llars and many years it approximates o millions for the vessels alone. The ses to the cargoes are invariably half

losses to the cargoes are invariably half a million more.

Every spring and every fall the treacherous waters of Lake Erie wreck several vessels. Few of the huge modern carriers are ever wrecked by the fury of the storms alone, but scores of the old wooden freighters go down, many of them with all hands. The number of wrecks and the property loss has been steadily decreasing during the past few years and there has not been a single disaster where more than a score of lives have been lost for more than a decade.

sears and there has not been a sungle disaster where more than g score of lives have been lost for more than a score of lives have been lost for more than a score of lives have been lost for more than a score of lives have been lost for more about longivity. I am found to tell the stary.

Some little wreckage—that is all that was found to tell the stary.

By the burning of the steamer (G. P. of the score of the washing the stary of the stary o

MOST PEBLOUS BODY

OF WATER IN WORLD

Hundrods of Wrecks and Disappearances on Great Lakes
Every Year

It is generally admitted, and estates
Every Year

It is generally admitted, and estates
Coest Lakes the on the coest. There is allow the company of the compan

tell.

The passenger steamer Asia, one of the finest on the lakes, perished in the same mysterious way in 1882. This was one of the most terrible tragedies ever enacted on the chain of lakes. More than a hundred lives were lost. Two were saved after hours of terrible suffering in the icy waters. These say the

boat "foundered."

In 1883 the Manistee foundered is mid-lake on Superior. She is "suppose to have been struck by a southwes

Some little wreckage—that is all that was found to tell the stery.

By the burning of the steamer, G. P. Griffin, twenty miles east of Cleveland, June 17, 1850, 286 lives were lost. The steamer was about three miles from shore when she took fire. It was thought that the steamer could reach land, but she struck upon a sandbar half a mile off shore. The passengers became wild with despair and a great number plunged into the water. Not a woman or

Id lightning.

Two boats had been lowered and in these eighteen persons reached shore. Fourteen were saved on a large raft and others on different parts of the wreckage. Less than one-fourth of the total number of passengers reached the shore alive.

Los Angeles, Oct. 2.—Abe Attell and Harry Baker will meet in Los Angeles, before the Pacific Athletic club, for the featherweight championship of the world, in a twenty round go, Tuesday night, October 30th.

HOW LONG CAN A MAN LIVE?

One who never turned his back, but marched breast forward,
Never doubted clouds could break,
Never dreamed, though right were worsted, wrong would triumph.
Held we fall to rise, are baffled to fight better.

