FASTER SERVICE TO THE ORIENT

Projected Improvements to increase Advantage of Canadian Route

NEW STEAMERS ACROSS PACIFIC

Utilizing Rapid Transit Across Vancouver Island, Newfoundland and Ireland

The announcement on Tuesday that the Overseas mail route to the Orient was to be improved, giving a faster service between Liverpool and the Orient, aroused much local interest. At present the route to the Far East via Montreal has been proven shorter than the line of commercial communication via the Suez canal. Fast train service across the C. P. R., rapid handling of mails, passengers and baggage, fast service across the Atlantic in connection with the Empress line of steamers, which have been in service for sixteen years on the Pacific, permitted the carriage of the Overseas mails between London and Hong Kong in 29 days. Now quicker service is to be given. The new contract is to provide for the service in 26 days, and it is believed the time will be further shortened.

By taking advantage of the insular stepping stones, the route between Britain and China via Victoria may be traversed by the steamers and trains of the C. P. R. in far less time than at present. Firstly, the steamship service on the Pacific will necessarily be improved. Conditions have altered since the Empress liners were placed in service in 1891, and the fast steamers which were for years the best vessels on the Pacific, now have superiors. It is stated the intention is to provide new and faster steamers for the route. The mail may be further quickened, as it must needs in course of time, by the handling of the mails on the west coast of Vancouver island for transmission by special train and ferry to the trunk line; by making use of the Newfoundland and Cape Breton island, and of a rail and fast steamship connection from the west coast of Ireland, presumably Galway bay.

It is figured that at least seven days could be saved in comparision with the present schedule by making use of the opportunities offered. On the Pacific the use of nineteen knot steamers would lessen the time to nine days from Yokohama to Victoria, or eight days and a half to the west coast of Vancouver island. The fastest time made by the Empress steamers is ten days and ten hours, this record having been made when the steamers were about six years old by the Empress of Japan. Although sixteen years in service, the steamer Empress of China came within three hours of the record on her last voyage, arriving here Sunday.

At present the railway journey between Montreal and Quebec is accomplished in four days by the Overseas mail trains. It is estimated that not more than five and a half days would be required to carry the mails from a point on the west coast of Vancouver island via train and ferry, the trunk railway and ferry to Newfoundland. From one of the northern bays of Newfoundland to Galway in Ireland the distance is little more than 1,700 miles, which is a three days' voyage for a steamer of the model of the Atlantic Empresses of the C. P. R., and from the west coast of Ireland the mails could be carried by trans-insular railroad and fast mail packets across the channel to Liverpool in less than a day, making it possible to land the mails in London from Yokohama and vice versa in eighteen days. At present the Empress steamers make the run between Yokohama and Hong Kong via ports in seven days, but this time would be shortened by at least two days with faster steamers such as are promised for the route, making it possible to carry the Asiatic-Overseas mails from Britain to China and from Hong Kong to Liverpool in 23 days or less.

Improvements in the present way of the C. P. R. have allowed of the schedule being maintained in the past and further improvements are being made. Time lost on the water has been made up by the trains. The result has been that even now the route has held its own against the competition of the Suez route, by which the mails are carried in slightly longer time. The difference at present is not greatly in favor of the Canadian route, however. When the necessary improvements have been made to result in further curtailment of the time the route will become of such importance that all the China mails from England and the continent will be sent via Canada, the time saved being of great importance to the British manufacturers and merchants doing business in the rapidly expanding markets of the Orient, whose business communications now make up at least two-thirds of the mail matter posted from the United Kingdom to Hong Kong, Singapore, Canton, Shanghai, etc.

The landing of the mails at Newfoundland for delivery to the transcontinental systems would not necessarily mean that the terminus of the Atlantic line of steamers need be located there, any more than the landing of mails on the coast of Vancouver Island would preclude the Empress liners from continuing their voyages as at present to Victoria and Vancouver to land their freight. A writer in the Morning Post of London discussing the opportunities for quickening the service via Canada by use of Newfoundland wrote some time ago:

