts do not sit until October. Judge Ouimet stated that he was on the point of leaving on a three weeks' holiday, and granted the postponement asked for.

The Allan liner Corinthian, which grounded as she was leaving the harbor yesterday, was floated last night. The vessel sustained no damage, and will probably sail for Glasgow tonight.

Warrants for "Whitecaps."

Chatham, Ont., July 28.—Warrants have been issued for the arrest of Whittley "whitecaps" who assaulted Daulmage, the alleged wife-beater. The crown authorities say the law of the country must be observed.

A Generous Member.

Toronto, July 28.—W. F. MacLean, M. P. for South York, has donated the thousand dollars extra indemnity received from the House of Commons this year to the sick children's hospital in this city.

Winnipeg, July 28.—The closing day of the Winnipeg fair attracted several thousand children, the day being specially arranged for them. The total attendance will be 125,000, which is only 25,000 short of the two weeks' Dominion fair.

George Cadham, of High Bluff, Man., lost a large stable, containing four horses and hay racks, by fire Wednesday night.

Medicine Hat, July 28.—The Liberal Association, in convention here today, passed a resolution favoring party government in the new provinces.

THE EQUITABLE.

New York, July 27.—The Equitable Life Assurance Society's income for the first six months of 1905 was $38,799,130, an increase of $2,386,830 over the corresponding six months of last year, according to a statement which was submitted to the board of directors yesterday. The figures, which were made up from the auditor's regular report, show assets on, December 31st, 1904, of $413,985,020, and on June 30th, 1905, of $421,249,172, an increase during the last six months of $7,290,252. The income for the first six months of 1904 was $36,412,327, while the income for the first six months of 1905 was $38,799,138, an increase of $2,386,810.

SITUATION AT NEW ORLEANS.

New Orleans, July 27.—Following is a summary of the situation: New cases today, 16; deaths, 2; cases to date, 206; deaths to date, 44. The apparent increase in the number of cases to discovery and transfer to the emergency hospital of 11 cases not previously reported. That institution was in full blast today, and the ambulance which has been put into special service was kept busy, having taken the unfortunates to the institution. The members of the Italian societies' committee who were doing missionary work among their people are responsible for the delivery of several of these cases.

NOTICE IS HEREBY GIVEN that sixty days after date we intend to apply to the Chief Commissioner of Lands and Works for permission to purchase Lot No. 202, Rupert District, containing 240 acres.

GRANT & LIPPY.
Victoria, July 3, 1905. jy5

NOTICE is hereby given that, 60 days after date, I intend to make application to the Hon. Chief Commissioner of Lands and Works for permission to purchase 320 acres of land situated on the north shore of Ootsa Lake, about 30 miles west of the east end of the Lake, in Range 4 of the Coast District, described as follows: Commencing at a post marked J. G. Steele, S. W. Cor., thence north 80 chains; thence east 40 chains; thence south 80 chains more or less to the lake; thence westerly along the shore of the lake about 40 chains to the place of beginning.

June 10, 1905.
H. ANDERSON.
jy11 A. E. Steele, Agent.

NOTICE is hereby given that sixty days after date we intend to apply to the Chief Commissioner of Lands and Works for permission to purchase Lot No. 202, Rupert District, containing 240 acres.

GRANT & LIPPY.
Victoria, July 3, 1905. jy5

NOTICE is hereby given that, 60 days after date, I intend to make application to the Hon. Chief Commissioner of Lands and Works for permission to purchase 320 acres of land situated on the north shore of Ootsa Lake, about 30 miles west of the east end of the Lake, in Range 4 of the Coast District, described as follows: Commencing at a post marked H. Anderson's S. E. Cor., thence north 80 chains; thence west 40 chains; thence south 80 chains more or less to the lake; thence easterly along the lake about 40 chains to the place of beginning.

June 10, 1905.
H. ANDERSON.
jy11 A. E. Steele, Agent.

NOTICE is hereby given that, 60 days after date, I intend to make application to the Hon. Chief Commissioner of Lands and Works for permission to purchase 320 acres of land situate on the north shore of Ootsa Lake, about 20 miles west of the east end of the Lake, in Range 4 of the Coast District, described as follows: Commencing at a post marked A. E. Steele, S. W. Cor., thence north 80 chains; thence east 40 chains; thence south 80 chains more or less to the lake; thence westerly along the shore of the lake about 40 chains to the place of beginning. This land is west of and adjoining J. G. Steele's land.

June 7, 1905.
A. E. STEELE.
jy11

(Form F.)
Certificate of Improvements.

NOTICE.

