POLICY OF ROAD BUILDING IN B. C.

Interesting Announcements Relative to Provincial Government's Intentions Made at Board of Trade Meeting

Chief in interest among the matters which engaged the attention of the board of trade at its quarterly meeting yesterday afternoon was the question of good roads in the province, and in this connection a resolution proposed by Mr. A. E. Todd and seconded by Mr. J. J. Shallcross was passed as follows:

"It is hereby resolved that this board notices with appreciation the large amount of wagon road construction which the provincial government has under way in the various portions of the province, and this board, believing that a first class system of roads is essential to the proper development of the province, urges that the main trunk highways from north to south and from east to west on both Vancouver Island and the Mainland be pushed to completion as quickly as is reasonably possible.

"Further this board is of the opinion that in the construction of all new roads that wherever reasonable, practical permanent locations should be followed with the most ample right of ways and moderate grades, and curvature and construction generally of a higher class than the standard formerly followed in such works.

"This board is also of opinion that the provincial government should construct and locate, widen, straighten or improve, regulate or control, and in every way administer at the cost of the provincial government throughout all parts of the main trunk highways that pass through any municipality.

"Copies of this resolution to be forwarded to the Hon. Richard McBride, Premier of British Columbia, and to the Hon. Thomas Taylor, Minister of Public Works."

Another resolution passed was to the effect that: "It is resolved that copies of the foregoing resolution regarding roads be forwarded to the boards of trade throughout the province and that these bodies should be requested, if they should see fit, to pass similar resolutions and to forward the same to the provincial government.

Pacific Highways Association

Mr. A. E. Todd, vice-president of the board of trade, who is taking an active interest in the question of good roads, not only in the province, but also along the Pacific coast, in fathering the above resolution gave an interesting address on the Pacific Highways Association, of which he is a member. He explained that is was composed of a large and enthusiastic membership drawn from Washington, Oregon, California, British Columbia, and Alaska. Its main object was the construction of a highway, if possible, from the Mexican boundary to Vancouver, the building of which would be carried out along the Pacific slope. The association was in no sense an automobile club, only ten per cent. of its actual membership being composed of automobile members, the balance being farmers, commercial men and good roads enthusiasts. The proposed road, Mr. Todd considered, would be of inestimable value to Vancouver Island from a tourist standpoint. If the highway was built the wealthy tourists of the Californian districts would come up the coast and were certain to visit the Island. In the meetings of the association which he had attended he was deeply impressed with the businesslike manner in which they were conducted. He had made the Victoria branch of the Vancouver Island Development League a member of the association, the publicity and educational interest of which was very large. The doings of the association were being published in one hundred newspapers on the coast.

The Need Exemplified

At the meetings of the Pacific Highway Association held at Seattle and Everett, Mr. Todd stated that he had heard striking figures which showed the necessity of a good roads movement. It was pointed out from blue books of the United States government that it cost farmers 23 cents a mile to haul their produce, whereas the farmers in Europe could haul at the rate of 8 cents per mile. The average longest haul in America for farm produce was nine miles. This was exceptionally low, and it was argued that if the roads were better this haul might be increased to eighteen miles, and with good roads, if commercial automobiles were utilized, the longest haul might be raised to 40 miles. The same conditions applied to British Columbia and Vancouver Island. The farmer hauling produce from Sooke Harbor to Victoria found it a very uphill job, while if a first class road were in existence between these points conditions would be greatly ameliorated. The association had come to the conclusion that in no instance should the grade of the road, which it was proposed to build, exceed ten per cent. and the surface should be sufficiently heavy to hold up the traction.

From the tourist standpoint he believed that one of the biggest crops of the future for Vancouver Island was the tourist trade. Good climate and good roads were two of the essential factors which went a long way towards attracting tourists. Victoria and Vancouver Island had good climate and only wanted good roads. Those were the two assets which had made southern California such a Mecca for tourists. It was an interesting fact that California was the second state in the Union in the ownership of automobiles. That state owned some 35,000 machines, and in addition to these hundreds were shipped in yearly by visitors. It was easy to reason out that were a highway from Southern California to British Columbia established and in first class condition, that thousands of visitors would make the trip northwards when the weather became too warm in California and there was little doubt that large numbers of these would come to Vancouver Island, attracted by its climate and manifold scenic advantages.