"The distance from Galway in Ireland to one of the northern bays of Newfoundland, an inlet from which runs up to the Reid-Newfoundland trans-insular railway, is a little more than 1,700 miles, or rather more than three days journey for a steamship of the Empress of Ireland type. Such a vessel would stop there on its way to Canada via the Straits of Belle Isle. The fog area to the south of Newfoundland, which is the result of the meeting of the Gulf Stream with the cold currents from the north—these bring down ice often in great quantitles—would be thus avoided, and the vexatious delays, sometimes exceeding a whole day, incurred by liners voyaging in the Atlantic "lane" for Canadian and American ports would cease to be a retarding factor. The mails would proceed by the trans-insular railway on a smaller "Overseas Limited" to Port aux Basque, thence crossing the Cabot Straits to North Sydney, and so by the intercolonial, with its train ferry across the Provinces of Nova Scotia and New Brunswick, and then into Canada or the United States. By using this route the all-ocean route to New York would actually be superseded as the speediest to the business foci of the eastern states. The bulk of the mails to and from the United States would go that way, the saving of an hour only being a matter of consequence to those interested in Anglo-American trade—and as an indirect result the trade with the United States of all the British possessions along the route would be appreciably increased. Earl Grey, the present governor-general, strongly advocates an attempt to utilize these geographical facilities, the full meaning of which will be realized by inspecting a map and noticing that this route gives a straight line from Galway to New York. By this means two days at least would be saved in the carriage of the China mails. When the Grand Trunk Pacific, which crosses Canada by more northerly latitudes—the length of a degree decreasing rapidly as one proceeds northwards—is finished a further saving of time would be possible. In the case of the Japan mails the journey from Quebec via Prince Rupert, the Grand Trunk Pacific port on the Pacific, which is hundreds of miles nearer to Yokohama than Vancouver, would be shortened by at least a whole day."

The dispatch from London announcing the proposed improvement of the steamship and train service between London and the Orient via Canada did not state whether the proposed Blacksod Bay-Newfoundland route was to provide the promised service or the C. P. R. The Blacksod-Newfoundland route proposes to connect with the Grand Trunk Pacific system, and carry mails and passengers from the British Columbia terminus of the second transcontinental line to Hong Kong. The probabilities are that the C. P. R. will make needed improvements to its route principally by the addition of faster steamers on the Pacific, long before the G. T. P. line is built. The Blacksod Bay project embodies the placing of 25 knot liners on the Atlantic between Termon, Blacksod Bay and Newfoundland. This will not be the first Galway-Canada line. As long ago as 1859 operated the Royal Atlantic Steam Navigation company, then popularly known as the Galway line. This line had its origin in a proposal made by a number of inexperienced English and Irish gentlemen led by a "patriotic priest" that in return for a government subsidy of £3,000 per round voyage steamers would be built and the mails would be carried to Boston or New York from Galway. The precise offer was to carry telegraphic messages from the United Kingdom to Canada and the United States in six days, via St. John's, Newfoundland, as at the time there was no trans-Atlantic cable working. The British government accepted the proposition and four steamers were ordered which were to be 2,800 tons gross, with 860 n. horsepower, and guaranteed to make 20 statute miles per hour (about 17 1-2 knots) in smooth water, on a coal consumption of 95 tons per day. Two of the steamers were to cost £95,000, and the two remaining £97,500 each. The first steamer, the Connaugh, only made 13 knots on trial, and when she began actual service, on July 11, 1859, her time was 22 1-2 hours behind the stipulated contract, to Boston direct. She was wrecked soon after, and was followed by the Hibernia, which was so badly strained between the Tyne and Galway that she never began service at all. The third ship, the Columbia, was also a disappointment. Sailing from Galway April 9, 1861, she was badly damaged by ice, and reached St. John's in ten days 7 1-2 hours, and Boston in 17 days 20 3-4 hours. A purchased ship, the Adriatic, managed to keep contract time, but misfortune overtook her also and one of her cylinders burst, killing the engineer. This run of bad luck had, of course, ruined the company, and when business was wound up after 18 months of actual operations the shareholders' loss was about £150,000 and that of the British government £15,000. The ships were mortgaged to Overend, Gurney & Co., London bankers, whom they helped to ruin. This firm, which in 1866 had deposits of eight millions sterling, became insolvent in 1866. Besides the losses sustained by the shareholders of the Royal Atlantic company should also be mentioned the indirect losses incurred by people who had invested in enterprises in Galway on the strength of the passenger traffic which was to accrue to the town.

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Bonnie Jean

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Select High-Class BOARDING College for BOYS of 8 to 15 years. Refinements of well-appointed Gentleman's home in lovely BEACON HILL PARK. Number limited. Outdoor sports. Prepared for Business Life or Professions or University Examinations. Fees inclusive and strictly moderate. L. D. Phone, Victoria 1743.

Principal, J. W. CHURCH, M. A.