Jersey Lilly Mineral Claim, situate in the Alberni Mining Division of Clayoquot District.

Where located: Near outlet of Anderson Lake, and on right hand side.

TAKE NOTICE that Wm. Harrison, Free Miner's Certificate B89640; Sarah M. McDonnell, Free Miner's Certificate B89648, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this Twelfth day of July, A. D. 1905.

WM. HARRISON.
SARAH M. McDONNELL.
By her Attorney in fact, R. J. McDonnell.
jy21

TIMBER PERMIT

NOTICE is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands, viz.: Post planted at N. E. corner marked H. A. B., thence running south two miles, thence west one mile, thence north one-half mile, thence east one-half mile, thence north three-quarter mile, thence east one-quarter mile, thence north one-half mile, thence east one-quarter mile to point of commencement, located four and one-half miles east of Snout Point, on Toby Inlet.

Dated July 22, 1905.
jy22 H. A. BULL.

The Canadian Pacific Railway

A Sketch of Its History, Construction, Development and Position

Insurance and Finance Chronicle.

There is a fine opportunity for some writer who has the requisite capacity for historic narrative, and knowledge from personal observation and study, to compile and publish a complete history of the Canadian Pacific Railway. An introductory section should deal with the early projects for building a transcontinental line across Canada. Their history would be a most interesting narrative, more especially the circumstances which led to the collapse of the first scheme, of which the late Sir Hugh Allan was president. Owing to political and personal causes "The Interoceanic Railway Company" was organized. The first meeting and the last of this enterprise was held at Toronto on 19th June, 1872, when the act of incorporation was read, of which a copy is before us.

A third company was projected, but came to an end before being fully formed.

An inside history of these projects ought to be written, as they would throw much light on the condition of Canada in that period, a knowledge of which is necessary for understanding the circumstances which led to the Canadian Pacific Railway Company being built.

It is hardly credible that, since 1881, in a country with a population of from four and a half to five millions such a vast enterprise has been developed from the surveying stage, with a few short sections laid with rails, to its present splendid condition extending from the Atlantic to the Pacific. The total mileage operated is 11,321 miles, ranking it as the greatest railway enterprise in the world.

The Canadian Pacific Railway Company in 1881 was openly disparaged by prominent public men in Canada as being committed to the building of a line that would be "a monument of ambitious folly," "an incubus upon the country," "an intolerable burden upon the finances of Canada," and "certain to wreck more than one government."

The contract for construction of the Canadian Pacific Railway was signed on 21st October, 1880. The first sod was turned on 2nd May, 1881.

By the terms of the government contract with a company whose directorate included George Stephen, Esq., (Lord Mount Stephen; Donald A. Smith, Esq., now Lord Strathcona and Mount Royal; R. B. Angus, and others, it was agreed to build a railway from Callander, in Northern Ontario, to the Pacific, for a consideration of $25,000,000 in money and 25,000,000 acres of selected land, together with various privileges as to right of way, etc.

In the report of the Minister of Railways and Canals for 1881, we read:

"The section traversing the country north of Lake Superior, 650 miles in length, has been surveyed and measured."

The line between Lake Superior and Red River, 410 miles in length, was reported in 1881 as having been "let for construction under six separate contracts." Those two sections were regarded as almost impossible to construct and keep in operation without ruinous outlays.

The only part of the Canadian Pacific in operation in 1881 was from Winnipeg westward for 161 miles, of which the passenger earnings up to June 1890, were $104,975, and expenses $78,892. The passengers numbered 17,640, and freight 24,214 tons. These were the first few drops which presaged the rich showers of later years.

One singular interesting passage in the chief engineer's report, dated October, 1880, speaks of surveys having been made to determine whether a northern route could be found for the Canadian Pacific Railway by Peace river, the river Skeena to Port Simpson on the Pacific Coast. This shows that the terminus understood to have been adopted for the Grand Trunk Pacific Railway was originally contemplated as the terminal of the Canadian Pacific. Probably the surveyor's notes made with that end in view are available for service in laying out the course of the new transcontinental railway.

The close relationship of the Canadian Pacific enterprise with the government is evidenced by the official report of the road from St. Boniface having been opened on 10th February, 1880, by the first train being despatched "under the charge of government officials."

The work of construction was pushed with such energy that on 7th November, 1885, the last spike of the railway was driven months earlier than was anticipated.

The original share capital of the company was $5,000,000, increased in 1882 to $25,000,000, then to $100,000,000, of which $35,000,000 was cancelled in 1885. Various financial changes and difficulties occurred during construction, and it became necessary to secure government loans of $30,000,000 in 1884, and $5,000,000 in 1885. These loans were repaid in full, and the efforts of the promoters and management of the railway were eventually crowned with success.