One question which was engaging the atention of the Pacific Highway Association, and one over which it was expected that there would be considerable difficulty was that of a central control of the highway when it was constructed. At present towns and counties controlled the roads running through their confines. The physical configuration of the country over which the road would run had also to be considered. Between British Columbia and southern California there were five mountain ranges, and the roadway over these would run through a country sparsely settled, and very poor. These difficulties had been considered, but no definite means of settlement had been promulgated. Before the highway could be built delegations from the association would have to be sent to all the different towns and counties along the route, whose consent would have to be secured for a central control of the proposed roadway. This province was fortunate in not having many municipalities, and the difficulties in bringing trunk roads under a central control would not be so great.

Mr. Todd, before concluding his address, took occasion to speak enthusiastically of the Mill Bay road, now nearing completion, and of the road to Buttles Lake and through the Clayoquot district, which the Vancouver Island Development League was seeking to induce the government to build.

Concluding his talk he said that the Pacific Highway Association was pledged to construct a road with a ten per cent. grade, with a hard surface of macadam or gravel, with a width of not less than twenty feet at any point, with proper bridges and culverts, and with a continuous grade free from ups and downs and providing an ample right of way.

The resolution proposed by Mr. Todd was seconded by Mr. Shallcross, who said that the entire question of roads had been changed by the introduction of motor traffic.

The Government's Programme

An interesting announcement of the provincial government's programme of trunk road building in the province, which provided the feature of the meeting, was made by Mr. C. H. Lugrin in the course of the discussion. He explained that the Hon. Thomas Taylor had devoted himself in a special way to the subject, his interest in the matter having been made possible through there now being separate departments for public works and lands. On the Island, Mr. Lugrin said he understood from conversation with Mr. Taylor that it was the government's intention to extend the trunk road from here to Campbell river as far as the north end of the Island as well as building a road to Buttle's lake, and he hoped one to Clayoquot from Alberni.

The programme of work for the mainland was a very ambitious one and practically comprised the building of trunk roads from the coast to Alberta and from the boundary of the province as far north as Hazelton. The transcontinental highway, the proposal for which originated with Mr. Taylor himself, consisted in the joining up of existing roads. There was at present a road on the south bank of the Fraser as far as Port Hope. This it was proposed to continue up the valley of Roach creek and over the Divide down the Similkameen and so on to Alberta. This would provide for about 400 miles of road in a continuous line. A motor had already been driven from Kootenay Landing to Calgary and when the Hope mountains were crossed there would be only one gap to be filled. It was further proposed to connect this east and west road with a north and south trunk highway. From Ashcroft the old Cariboo road would be followed along the east bank of the Fraser to a point opposite Fort George. From there it would be necessary to ferry across the river. From Fort George the road would follow the Nechaco valley to the Divide separating Nechaco from the Bulkley valley and then would follow the Bulkley valley as far as Hazelton. This north and south road would be from 500 to 600 miles in length, so that the provincial government's policy involved the construction of possibly a thousand miles of trunk roads. He also spoke of the excellent character of the work now being done on the Old Cariboo road where the most modern appliances are being used and the operation of the "wide-tires" law has been found to be most beneficial.

The knowledge of such a road building programme ought to prove a great stimulus to the proposed scheme of the Pacific Highway association, said the speaker. In the manner of road building now being employed in the province upto date methods were being employed. The policy of the government as outlined would provide for an excellent system of roads. In conclusion Mr. Lugrin heartily endorsed the proposal of the government retaining control of the trunk roads in the province.

The resolution carried unanimously.