FOR SALE—LAUNCH

FOR SALE—Launch hull 18 ft. x 5 ft. 6 in. in good condition; will be sold cheap. Apply to Boatbuilder, Retreat Cove, B.C. ap19

FOR SALE—PROPERTY

FOR SALE—Ranch containing 840 acres of good agricultural land; also and adjoining 1040 acres of pasture land, all crown granted and fenced in, together with good dwelling house and outbuildings, farming implements, work horses, etc.; also, if desired, 210 head of cattle; good supply of water for irrigation purposes; excellent range for stock adjacent to property; good hunting and fishing in vicinity; climate unsurpassed. The property lies in the valley of the Bonnaparte, and is 39 miles from Ashcroft station, C. P. R., by good wagon road, is 10 miles shorter when cattle are taken to railway. For particulars apply to McDonald & McGillivray, Ltd., Clinton, B. C. mr19

POULTRY AND LIVESTOCK

FOR SALE—Eggs for hatching. Guaranteed W. Leghorns, R. I. Reds, trap-nested heavy winter layers. Sixteen prizes, late Victoria Show. Silver cup for ten highest scoring females. Circular. J. J. Dougan, Cobble Hill, B. C. r24

FOR SALE—Barrel churn, almost new, $3; also good 6-ft. saw, $2.50. Apply 217 View street. ap19

FOR SALE Lot of nice Jersey Heifers. Lukes, Gordon Head. m25

FOR SALE—Span farm horses, wagon, harness, few good roadsters, buggies, carts and wagons; house and acre land; five room house to let, centrally located. Apply I. J. J. Fisher, Carriage Shop, Store street. o17

FOR SALE—First class heifer, just fresh, very gentle; also family cow, good milker, gentle. Can be seen after 3 p. m. Beecemyer, Fraser street (take Esquimalt car). a18

SHROPSHIRE RAMS—A limited number of good range rams on hand, also some well grown ram lambs. G. H. Hadwen, Duncan.

FOR SALE—Or exchange for real estate, 1,700 Mount Sicker and Brenton shares. Apply Box 20. ap19

STROMBOLI IN ERUPTION

Report That Several Persons Have Been Injured on Island

Rome, April 30.—A cold wind, which rose suddenly, is blowing over the peninsula from the northern part, where also a severe snowstorm is in progress. In the Alps and in the provinces of Belluni and Bergamo, the snowfall has reached several inches.

At Messina great apprehension still prevails over a fear of an eruption of Stromboli volcano. The condition of the volcano is still unknown, as smoke and fog prevent signals being exchanged between Sicily and the island of Stromboli. It is reported, however, that a considerable number of persons have been injured as a result of the eruption and a torpedo boat has been sent to Stromboli with men and material to assist persons in distress.

A panic still prevails in Calabria, and many persons are flying from the villages.

THREE KILLED

Cettinje, April 30.—General Martinovitch, governor of Podgoritaza, and Chief of Police Mozcoweda were shot by an ensign and mortally wounded. The assailant was killed.

NOTICE is hereby given that thirty days after date we intend to apply to the Honorable the Chief Commissioner of Lands and Works for special license to cut and carry away timber from the following described lands in Barclay District:

1. Commencing at a post planted at the southwest corner of Township 1, Barclay District, marked C. W. Franks and Wood's S. southeast corner, running 80 chains north; thence 80 chains west; thence 80 chains south; thence 80 chains east to point of commencement, containing 640 acres.

2. Commencing at northeast corner of claim No. 1, running north 80 chains; thence west 80 chains; thence south 80 chains; thence east 80 chains to point of commencement.

3. Commencing at northwest corner of claim No. 2, running north 80 chains, thence east 80 chains; thence south 80 chains; thence west 80 chains to point of commencement.

4. Commencing at same post as No. 3, running north 80 chains; thence west 80 chains; thence south 80 chains; thence east 80 chains to point of commencement.

5. Commencing at southwest corner of No. 4, running west 80 chains; thence north 80 chains; thence east 80 chains; thence south 80 chains to point of commencement.

6. Commencing at southwest corner of No. 5, running north 80 chains; west 80 chains; thence south 80 chains; thence east 80 chains to point of commencement.

7. Commencing at southwest corner of No. 6, running north 80 chains; thence west 80 chains; thence south 80 chains; thence east 80 chains to point of commencement.

8. Commencing at southwest corner of No. 7, running north 80 chains; thence west 80 chains; thence south 80 chains; thence east 80 chains to point of commencement.

9. Commencing at northeast corner of No. 5, running west 80 chains; thence north 80 chains; thence east 80 chains; thence south 80 chains to point of commencement.

10. Commencing at northeast corner of No. 7, running west 80 chains; thence north 80 chains; thence east 80 chains; thence south 80 chains to point of commencement.