Fourteen were saved on a large raf- and others on different parts of the	perhaps the strangest on record. She	e marched breast forward,	n
wreckage. Less than one-fourth of the total number of passengers reached the shore alive.	equipped schooner, in charge of one of the best and most skillful navigators on the lakes, and was in first class condi-	Held we fall to rise, are baffled to fight	c
Before the vessel sank a raft was pro- vided and the majority of the passengers	tion when she cleared from Chicago for	Sleep to wake.	in
cast their fate with it and clung to it until hearly daylight. The raft was	when she left the port of Chicago. No	t work-time	f
mostly under water from the weight of its living burden and the few who clung	plain her loss. She was totally obliter	Bid him forward, breast and back as	
to it were above the waist in the tur- bulent sea. The captain was constantly	she had never been. Not a man, not a	"Strive and thrive," cry "Speed," dight	is a
on his feet encouraging the crowd and seems to have been the only man who	toothpick was ever seen of her after-	Robert Browning	G
dared to stir from his recumbent posi- tion which was necessary to keep a se-	historian door not even suggest that the	MOTORIA TIRE TARE	a
Finally the raft broke up and large	scores of mighty ships that have van-	For October, 1906.	jı
parties floated off on detached pieces.  Nearly all of the unfortunate were lost.	datastrophe.  Many of the wrecks are mysferies ab-	the Department of Marine and Pisheries.	w fa
A few reached the shore and were res- cues. The captain was among the lost.	solute, but it is known by tangible evi-	Date.  Time Ht Time Ht Time Ht	T
The season of 1860, as regards the loss of life and property, was one of the	are enigmas. Nothing is known of them.  Thus the schooner Atlanta went down	in. in. it. in. m. it. in. m. it. in. m. it.	of P
most disastrous on record. The loss of property on the Great Lakes by disas-	in Lake Superior in 1891. Her entire	2 2 25 6.8 8 25 3.8 14 32 7.4 21 12 3.8 3 3 28 6.8 9 02 4.3 14 49 7.5 21 50 3.3	lo
ters was \$1,200,000 and 578 lives were sacrificed. During the terrific gale in		5 5 23 6.6 10 13 5.5 14 39 7.5 22 29 2.9 6 6 32 6.6 10 49 6.0 15 58 7.5 23 54 2.7	di w
November of that year the propeller Da- cotah sank in Lake Erie off Sturgeon	ship's fate. In the case of the Nashua	7 7 54 6.6 11 32 6.5 16 10 7.4	pl an
Point with all on board:  August 9 was the forty-first anniver- sary of the loss of the propeller Pewab-	the disappearance was the same, only a few pieces of wreckage floated on the	9 1 35 2.6 16 10 7.2 10 2 29 2.7 13 07 7.3 11 3 22 2.8 13 30 7.2	th th th
ic, which was the most serious disaster of the season of 1865 and one of the	I more to be be the transfer of the	12 4 14 2.8 13 35 7.2 13 5 04 3.0 13 19 7.1 18 31 6.1 22 30 6.4	in
most famous wrecks on the lakes. The Pewabic was run down by the propeller	loss of the Doty about this time is still a mystery. She had a fow. The line	15 0 02 6.6 6 37 8.3 13 21 7.3 19 26 4.7	CI
Meteor in Lake Huron, about six miles off Thunder Bay light. It was about 8.30	parted, there came a gale. The ship sank —easy to explain—the Great Lakes are generous with such explanations.	17 2 00 7.1 8 00 4.0 18 59 7.8 20 30 3.0 18 3 00 7.2 8 40 4.5 14 24 8.1 21 22 2.2	E.
o'clock in the evening and twilight still lingered over the lake. The approach-		19 4 11 1.3 9 22 5.1 14 53 8.3 22 11 1.6 20 5 22 7.3 10 08 5.8 15 24 8.8 28 06 1.2 21 6 44 7.4 11 00 6.4 15 55 8.3	(B
ing vessels saw each other when miles apart. They kept their course until near	Joseph, Mich., for Chicago on a wintry night. She was one of the finest, stanch-	23   1 01 1.1   9 43 7.7   13 13 7.2   16 55 7.8	ca
each other, when the Pewabic put her helm aport and had just commenced to	est and best equipped passenger boats on the lakes. She sailed out into Lake	24 1 58 1.4 10 56 7.8 14 55 7.1 17 21 7.8 6 25 2 54 1.7 11 48 7.9 1 26 3 48 2.8 12 16 7.8 18 30 6.1 21 33 6.2 6	rel
swing when she was struck in the vi-	Michigan, and from there into oblivion. Not a word was ever heard, not a sin-	26 8 48 2.8 12 16 7.8 18 30 6.1 12 33 6.2 6 27 4 41 2.9 12 34 7.7 18 54 5.4 23 30 6.0 28 5 33 3.6 12 48 7.6 19 20 4.6	tifl
Meteor, cutting her down to the water's edge. A number of men were killed in	gle token found which threw light on her total disappearance.	30 2 15 6.4 7 06 4.8 13 10 7.8 20 18 3.2 t	io io
the terrific crash, both vessels going at full speed.	The names of the Hudson, the Gil-	The time wood to Decide Clanders de-	M
Confusion followed aboard both ves- sels. The Pewahic had on beard about	orable in lake annals. They are the names of the three disasters that were	from 0 to 24 hours, from midnight to mid- night. The figures for height serve to dis-	
178 passengers. Many were below, but others were on deck, to see the Meteor	to herald a new era in Great Lakes navigation. They have been the last	The height is measured from the level of the	V e
pass. When it became evident that a collision was mevitable they ran for	of the great wrecks, a fitting finale to	level corresponds with the datum to which	M
Before the vessels sparated a few of the	were the first of the present modern type of lake boats. They were fast and deep,	Victoria harbor are referred, as closely as 13	50,

INAMINO WANTS ROAD

TO TAP MINING DISTRICT

A Petition Prepared Which Will Be Presented to Government Today

The committee appointed at the public meeting on Friday evening to devise means of having a road constructed into the Dunsmair mining district, met yesterday and drew up a petition to the Hon. Robert Green, chief commissioner of lands and works, praying that the

toria.