Other Work of the Board

Prior to the question of good roads being discussed the president, Mr. H. G. Wilson, presented an interesting report on the work of the board during the past three months. In opening he pointed out that no monthly meetings had been held since the annual meeting, but numerous matters of importance had engaged the attention of the council of the board. The Canadian Irrigation association had held a convention at Kamloops at which the board had been represented by Mr. E. E. Billinghurst. The latter had not yet reported on his delegateship. The question of the Companies Act recently put into force in the province had been considered repeatedly by the board and it had been decided that nothing useful could be done until the legislature met. The consideration of mail services and delays in the delivery of mails between this point and Vancouver, and with the north had occupied considerable time. The council had recommended that all steamers to and from Victoria should carry mails and be suitably remunerated for their services. The Hon. Mr. Templeman had been told of the suggestion and had expressed his approval promising to do everything he could to forward the matter on his return to Ottawa. In the matter of mail services the council was also working to secure a daily service with the Comox district.

The board's agitation to have telephones in the customs and post office buildings open to the public had been granted. In the matter of tourists' automobiles the board was moving to have the regulations changed so as to allow of more frequent entries. During the visit of Sir Wilfrid Laurier the council had waited on him and presented a memorandum dealing with railway connection via Seymour Narrows and the Indian reserve settlement.

A Rebuke for Members

President Wilson in talking of the recent visit of the Canadian Manufacturers administered a rebuke to the members of the board whom he said were not properly represented at the provincial government reception given to the visitors. On the subject of the V. & S. railroad, correspondence had been carried on with the Great Northern, who had promised to rectify what was generally regarded as a disgraceful service. This correspondence was not yet finished, and already the service had been improved. The question of the excessive charges for telegraph messages dispatched to Fort George was another question engaging the attention of the board. The matter had been brought to the attention of the Dominion government through the Hon. W. Templeman. In the matter of the city tramway service efforts were being made to have the Esquimalt cars run straight through to the Willows. This was another matter still in abeyance. Representations were being made to the B. C. Telephone company in the hope of applying night telephone rates to all Island points.

Mr. Wilson announced that a communication had been received from the government stating that the Mill Bay road would be completed within sixty days.

Among other matters with which he dealt were the present delay in the delivery of freight via the Tehuantepec route, the suggested appointment of a British trade commissioner for British Columbia, and the Vancouver board's scheme for the establishment of a transportation bureau for this coast.

The following new members were elected at yesterday's meeting: Messrs. H. B. Barnes, E. A. Haggen, J. Jardine, M. P. P., W. Monteith and G. McGregor.

Reggie Walker, the South African sprinter, is again said to be thinking of visiting America. Texas Ramsdell who beat Walker thinks he would win easier over the South African if he came to this country. Ramsdell will run in the 100 and 200 dashes for a southern club at the national A. A. U. championship at New Orleans, October 14 and 15.

SELLS PATENT FOR HOTEL CABINET

Mr. Harry Hemming Receives Good Price for Devise He Invented for Holding Hotel Folders

Mr. Harry Hemming, formerly lessee of the Driard hotel, of this city, has sold for $50,000 the patent rights for Great Britain, Canada, France and the United States in his loose leaf indexed hotel cabinet recently patented by him and the purchasers, including E. A. Stark, Dr. A. R. Baker, J. A. Smith, J. T. Hillis, J. E. Hall, J. D. Scott, Victor Spencer, A. E. Woods, John McLeod, H. C. Clarke, J. W. Weart and Y. M. White, all of Vancouver, intending to form a company capitalized at $100,000 to carry on the business of manufacturing and supplying the index to all the principal hotels West of Winnipeg in Canada, and West of St. Paul in the United States.

Mr. Hemming recently returned from an extended trip, during which he visited all the principal hotels of the Pacific coast and Northwest and made arrangements for the formation of an exchange which will supply the the folders for the cabinets, one of which will be placed in each hotel and for which ten dollars per month will be paid the company. The intention is to systematize the hotel and other folders which are now usually placed haphazard in the hotel racks. In Mr. Hemming's patent cabinet each hotel will have alloted to it a space of five by nine inches and one and one-fourth inches deep, and each of these spaces will be indexed alphabetically in the state or province in which it is located. For instance, if a tourist wishes the pamphlet of a Victoria hotel he turns the leaf labelled British Columbia, until he comes to the letter V, and there finds the folders of the Victoria hotels in their place. Railroads, steamship companies and tourist associations will also be represented by a small aluminium space holding their folders.