11. Commencing at northeast corner of No. 6, running west 80 chains; thence north 80 chains; thence east 80 chains; thence south 80 chains to point of commencement.

12. Commencing at northeast corner of No. 5, running west 80 chains; thence north 80 chains; thence east 80 chains; thence south 80 chains to point of commencement.

13. Commencing at northeast corner of No. 4, running west 80 chains; thence north 80 chains; thence east 80 chains; thence south 80 chains to point of commencement.

14. Commencing at northeast corner of No. 3, running west 80 chains; thence north 80 chains; thence east 80 chains; thence south 80 chains to point of commencement.

March 13, 1907.

C. W. FRANK.
S. WOOD.

NOTICE is hereby given that thirty days after date we intend to make application to the Hon. the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands situated in Rupert District:

Commencing at a stake planted and marked No. 1 at the northwest corner of Section 10, Township No. 10; thence running south 120 chains to Indian Reserve; thence east 20 chains to northeast corner of Indian Reserve; thence south to shore of Quatsino Narrows, following shore to Quatsino Narrows and west arm of Quatsino Sound back to point of commencement, containing 640 acres more or less.

No. 2. Commencing at a post planted at shore of Marble Creek on section line between section 34 and 27, Township No. 11; thence west 80 chains; thence south 40 chains; thence west to shore of Quatsino Narrows; thence northeast to end of Narrows; thence southeast back to commencement containing 640 acres more or less.

3. Commencing at post No. 2 on shore of Marble Creek; thence south 80 chains to post marked No. 3, thence west 80 chains; thence north 80 chains; thence east 80 chains back to commencement, containing 640 acres more or less.

4. Commencing at a post marked No. 3, at southwest corner of claim No. 2; thence south 80 chains; thence west 80 chains; thence north 80 chains; thence east 80 chains back to commencement, containing 640 acres.

The White Timber and Logging Co.,
Dated at Port Hardy, B. C., March 22, and 23, 1907.
ENOCH O. WHITE, Agent.

NOTICE is hereby given that 30 days after date that I intend to apply to the Honorable the Chief Commissioner of Lands and Works for a special license to cut and carry away from the following from the following described lands:

Timber Limit No. 29.—Commencing at a post planted about 3 miles up Talisman Creek, running east 160 chains; thence south 40 chains; thence west 160 chains; thence north 40 chains to point of commencement.

Timber Limit No. 30.—Commencing at a post placed about 4 miles east of the Rainy Day Mineral Claim, situated at Anderson Lake, running east 80 chains; thence south 80 chains; west 80 chains; thence north 80 chains to point of commencement.

Timber Limit No. 31.—Commencing at a post planted alongside of post No. 30 running east 80 chains; thence north 80 chains; thence west 80 chains; thence south 80 chains to point of commencement.

Staked this 28th day of March, 1907.
Alberni, B.C.

D. McDONALD, Locator.

NOTICE is hereby given that thirty days after date I intend to apply to the Hon. the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands.

3rd April, 1907.

S. GRANT.
B. F. Jacobsen, Agent.

9. Situated about six miles up Kwatna River, Coast District, on the north shore and adjoining the B. C. D. Co.'s Claim L 153 on the south boundary, thence commencing from the northwest corner east 80 chains, thence south 40 chains; thence east 80 chains; thence south 40 chains, more or less, to Kwatna River, thence following the river to point of commencement, containing 640 acres more or less.

10. Situated on the west side of Kwatna Inlet and at the entrance to Gossalk Inlet and at the southeast corner post about half a mile east of S. S. Roger's timber claim, thence west 40 chains; thence north 80 chains; thence west 40 chains; thence north 80 chains; thence east 40 chains, more or less, to shore line, thence following shore line 160 chains, more or less, to point of commencement, containing 640 acres more or less.

11. Situated on the south side of Burke's Channel and opposite S. Grant's two locations on King's Island commencing from the northwest corner post thence south 80 chains; thence east 40 chains, thence south 40 chains, thence east 40 chains, thence north to shore line 80 chains, more or less, thence following shore line to point of commencement, containing 640 acres more or less.

NOTICE IS HEREBY GIVEN that, 30 days after date, we intend to make application to the Hon. the Chief Commissioner of Lands and Works, for a special license to cut and carry away timber from the following described lands, situated on Gilford Island:

1. Commencing at a post planted one mile west of N. W. corner of T. L. No. 8044, thence north one mile; thence west one mile; thence south one mile; thence to point of commencement.