Sir:—It is essential to the development of the mineral, lumbering and agricultural resources of the Dunsmuir, Nanaime and Alberni districts that the

revenue of the province.
district in question has already The district in question has already contributed large sums to the provincial treasury, but owing to the lack of transportation facilities development is seriously impeded and these is practically no prospecting going on. Were this road built, the revenue from licenses, records, etc., would largely increase, while the tax on ores produced would reach a respectable amount, assuring a large return from the small sum required to build the road.

We, the undersigned citizens of Natiaimo and district, would respectfully draw your attention to the urgent necessity of your department taking prompt action in this matter.

LEGAL INTELLIGENCE.

Levy vs. Levy.—In this case an application was made for an order striking out part of the answer of the respondent. By consent an order was given directing the matter to be referred to the registrar to take accounts, the trial to be adjourned until December and that in the meantime the arrears of maintenance to be paid up, but, if not, then the petition to be struck out.

Mr. Walls for petitioner: Mr. Helm-cken, K. C., for respondent.

Stelly vs. Stelly et al.—An order was made amending the statement of claim in certain particulars.

Mr. Robertson for plaintiff; Mr. Hills for defendant.

Elford and Smith vs. Wootton.—This

Elford and Smith vs. Wootton.—This

Brown at the Domestic Science classes was 643 out of a possible 670 or 96 per cent.

Following are the general results for each of the schools:

Perf.

No. Av. Av. att.
pres. att. pc. p.c.
pres. att. pc. p.c.
pres. att. pc. p.c.
pres. att. pc. pc.
pres. att.

Mr. Robertson for plainting.

Mr. Robertson for plainting.

Biford and Smith vs. Wootton.—This is an action brought by Elford & Smith against the registrar general of titles, Gustave Hartragel and the legal firm of Wootton & Goward, to set aside a compromise made by Wootton & Goward whereby they released the plaintiffs and and whereby they released the plaintiffs to apply to the Chief Commissioner of Locator.

A of defendants Redon & Hartragel, and which were subject to a mortgage in favor of Mrs. Joan Olive Dunsmuir. The property affected by this action is the title to the Driard hotel in the city part of Victoria. From the evidence it appears that while the Driard hotel covers be parts that while the Driard hotel covers be parts that while the Driard hotel covers to the whole of lots 412 and the whole of lots 412. The release complained of covers the whole of lots 412. The release complained of covers the whole of lots 412. The release complained of covers the whole of lots 412. The release complained of covers the whole of lots 412. The release complained of covers the whole of lots 412. The release complained of covers the whole of lots 412. The release complained of covers the whole of lots 412. The release complained of covers the whole of lots 412. The release complained of covers the whole of lots 412. The release complained of covers the whole of lots 412. The release complained of covers the whole of lots 412. The release complained of covers the whole of lots 412. The release complained of covers the whole of lots 412. The release complained of covers the whole of lots 412. The release complained of covers the whole of lots 412. The release complained of covers the whole of lots 412. The release complained of covers the whole of lots 412. The release complained of covers the whole of lots 412. The release complained of covers the whole of lots 412. The release complained the plaintiffs now claim the release complained the release complained the release complained the release complained the release co

phin. The steamer wrecked near Cape Hinchinbrook was breaking up at last reports and has probably gone to pieces by this time.

The steamer Mariechen, which was sold to Schubach and Hamilton for \$5.000 after being raised in Alaska by the steamer Salvor at a cost of \$37,500, has been towed from Tacoma to Morans, and will be placed on the Moran ways for inspection. Schubach and Hamilton deny the report made that the vessel is to be broken up for junk.

The steamer Princess May did not come to Victoria on her present voyage, sailing north again yesterday from Vancouver. She brought south 115 passengers, 78 from Skagway.