Storms At Mazatlan.

SAN DIEGO, Oct. 13.—The steamer Manuel Herrerias, two days overdue from Mazatlan, reports having encountered a teriffic hurricane October 2 a few hours after leaving Mazatlan. The Herrerias lost a lifeboat, life preservers and everything moveable on the aftdeck. Captain Quavado says that the steamer Limantour left Mazatlan for Guaymas October 2 and has not been reported and that the steamer Sulla, owned by the Southern Pacific, was driven ashore on an island near Mazatlan and may be a total wreck.

DEPLORES ATTEMPT TO SAVE MURDERER

Dr. C. G. Doherty of New Westminster, Deprecates Display of Hysterical Emotions in Allen Case

In connection with efforts which are being made to save from his ordered death upon the gallows on the 2nd of December, Gunner Allen, the convicted murderer of Capt. Peter Elliston, of Work Point Barracks, the newspapers of the Provincial Mainland are printing numerous interesting examples of comment and opinion. Far from the least interesting of these is given special prominence in the Daily News, the mouthpiece of the Liberal party in New Westminster City, which quotes Dr. C. E. Doherty at some length, in protest against the course of Dr. Ernest Hall of this city, who is stated to be using every means within his power to induce the authorities to declare the murderer insane, and not criminally responsible for his acts.

"Briefly stated," to quote the Daily News, "Dr. Hall's plea for clemency on behalf of murderer Allen, is on the ground that the man was a soldier, a heavy drinker, had been stationed in a hot climate, suffered from sunstroke, was suspicious and subject to fits of passion, and had the disadvantage of parental alcoholism, his father having been a heavy drinker. The contention that he had no recollection of the crime is also brought forward as a plea for leniency. In his summing up of the case, Dr. Hall suggests that Allen should be sent, to a lunatic asylum, instead of compelled to expiate his crime on the gallows. For his efforts in trying to induce the authorities to commute the sentence passed on Allen, Dr. Hall has been severely criticized by many who have studied his arguments, which amount to a contention that crime committed under the influence of drink should not be punished as crime, but that the criminal should be treated as a diseased person. At the present time a petition is being circulated for signatures in Victoria, the intention being to present this to the minister of justice. The paper is being largely signed by women whose sympathies for the unfortunate are easily excited, and by men who approve of maudlin sentimentalism. That the members of the medical profession as a body deplore the action of Dr. Hall is the expressed opinion of Dr. C. E. Doherty, medical superintendent of the provincial asylum, who was interviewed on the subject by the News. Although reluctant at first to talk for publication, on the ground that he did not approve of the public criticism of a fellow physician, Dr. Doherty finally consented to give his condemnation of the Victoria doctor's policy. He said: "The stand taken by the physician in this case cannot but be deplored by the level-headed and at the same time honestly charitable members of the profession. I have followed the learned doctor very closely in his recent efforts as a sociologist, and I must admit that I have been unable to comprehend his logic. It cannot be denied that the subject of social pathology is a large one; in its consideration, the legislator, the penologist, the sentimentalist and his natural ally, the social reformer, have joined hands, and to them the world is looking for the reformation which too often has been blithely promised. The public, particularly a certain element of the female population, looks on this subject with curious eyes, attracted by the novelty to them, of the subject, while they are at the same time startled by its heresy.

"For this reason the subject is a splendid one for any man desiring self-advertising to take up and play with, while his more serious professional brethren are studying, discussing and endeavoring to thrash out this subject in an intelligent manner. In the meantime, until some better method of renology is adopted, let us not revert to the condition so prevalent in some of the States; let the method of penology is adopted, let us particularly the medical profession, not revert to the maudlin, hysterical emotions now becoming so common, and which with some women, even members of high society, has taken the shape of presenting bouquets, frosted cake, etc., to criminals in prison for the inhuman acts.'