2. Commencing at a post planted at N. W. corner of above; thence west one mile; thence south one mile; thence east one mile; thence north 16 place of commencement.

3. Commencing at a post planted N. E. corner of No 2, thence north one mile, thence west one mile; thence south one mile; thence east to place of commencement.

Staked April 23, 1907.

GEORGE MYERS.

4. Commencing at a post planted at N. E. corner of No. 3, Geo. Myer's; thence north one mile; west one mile; south one mile; thence east to place of commencement.

5. Commencing at a post planted N. E. corner of No. 4, thence north one mile; west one mile; south one mile; thence east to point of commencement.

WM. GLENNING.

3. Commencing at a post planted on the shore at the southwest corner of Section 43, marked F. Ticehurst's S. W. corner, thence west 80 chains to southwest corner of Section 44, thence north about 67 chains to shore, thence following shore to the point of commencement, being Section 43 of Malcolm Island, as marked in the Official Map of the District, and containing 228 acres more or less, according to the Official Map of such District.

Dated this 15th day of April, 1907.

F. TICEHURST.
B. J. Perry, Agent.

4. Commencing at a post planted on the shore at the southwest corner of Section 43, marked H. H. Shandley's N. W. corner, thence south 80 chains; thence east about 80 chains, thence north about 67 chains to shore, thence west to the point of commencement, being Section 41 of Malcolm Island, as marked in the Official Map of the District, and containing 640 acres more or less, according to the Official Map of such District.

Dated this 15th day of April, 1907.

MARY PAULINE PERRY.
B. J. Perry, Agent.

6. Commencing at a post planted at the northwest corner of Section 15, marked Agnes Keappock's S. W. corner, thence east about 80 chains, thence north about 52 chains to shore line, thence along shore line to the point of commencement, being Section 42 of Malcolm Island, as marked in the Official Map of the District, and containing 255 acres more or less, according to the Official Map of such District.

Dated this 15th day of April, 1907.

AGNES KEAPPOCK.
B. J. Perry, Agent.

7. Commencing at a post planted at the southeast corner of Section 17, marked C. W. Kirk's S.E. corner, thence north about 80 chains, thence west about 80 chains, thence south about 80 chains, and thence east about 80 chains to the point of commencement, being Section 17 of Malcolm Island, as marked in the Official Map of the District, and containing 640 acres more or less, according to the Official Map of such District.

Dated this 15th day of April, 1907.

C. W. KIRK.
B. J. Perry, Agent.

8. Commencing at a post planted at the northwest corner of Section 39, marked F. W. Stevenson's N. W. corner, thence east about 80 chains, thence south about 80 chains, thence west about 80 chains, and thence north about 80 chains to the point of commencement, being section 39 of Malcolm Island, as marked in the Official Map of the District, and containing 640 acres more or less, according to the Official Map of such District.

Dated this 15th day of April, 1907.

F. W. STEVENSON.
B. J. Perry, Agent.

9. Commencing at a post planted at the northeast corner of Section 44, marked H. Shandley's S. W. corner, thence south about 80 chains, thence east about 80 chains, thence west about 80 chains, thence north about 80 chains, and thence east about 80 chains to the point of commencement, being Section 40 of Malcolm Island as marked in the Official Map of the District, and containing 243 acres more or less, according to the Official Map of such District.

Dated this 15th day of April, 1907.

H. T. ELLIOTT.
B. J. Perry, Agent.

2. Commencing at a post planted at the northeast corner of Section 44, marked F. M. Dockrill's N. E. corner, thence south about 40 chains, thence west about 80 chains, thence north about 67 chains, and thence along shore to the point of commencement, being Section 44 of Malcolm Island, as marked in the Official Map of the District, and containing 509 acres more or less, according to the Official Map of such District.

Dated this 15th day of April, 1907.

F. M. DOCKRILL.
B. J. Perry, Agent.

A BY-LAW

To stop a portion of Finnerty road and another road in Victoria District, and substitute a new road therefor.

Whereas it is expedient that a portion of the road known as the Finnerty road should be stopped up and another road used in place thereof;

Therefore the Municipal Council of the Corporation of the District of Saanich enacts as follows:

(1.) So much of the Finnerty road, being one chain in width, as lies to the north of Lots 3, 2 and 1, as shown on a plan of the subdivision of part of section 44, Victoria District, registered in the Land Registry Office, Victoria, British Columbia, and there numbered Map 17, and also that strip of land shown on the said map, being one chain in width, commencing at the north-easterly corner of said Lot 2; thence running in a southerly direction along the easterly boundary line of said Lot 2 a ditsance of twelve chains to the south-easterly corner of said Lot 2, are hereby stopped up and closed to public traffic; all of which portions of roads are more particularly delineated and colored green upon a plan filed in the office of the Clerk of the Corporation of the District of Saanich and there numbered 10.