## PUBLIC SCHOOL RECORD **DURING SEPTEMBER**

to Satisfactory Degree of Regularity Shown---Record in Manual Training

The attendance at the public school of the city for the last month shows a satisfactory degree of regularity, reachpresent trunk road from Nanaimo to Alberia via Nanaimo lakes, be at once extended, by a route south of Nanaimo all the schools. The only abbody in

Alberia via Nanaimo lakes, be at once extended, by a route south of Nanaimo lakes to a point where it would join the Cowichan-Alberni trail.

The road would open up a very rich section, containing many valuable mines on which large sums have been expended. In this neighborhood are large bodies of low grade copper ore, and many rich lodes carrying values in gold, silver and copper.

Further development is impossible because of the extreme difficulty and high cost of transporting supplies, and the impossibility of transporting ores.

By the immediate completion of about 14 miles of this road the various mining companies and mill owners would be enabled to reach their properties by short branch roads, connecting with the trunk road, and in a short time there would be a number of producing mines contributing to the welfare of the district, and to the revenue of the province.

The district in question has already 

October 2, 1906.

(Before Morrison J.)

Pierson vs. Hodgson.—On an application to dismiss the action, an order was made postponing the trial until December, the question of costs of the postponement being reserved for the trial judge to deal with.

Mr. Robertson for plaintiff; Mr. Prior for defendant.

Levy vs. Levy.—In this case an application was made for an order strik-placed by the manual training classes at the North Ward Centre, six of the ten having to their credit 100 per cent the lowest being 97.5 per cent, and the average for all the classes being 99.26 per cent; or in other words, out of a possible 651, attendances 645 were actually recorded.

The attendance at the Domestic Science classes was 643 out of a possible 670 or

1013 412 and 418, the mortgage in question was registered only against an undivided half interest in lot 412 and the whole of lot 413. The release complained of covers the whole of lots 412 and 418, and the plaintiffs now claim that their solicitors did not advise them that only half of lot 412 was subject to the mortgage. The case is still proceeding.

Mr. J. H. Lawson for plaintiff; Sir Charles Hibbert Tupper, K. C. and Mr. S. E. Wootton for the defendant, the registrar general of titles.

Mr. Before Lampman Co. J. and a juryl. Greenwood vs. B. A. Paint Co.—This case occupied all day and was concluded at the evening sitting, when the jury returned a verdick in effect finding plaintiff guilty of contributory negligence.

As several points of law arise on the answers given by the jury to the questions submitted to them, judgment will not be entered until after argument.

Mr. McPhillips, K. C., for plaintiff; Mr. Langley for defendant.

Mr. Benjamin Gouldstone, an Epping of postman, has just retired, having walked in 500 miles during his forty years service.

Notice is the point of lots 412 and the whole of lots 412 was subject to the mortgage in the plaintiff; Sir Charles Hibbert Tupper, K. C. and Mr. Serveral points of law arise on the answers given by the jury to the questions submitted to them, judgment will not be entered until after argument.

Mr. McPhillips, K. C., for plaintiff; Mr. Langley for defendant.

Mr. Benjamin Gouldstone, an Epping of postman, has just retired, having walked in 5000 miles during his forty years service.

# STOVES and HEATERS

As the Winter Season is coming on rapidly a heater will soon be necessary. We have them in all sizes and prices. Also the largest stock of Stoves and Ranges in the province. . . . .

Catalogue Sent for the Asking

## Albion Stove Works

Victoria, B.C.

NOTICE IS HEREBY GIVEN that, 30 days after date, I intend to apply to the Hon. Chief Commissioner of Lands and Works for special license to cut and carry away timber from the following described lands, situated on Read Island, Sayward District: Commencing at a stake near the North end of Read Island, Sayward District: Commencing at a stake near the North end of Read Island, Sayward Chains to shore of Drew Pass, thence East 40 chains to shore of Drew Pass, thence along shore to place of commencement.

Bead Island, B. C., Angust 27, 1906.

FRED. NEWMAN.

Per E. W. Wylle, Agent.

NOTICE IS HEREBY GIVEN that, sixty days after date, I intend to apply to the Chief Commissioner opposite lot 18, Renfrew District.

Yancouver, B. C., September 1, 1906.