"'Dr. Crippen?' questioned the News.

"'That's the man,' assented the doctors.

"I would ask Dr. Hall three questions in regard to the case of Gunner Allen," he continued. "(1) Have you made a personal examination of Gunner Allen; if so, was this examination made alone or were you at the time a member of the commission?" (2) If so, was it your opinion, or the opinion of the commission, that Allen was or is insane? and if so (3) what symptoms of insanity presented, and what form does the insanity take?

"'Can Dr. Hall answer these questions?' enquired the News.

"'He can,' replied Dr. Doherty, 'but I doubt if his answer will, or rather would be satisfactory to his docile followers.'"

Episcopal Convention

CINCINNATI, Oct. 14.—The third joint session of the house of bishops and the house of deputies of the Protestant Episcopal convention this afternoon was devoted exclusively to missionary topics. Bishop Peter T. Rome of Alaska spoke on "In Alaska." The address of Bishop Franklin Spaulding of Utah on "Among the Mormons" wound up the afternoon programme.

Lady Physician Killed

PORTLAND, Ore., Oct. 14.—Dr. Edna D. Timms, a well known physician of this city, was almost instantly killed in a collision here tonight between a street car and her automobile. Dr. Timms' chauffeur is slightly hurt. The street car struck the rear end of the auto as the machine was crossing 19th street at the intersection of Flanders. The force of the impact was so great that the auto was knocked about fifty feet. Dr. Timms' body was picked up a few feet beyond the machine.

HURTS ITALY

Country Threatened With Heavy Loss Through Cholera Outbreak—Travelers Go Elsewhere.

ROME, Oct. 14.—The cholera outbreak which threatens to become an epidemic will be a big setback to the country. It has already injured business, and it is feared that travelers will avoid the country until the danger is over. Travelers leave millions here annually. Indeed, there are hotels and inns whose existence is dependent upon them.

A number of wealthy Neapolitans who contemplated going to Paris to avoid the cholera plague had to change their plans because of the announcement that the French authorities were likely to quarantine them at Bercy. It is said that one-third of the people of Naples have left that city. A number went to Switzerland, many to London. A batch of Italians who left their homes at Brooklyn, N. Y., intending to pass the winter in Naples and thereabouts, have returned to the United States.

One reason assigned for the cholera is that the people have been eating heartily of oysters cultivated in water contaminated by sewage. Every undertaker in the city is busy conducting funerals, and other facilities are limited.

SHOOT AT ENGINE

Irish Railway Labor Trouble Result in Attempts on Train Crews

DUBLIN, Oct. 13.—A report has reached Dublin of an outrage committed at night in county Clare, where a passenger train was shot at. There has been a strike on the West and South Clare railways for four weeks, and the traffic has only been carried on with great difficulty. The directors have had to remove all the level-crossing gates, as the men in charge had also gone on strike and the drivers were obliged to stop their trains to open and close the gates.

While the late mail train was passing a place called Ballygriffey, two shots were fired at the engine, and the driver was wounded in the face with a bullet. Notwithstanding his injury, he stuck to his post, and brought his train into Ennis. When the engine was examined 200 shot marks were found on the hood of the "cab," showing that the driver and fireman had a very narrow escape from death or serious injury. The shots, which were fired at close range, were heard by the passengers, who were greatly alarmed.

W. F. BABCOCK RESUMES INTERRUPTED VOYAGE

Has Left Sydney for Capetown—Put Into Honolulu Under Jury Rig Into Australian Port Leaking.

SAN FRANCISCO, Oct. 14.—The ship W. F. Babcock resumed her voyage to Capetown yesterday from Sydney. She left the Sound with a cargo of lumber January 20 and put into Honolulu March 9 under jury rig, having met with heavy weather. She repaired her rudder and left the island port on March 21 and was next heard from at Sydney where she arrived July 4, leaking.