(2.) All that piece or strip of land, being 1 chain in width, being part of section 44, Victoria District, British Columbia, and more particularly described as follows: Commencing at a point on the northerly boundary of Finnerty road, 1.43 chains from the northeast corner of the northwest corner of Lot 4, said Lot 4 being registered in the Land Registry office at Victoria, B. C., and there numbered 23, thence in a northerly direction at an angle of thirty-nine degrees twenty-two minutes to the aforesaid Finnerty road, a distance of 3.62 chains; thence northerly at an angle to the left of fifteen degrees four minutes a distance of 2.96 chains; thence northerly at an angle to the right of forty degrees and thirty-seven minutes, a distance of 1.41 chains; thence northerly at an angle to the left of twenty degrees and twenty-two minutes a distance of 2.73 chains; thence northerly at an angle to the right of seventeen degrees and eight minutes a distance of 2.52 chains; thence northerly at an angle to the right of sixteen degrees and seventeen minutes a distance of 3.85 chains to the northerly boundary of said section 44; thereby established as a road in substitution for the aforesaid portions of roads hereinbefore declared to be hereby stopped up, and is delineated and colored red upon the plan filed with the Clerk of the Corporation of the District of Saanich as aforesaid.

Passed the Municipal Council the 12th day of January, 1907.

Reconsidered, adopted and finally passed by the Council this 14th day of January, 1907.

[L. S.] THOMAS A. BRYDON.
Reeve.

Henry O. Case, C. M. C. a25

Notice is hereby given that 30 days after date we intend to apply to the Chief Commissioner of Lands and Works for special license to cut and carry away timber from the following described lands, situated on Tranquil Creek, Clayoquot Sound, Clayoquot District.

1. Commencing at a post marked L.650, twenty chains from Tranquil Creek and being a northeast corner of lot 650, thence 80 chains east, thence 80 chains north, thence 80 chains west, thence 80 chains south to point of commencement.

Located April 22rd, 1907.

2. Commencing at said post marked L.650 thence 80 chains west, thence 80 chains north; thence 80 chains east, thence 80 chains south to point of commencement.

3. Commencing at a post planted at the northwest corner of No. 1, thence 80 chains east, thence 80 chains north, thence 80 chains west, thence 80 chains south to point of commencement.

4. Commencing at a post planted at the northeast corner of No. 2, thence 80 chains west, thence 80 chains north, thence 80 chains east, thence 80 chains south to point of commencement.

5. Commencing at a post planted at the northwest corner of No. 3, thence 80 chains east, thence 80 chains north, thence 80 chains west, thence 80 chains south to point of commencement.

6. Commencing at a post planted at the northeast corner of No. 4, thence 80 chains west, thence 80 chains north, thence 80 chains east, thence 80 chains south to point of commencement.

7. Commencing at a post planted at the northwest corner of No. 5, thence 80 chains east, thence 80 chains north, thence 80 chains west, thence 80 chains south to point of commencement.

8. Commencing at a post planted at the northeast corner of No. 6, thence 80 chains north, thence 80 chains west, thence 80 chains south, thence 80 chains east, thence 80 chains south to point of commencement.

Located April 24, 1907.

9. Commencing at a post planted at the northwest corner of No. 7 thence 80 chains east, thence 80 chains north, thence 80 chains west, thence 80 chains south to point of commencement.

10. Commencing at a post planted at the northeast corner of No. 8, thence 80 chains west, thence 80 chains north, thence 80 chains east, thence 80 chains south to point of commencement.

11. Commencing at a post planted at the northwest corner of No. 9, thence 80 chains east; thence 80 chains north, thence 80 chains west, thence 80 chains south to point of commencement.

12. Commencing at a post planted at the northeast corner of No. 10, thence 80 chains west, thence 80 chains north, thence 80 chains east, thence 80 chains south to point of commencement.

13. Commencing at a post planted at the northwest corner of No. 11, thence 80 chains east, thence 80 chains north, thence 80 chains west, thence 80 chains south to point of commencement.

14. Commencing at a post planted at the northeast corner of No. 12, thence 80 chains west, thence 80 chains north, thence 80 chains east, thence 80 chains south to point of commencement.

15. Commencing at a post planted at the northwest corner of No. 13, thence 80 chains east, thence 80 chains north, thence 80 chains west, thence 80 chains south to point of commencement.