Sixty days after date, I intend to apply to the Chief Commissioner of Lands and Works for a lease of the foreshore opposite Lots 14 and 33, Esquinst District, beginning at a point on Coburg Peninsula, opposite the Southern boundary of lot 14 and extending 40 chains along the Chief Commissioner of Lands and Works for a lease of the foreshore opposite to 2 and Works for a lease of the foreshore opposite Lots 14 and 33, Esquinst District, beginning at a point on Coburg Peninsula, opposite the Southern boundary of lot 14 and extending 40 chains along the Chief Commissioner of Lands and Works for a lease of the foreshore opposite Lots 14 and 35, Esquinst District, beginning at a point on Coburg Peninsula, opposite the Southern boundary of lot 14 and extending 40 chains along the Chief Commissioner opposite lots 18, Renfrew District.

Yancouver, B. C., September 1, 1906.

Sixty days after date, I intend to apply to the Chief Commissioner opposite to 2 and 40 and

NOTICE IS HEREBY GIVEN that, sixty thirty days days after date, we intend to apply to the Honorable the Chief Commissioner of Lands and Works for permission to lease, scribed lands

Dated at Rivers Inlet, B. C., Septem.

NOTICE IS HEREBY GIVEN that, in accordance with the Land Act, I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase one hundred and sixty acres of unsurveyed land on the Bulkley river, about four miles from South Bulkley river, about four miles from South Bulkley relegraph office, Coast District, described as follows: Starting at Initial post N. W. Corner, thence South 40 chains, thence East 40 chains, thence North 40 chains, thence West 40 chains to point of commencement. July 19, 1906.

J. C. BOYD,

NOTICE is hereby given that sixty (60) days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a lease of the foreshore for booming purposes: Beginning at a stake marked "D. Drysdale's northeast corner," planted on north side of West Arm of Cumshews Inlet; thence west 40 chains; thence south 40 chains; thence east 20 chains; thence south 40 chains; thence east 20 chains; thence north 80 chains to point of beginning.

D. DRYSDALE, D. DRYSDALE,

By C. T. Moore, Agent. Dated September 28th, 1906.

Sixty days after date, I intend to apply to the Chief Commissioner of Lands and Works for a lease of the foreshore opposite Lots 14 and 33, Esquimalt District, beginning at a point on Coburg Peninsula, opposite the Southern boundary of lot 14 and extending 40 chains along the Coburg peninsula in a Northerly direction.

Victoria, B. C., July 28, 1908.

NOTICE IS HEREBY GIVEN that, 60 days after date, we intend to apply to the Honorable Chief Commissioner of Lands and Works for permission to lease for years, as a fishing station, the following described lands, situated on Dean Channel, Coast District No. 3, West side, about ten miles south of Indian Reserve: Commencing at a post marked K. P. C.'s S.W. Corner, thence west 10 chains, thence north 80 chains, thence east to shore line thence following shore line to point of commencement, containing 80 acres, more or less.

KILDALA PACKING CO., LTD.

D. Groves, Director.

August 17, 1906.

J. W. HENKEL.

Francois Lake.

NOTICE IS HEREBY GIVEN that, 30 days after date, I intend to make application to the Hon. Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands, situated on West side of Relonda lands, situated on West side of Teakean Arm, thence with the commence following shore line thence following in a Northerly direction of commencement.

REIJDALA PACKING CO., LTD.

D. Groves, Director.

August 17, 1906.

commissioner services of commissioner services arithmeter at the head of Tahsis Canal, Nootka Sound: Commencing at a post planted on the head of Tahsis Canal, Nootka Sound: Commencing at a post planted on the beach at the head of Tahsis Canal, thence west Forty (40) chains, thence can Forty (40) chains; thence east Forty (40) chains; thence can Forty (40) chains; thence south one Hundred Twenty (120) chains; thence south one Hundred Twenty (120) chains; thence east Forty (40) chains; thence

September 1, 1906.

826

NOTICE is hereby given that, 60 days after date, I intend to apply to the Hon. Chief Commissioner of Lands and Works for permission to purchase the following described land: Commencing at a post marked "W. R.'s S.E. Corner," placed at the Northeast corner of Lot 336, Bear River, Portland Canal, thence West 40 Chains, thence North 20 chains, thence East 40 chains, thence South 20 chains to the point of commencement, being in all 80 acres, more or less.