At Sydney the Babcock had to discharge for repairs. Under favorable circumstances she will reach the South African port about the first of the year. From there the Babcock will return to Newcastle, Australia, to load coal for this port, which will in all probability prove her last voyage, as she is about worn out now.

TO SAFEGUARD LIFE

Deputy Minister of Mines With Chief Inspector Leaves to Install Mines Rescue Station

Mr. R. F. Tolmie, deputy minister of mines, with Mr. F. H. Shepherd, the chief inspector, has left for the Crow's Nest Pass mining field, to establish at Fernie the first of the three government rescue stations in connection with the operating collieries of British Columbia. Upon the return of the officials to the coast arrangements will be made for the installation of the Nanaimo and Cumberland stations. All the apparatus for the three stations is now en route. It is the intention of the mines department also to instal a central station at Middlesboro, in the Nicola country, to support the colliery installations as required by the Coal Mines Regulation Act.

Fernie By-Election.

FERNIE, Oct. 14.—The new minister of lands, W. R. Ross returned here last night. The election proclamation setting Friday the 21st as nomination day and the 22nd as election day, has been issued. A. W. Bleasdell is returning officer, and at present there are two candidates, Mr. Ross and J. W. Bennett, editor of the Ledger. The old lists will be used, and they contain 2,100 names. At the last general election Ross recorded 764 votes; Harrigan, Socialist, 647, and Fisher, Liberal, 405. The Conservative association has opened a committee room and the Socialists will hold an executive meeting tomorrow.

Judge McCredie Indignant.

PORTLAND, Oct. 13.—Judge W. W. McCredie late today made public a statement commenting on the decision of President Graham of the Pacific Coast League, forfeiting the games between Portland and Oakland played on September 27, 29 and 30 to Oakland. McCredie makes the assertion that President Graham does not decide that Player Hetling belongs to Spokane, nor does he decide that Hetling is a contract jumper. McCredie says that Graham is merely a dragnet, trying to catch enough to justify his conclusions. McCredie declares that although Judge Graham says that he does not care who wins the pennant, he penalizes Portland on the sole ground that it is difficult for him to believe that Hetling played with Spokane without being released here.

Winnipeg's Building Record

WINNIPEG, Oct. 14.—Building permits reached $13,400,000 today, and will reach $15,000,000 before the year closes.

STUMP PULLING.

THE DUCREST PATENT STUMP PULler, made in four sizes. Our smallest machine will develop 24½ tons pressure with one horse. For sale or hire. This is the only machine that does not capsize. Our machine is a B. C. industry made for B. C. stumps and trees. Our pleasure is to show you it at work. We also manufacture all kinds of up to date tools for land clearing, logging, etc. Particulars and terms apply 466 Burnside road, Victoria, B. C.

NOTICE

Victoria Land District, District of North Saanich

Take notice that I, Robert Turnbull and James Robinson, of Sidney, occupation farmer and sawyer, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 200 feet west of the most northerly point of Young Island, thence south 110 yards, thence west 60 yards, thence north 100 yards, thence east to point of commencement, following the coast line.

ROBERT TURNBULL and JAMES ROBINSON.

Sept. 19, 1910.

NOTICE

I, Geo. S. Garrett, of Pender Island, intend to apply to the Chief Commissioner of Lands and Works, for permission to purchase a group of three islands, the biggest known as Fain Island, situated in front of Hope Bay wharf, Pender Island.

GEO. S. GARRETT,
Pender Island

Victoria, B. C., Aug. 15, 1910.

LAND ACT

Barkerville Land District, District of Cariboo.

Take notice that E. D. Sheringham of Chezacut, B.C., occupation rancher, intends to apply for permission to purchase the following described lands:

Commencing at a post planted 20 chains W. of the S.E. corner of lot 328 thence W. 20 chains, thence S. 20 chains, thence E. 20 chains, thence N. 20 chains.

E. D. SHERINGHAM

August 29th, 1910.

LAND ACT

Barkerville Land District, District of Cariboo.