16. Commencing at a post planted at the northeast corner of No. 15, thence 80 chains west, thence 80 chains north, thence 80 chains east, thence 80 chains south to point of commencement.

17. Commencing at a post planted at the northwest corner of No. 15, thence 80 chains east, thence 80 chains north, thence 80 chains west, thence 80 chains south to point of commencement.

18. Commencing at a post planted at the northwest corner of No. 16, thence 80 chains east, thence 80 chains north, thence 80 chains west, thence 80 chains south to point of commencement.

19. Commencing at a post planted at the northeast corner of No. 16, thence 80 chains east, thence 80 chains north, thence 80 chains west, thence 80 chains south to point of commencement.

20. Commencing at a post planted at the northwest corner of No. 14, thence 80 chains east, thence 80 chains north, thence 80 chains west, thence 80 chains south to point of commencement.

21. Commencing at a post planted at the northeast corner of No. 17, thence 80 chains east, thence 80 chains north, thence 80 chains west, thence 80 chains south to point of commencement.

Dated April 27, 1907.

JAMES W. JONES, Locator,
and J. H. McGREGOR.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following described lands, situated in the Clayoquot District:

No. 1. Commencing at a post planted on the west shore of Tofino Inlet about two miles from the mouth of Deer creek; thence south 40 chains; thence west 160 chains; thence north 40 chains; thence east 160 chains to place of commencement, containing 640 acres more or less.

No. 2. Commencing at the S. E. corner of No. 1; thence south 40 chains; thence west 160 chains; thence north 40 chains; thence east 160 chains to point of commencement.

April 23rd, 1907.

JAMES BECK.

NOTICE is hereby given that 30 days after date I intend to make application to the Hon. the Chief Commissioner of Lands and Works, for a special licence to cut and carry away timber from the following described lands, situated in Sayward District, commencing at a stake planted at the S. E. corner of Jas. R. McDonald Co.'s No. 3 claim, post marked "Jas. R. McDonald Co.'s northeast corner to No. 4 claim," thence south along west line of L. 192, about 100 chains to L. 190; thence west along line of L. 190 about 80 chains, thence north 20 chains, thence east 20 chains, thence north about 80 chains to No. 3 claim, thence east 60 chains to commencement; 640 acres, more or less.

5. Commencing at a stake planted at the northwest corner of claim No. 4, marked "Jas R. McDonald's S.E. corner No. 5" thence south 80 chains; thence west 20 chains to L. 190; thence north 60 chains along line of L 190; thence west 60 chains along line of L 190; thence north 80 chains along line of L 190; thence east 60 chains to west line of claim No. 3; thence south 60 chains along west line of claim No. 3; thence east 20 chains to commencement, 640 acres more or less.

Staked 23rd April, 1907.

JAS. R. McDONALD TIMBER & LOGGING CO.
E. A. White, Agent.

NOTICE is hereby given that 30 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 in the Clayoquot District:

No. 1. Commencing at a post marked F. C. Timber Limit S. E. corner post, planted on Tofino Inlet, Deer Creek Arm, thence west 40 chains; thence north 160 chains; thence east 40 chains to the beach; thence along the beach to point of commencement.

April 12, 1907.

No. 2. Commencing at a post marked F. C. Timber Limit, corner post L 615, thence south 80 chains; thence east 40 chains; thence north 40 chains; thence east 40 chains; thence north 40 chains; thence west 40 chains; thence south 40 chains; thence west 40 chains.

April 18, 1907.

No. 5. Commencing at a post planted on Tofino Inlet and marked F. C. Timber Limit northwest corner post, thence east 40 chains; thence south 120 chains; thence west 40 chains; thence north 40 chains; thence west 40 chains; thence north 40 chains to the beach; thence along the beach to point of commencement.

FRANK CLOPP.

April 23, 1907.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands:

No. 12. Commencing at a post planted on the mouth of Moel River and west shore of Muchalat arm, thence south 80 chains; thence north 80 chains; thence west 80 chains; thence south 80 chains; thence west 80 chains; thence north 80 chains; thence east 80 chains to point of commencement.

No. 13. Commencing at the northwest corner of No. 12; thence east 80 chains; thence north 80 chains; thence west 80 chains; thence south 80 chains to point of commencement.

No. 14. Commencing at the northwest corner of No. 13, thence east 80 chains; thence north 80 chains; thence west 80 chains; thence south 80 chains, to point of commencement.

No. 15. Commencing at the northwest corner of No. 14, thence east 80 chains; thence north 80 chains; thence west 80 chains; thence south 80 chains to point of commencement.