Stewart, B. C., June 26, 1906.

WM. ROCHFORT.

1927

Per his Agent, Wm. Pigott.

NOTICE is nereby given that, 80 days

NOTICE is nereby given that, 80 days after date, I intend to apply to the Hon. Chief Commissioner of Lands and Works for permission to purchase the following described land: Commencing at a post marked "M. J. P.'s N.W. Corner," placed at the Northeast corner of Lot 336, Bear River, Portland Canal, thence South 40 chains, thence East 20 chains, thence North 40 chains, thence West 20 chains to point of Commencement, being in all 80 acres, more or less.

Stewart, B. C., June 26, 1806.

MARY S. PIGOTT, 1921.

NOTICE

NOTICE is hereby given that, 60 days after date, I intend to apply to the Chief Commissioner of Lands and Works at Victoria, B. C., for permission to purchase the following described land, situated on Portland Canal, in the Skeens district:

Commencing at a post planted on the beach about one-quarter of a mile below the mouth of Swamp Point Creek, marked "J. S. Harkley, S. E. Corner," thence So chains North, thence 40 chains West to the beach, thence in a Southeasterly direction along the beach to place of commencement; containing 160 acres, more or less. mencement; costaining 160 acres, more of tess.
Located this 3rd day of September, 1906, by.
J. S. HARKLEY.
R. O. Jennings, Agent.

NOTICE IS HEREBY GIVEN that, 60 days after date, we intend to apply to the Hon. Chief Commissioner of Lands and Works for permission to lease for 20 years, as a fishing station, the following described lands, situated on Dean Channel, Coast District No. 3, South side, about one and one-half miles east of Indian Reserve: Commencing at a post marked K. P. C.'s N. W. Corner, thence south 20 chains, thence east 80 chains, thence north to shore line, thence following shore line to point of commencement, containing 160 acres, more or less.

EVELUALLA PACKING CO., LTD. res, more or less.

KILDALA PACKING CO., LTD.

D. Groves, Director

August 17, 1906

'Phone 1

**VICTORIA BUSINESS DIRECTOR** 

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FAIRALL BROS.—Sottled Ale. Stou "Bromo Hygela," Esq't Rd. Tel. BAGGAGE DELIVERED VICTORIA TRANSFER CO., Id. Tel

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DYE WORKS. ICTORIA STEAM DYE WORKS—I Yates Street. Tel. 717. All description of fadles' and gentlemen's garmen cleaned or dyed and pressed equal to ne Works, 121 Fort street, Tel. 624.

B. C. STEAM DYE WORKS—Largest Dring and cleaning establishment in the province. Country orders solicited. Pho 200. Hearns & Renfrew ers. Founders. Supplies. Work St. Tel 5 ENGRAVING

eneral Engraver and Stencil Cutter. G Crowther, 12 Wharf St., opp. Post Of FRED FOSTER, 421/2 Johnson street. T ephone A1182, makes a specialty of s

GRAVEL ROOFING COUGHLIN & CO., 28 Broad, next Tir GUNS AND LOCKSMITHS

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E. G. PRIOR & CO.—Hardware and agricultural implements. Corner of Johnson and Government streets. LIVERY AND TRANSFER FICTORIA TRANSFER CO. Ld. Tel. 129

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INCUBATORS ENUINE AND ORIGINAL "CYPHERS" JAL ... ESE GOODS

WHOLESALB AND RETAIL—Best Jap-anese Green Tea at all prices; Pocket Stores; Tooth Powder. J. M. Nagano & Co., 41 Store St., and 61 Douglas, Bal-moral Block.

BRASS, Copper, Bottles, Sacks and Junk wanted. Victoria Junk Agency, 30 Store street. KEY FITTING & LOCK REPAIRING WAITES BROS., 59 Fort St. Tel. 446 1v

ORE & McGREGOR, Provincial and Do-minion Land Surveyors, Civil and Min-ing Engineers, Chancery Chambers, Rustien Square, Victoria Te<sup>3</sup> 5014, 1v15 LITHOGRAPHING.

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