The Canadian Pacific issued $25,000,000 of 5 per cent. land grant bonds in 1881, which have been paid off. In 1888 a further issue of $15,000,000 3½ per cent. land bonds was made, and of these $3,500,000 had been provided for at 30th June, 1904, by payment of that amount to the government out of the proceeds of land sales in terms of the mortgage, leaving $11,500,000 outstanding. The deferred payments on lands sold amounted at 30th June, 1904, to $15,252,308.

From the first day of the line being in operation it was manifest that a new force had entered not only into railway management in Canada, but into the life of the country. Old fashioned systems and methods were in vogue up to that time; roadways were left in a dangerous condition; trains never ran on time; cars were dirty and uncomfortable; officials were lacking in civility, and the whole passenger and freight service demoralized, with a consequent excess of expenses over income. The managers of the new line revolutionized railway service in Canada, to the enormous benefit of other lines and advantage to the country's trade. The Canadian Pacific proved that enterprise, incessant publicity, unwearying appeals for business, created and attracted traffic. The C. P. R. struck out at once for popularity, and gained it in full measure.

On the 13th June, 1886, the first through train left Montreal for Vancouver. A year afterwards the first Canadian Pacific Railway steamship arrived at Vancouver from Yokohama.

One result of this line being anticipated and being opened was a large demand for government-owned lands in Manitoba and the Northwest, the sales of which from 1881 to 1891 amounted to several millions of acres.

The exports of Canadian products from the year the line was opened have gone on increasing, so that while for the sixteen years before this event the yearly average of these products exported was $73,450,000, the exports for sixteen after the line was opened averaged $110,400,000 yearly. The increase was not wholly due to the Canadian Pacific, but the road was no doubt a leading factor in the development. That the annual growth of cereals in Manitoba and the Northwest has increased from about 15,000,000 bushels to over 100,000,000 bushels is a demonstration of the marvelous development of the agricultural resources of the vast region opened up by the Canadian Pacific Railway.

This line cost $256,665,689; it owns steamers, hotels and buildings valued at over $17,000,000. Last year its passenger earnings were $12,418,419; earnings from freight, $29,235,821; and from other business, $5,014,890; it carried 6,251,471 passengers, and its net earnings were $14,213,105. This was a little more, let us say, than was sufficient "to pay for the grease on the wheels," which one eminent Canadian statesman declared would be the limit of its earnings.

In 1897 the shares of the Canadian Pacific Railway were selling at 54, whereas today they are quoted and saleable at 152, with earnings that fully justify this figure and with prospects of increase.

By owning and operating all the adjuncts of the railway service, telegraphs, express, sleeping and dining cars, grain elevators, hotels at leading points, steamship lines on the lakes and on the Pacific and Atlantic oceans, the Canadian Pacific adopted special methods of management which have worked out to the material advantage of the company.

Since the Northwest has begun to attract settlers on a large scale, the Canadian Pacific has had an economy introduced into its operations of great financial value. There has been a serious drawback in the past to its earnings derived from carrying out the Northwest crops, caused by the cost of hauling empty cars from western points to Winnipeg and beyond. This condition is undergoing a change, as freight going westward is enlarging, so that the cars will be utilized both ways.

The company now owns the most complete railway shops on this continent. Its equipment of engines, freight and passenger cars and other plant is up to the best standard for quantity and quality.

The statement for 30th June, 1904, gave the lands owned in Manitoba and the Northwest as 11,338,350 acres, and in British Columbia 3,744,324 acres. The proceeds of these lands, which are being sold at good prices, will not only fully provide for the liquidation of all outstanding land bonds, but leave a very large surplus, many millions of which will be clear profit. An American financial journal recently said:

"The Canadian Pacific Railway Company owns 11,338,350 acres of agricultural lands in the Northwest, and 3,744,324 acres in British Columbia. As they are sold the revenues go to pay off the land grant 3½ per cent. bonds, of which $11,500,000 remain. When these are retired the stock-holders will have a chance to get something out of the lands. The bonds are being called year by year, $3,500,000 being taken up in 1904. The equity in these lands cannot be measured. It may be tremendous, and probably is. The lands are worth 45 per cent. on the present cost, even if we suppose they all go as agricultural lands. In them are included over 5,000,000 acres of practically picked areas in British Columbia, a province rich in timber, coal and gold. The great coal fields, which supply a large part of the fuel for the western division, were