Located April 17, 1907.

No. 4. Commencing at a post marked N. W. corner post F. C. Timber Limit, planted on northeast corner lot 615, thence south 80 chains; thence east 40 chains; thence north 40 chains; thence east 40 chains; thence north 40 chains; thence west 40 chains; thence south 40 chains; thence west 40 chains.

April 18, 1907.

No. 5. Commencing at a post planted on Tofino Inlet and marked F. C. Timber Limit northwest corner post, thence east 40 chains; thence south 120 chains; thence west 40 chains; thence north 40 chains; thence west 40 chains; thence north 40 chains to the beach; thence along the beach to point of commencement.

FRANK CLOPP.

April 23, 1907.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following described lands situated in Renfrew District:

No. 1. Commencing at a post marked "F. T. N. corner," planted at the northeast corner of lot 189, thence east 160 chains, thence south 40 chains, thence west 160 chains, thence north 40 chains to point of commencement.

2. Commencing at a post planted 40 chains east of No. 1, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement.

3. Commencing at a post planted at the northwest corner No. 2, thence 40 chains west, thence 40 chains north, thence 160 chains east, thence 40 chains south, thence west 120 chains west to a point of commencement.

4. Commencing at a post planted at northeast corner No. 2, thence south 80 chains, thence east 80 chains, thence north 80 chains, thence west 80 chains to point of commencement.

5. Commencing at a post planted 40 chains east of northwest corner of No. 4, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement.

6. Commencing at southeast corner No. 5, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement.

7. Commencing at southeast corner No. 6, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement.

8. Commencing at southeast corner No. 7, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement.

Located by F. Thompson, April 23.

A. McLENNAN, Agent.

8. Commencing at southeast corner No. 7, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement.

9. Commencing at southeast corner No. 8, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement.

10. Commencing at southeast corner No. 9, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement.

11. Commencing at a post planted on centre of south line of No. 9, thence 160 chains south, thence 160 chains east, thence 40 chains north, thence 160 chains west to point of commencement.

12. Commencing at southwest corner No. 11, thence north 40 chains, thence east 160 chains, thence south 40 chains, thence west 160 chains to point of commencement.

13. Commencing at southwest corner No. 12, thence 40 chains south, thence east 160 chains, thence north 40 chains, thence west 160 chains to point of commencement.

14. Commencing at southwest corner No. 13, thence 80 chains west, thence north 80 chains, thence east 80 chains, thence south 80 chains to point of commencement.

15. Commencing at southwest corner No. 14, thence 40 chains south, thence east 160 chains, thence north 40 chains, thence west 160 chains to point of commencement.

16. Commencing at southwest corner No. 1 post, thence 40 chains east, thence south 80 chains south to coast, thence 80 chains northwest along coast, thence 40 chains north to point of commencement.

Located by F. Thompson, April 24.

A. McLENNAN, Agent.

In the matter of the Companies Act, 1897, and in the matter of the British American Dredging Company Limited.

NOTICE is hereby given that three months after the 3rd day of May, 1907, the British American Dredging Company Limited will apply to the Lieutenant Governor for an order in council changing its name to the "British Columbia Electric Mining Company Limited."

Dated this 30th day of April, 1907.

A. S. INNES,
Solicitor for the British American Dredging Company Limited.

Victoria, B.C., April 30th, 1907.

NOTICE is hereby given that thirty days after date, I intend to apply to the Hon. Chief Commissioner of Lands and Works, for a special license to cut and carry away timber from the following described lands, situate in Renfrew District, marked "F. T. N. corner," planted at the northeast corner of lot 189, thence east 160 chains, thence south 40 chains, thence west 160 chains, thence north 40 chains to point of commencement.

2. Commencing at a post planted 40 chains east of No. 1, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement.

3. Commencing at a post planted at the northwest corner No. 2, thence 40 chains west, thence 40 chains north, thence 160 chains east, thence 40 chains south, thence west 120 chains west to a point of commencement.

4. Commencing at a post planted at northeast corner No. 2, thence south 80 chains, thence east 80 chains, thence north 80 chains, thence west 80 chains to point of commencement.

5. Commencing at a post planted 40 chains east of northwest corner of No. 4, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement.

6. Commencing at southeast corner No. 5, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement.

7. Commencing at southeast corner No. 6, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement.

8. Commencing at southeast corner No. 7, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement.

Located April 17, 1907.

9. Commencing at a post planted 40 chains east of northwest corner of No. 4, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement.

10. Commencing at southeast corner No. 9, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement.

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