Take notice that S. D. Sheringham, agent for Sidney Armstrong, of Chezacut, B. C., occupation gentleman, intend to apply for permission to purchase the following described lands:

Commencing at a post planted at the N.E. corner of lot 328, thence S. 20 chains, thence E. 20 chains, thence N. 20 chains, thence W. 20 chains.

E. D. SHERINGHAM
Agent for Sidney Armstrong.

August 29, 1910.

LAND ACT

Barkerville Land District, District of Cariboo.

Take notice that I, E. D. Sheringham agent for Helen F. Sheringham, of Chezacut, B.C., occupation, married woman, intendes to apply for permission to purchase, the following described lands:

Commencing at a post planted at the N.E. corner of lot 328, thence W. 20 chains, thence N. 20 chains, thence E. 20 chains, thence S. 20 chains.

E. D. SHERINGHAM
Agent for Helen F. Sheringham.

August 29th, 1910.

LAND ACT

Victoria Land District—District of Cowichan

Take notice that Frank Greaves Norris, of North Saanich, occupation farmer, intends to apply for permission to purchase the following described lands:—

Commencing at a post planted on the south end of Black Island, thence along the shore northerly, thence easterly, thence southerly, thence westerly, to point of commencement.

FRANK GREAVES NORRIS.

Dated October 10th, 1910.

LAND ACT

Victoria Land District—District of Cowichan

Take notice that Frank John Morrell Norris, of North Saanich, occupation farmer, intends to apply for permission to purchase the following described lands:—

Commencing at a post planted on the south end of Chad Island, thence along the shore northerly, thence easterly, thence southerly, thence westerly to point of commencement.

FRANK JOHN MORRELL NORRIS.

Dated October 10th, 1910.

No. 1. COAL PROSPECTING NOTICE.

Otter District.

NOTICE IS HEREBY GIVEN that thirty days after date I intend to apply to the Honorable Chief Commissioner of Lands for a license to prospect for coal and petroleum on the following described foreshore lands and lands covered with water:

Commencing at a post planted on the foreshore one mile in a southeasterly direction from the mouth of Muir Creek in the District of Otter, in the Province of British Columbia, marked R. K. L's N. W. corner post, thence south eighty chains, thence east eighty chains, thence north eighty chains, thence west eighty chains, following the sinuosities of the shoreline to the point of commencement and intended to contain six hundred and forty (640) acres, more or less.

R. KENNETH LINDSAY,
R. G. GIBBONS, Agent.

August 6, 1910.

No. 2. COAL PROSPECTING NOTICE.

Otter District.

NOTICE IS HEREBY GIVEN that thirty days after date I intend to apply to the Honorable Chief Commissioner of Lands for a license to prospect for coal and petroleum on the following described foreshore lands and lands covered with water:

Commencing at a post planted on the foreshore one mile in a southeasterly direction from the mouth of Muir Creek in the District of Otter, in the Province of British Columbia, marked R. K. L's N. W. corner post, thence south eighty chains, thence east eighty chains, thence north eighty chains, thence west eighty chains, following the sinuosities of the shoreline to the point of commencement and intended to contain six hundred and forty (640) acres, more or less.

R. KENNETH LINDSAY,
R. G. GIBBONS, Agent.

August 6, 1910.

No. 3. COAL PROSPECTING NOTICE.

Renfrew District.

NOTICE IS HEREBY GIVEN that thirty days after date I intend to apply to the Honorable Chief Commissioner of Lands for a license to prospect for coal and petroleum on the following described foreshore lands and lands covered with water:

Commencing at a post planted on the foreshore about seventy chains west of the mouth of Muir Creek, in the District of Renfrew, in the Province of British Columbia and marked R. K. L's N. W. corner post, thence south eighty chains, thence east eighty chains, thence north eighty chains, thence west eighty chains, following the sinuosities of the shoreline to the point of commencement and intended to contain six hundred and forty (640) acres, more or less.

R. KENNETH LINDSAY,
R. G. GIBBONS, Agent.

August 6, 1910.

No. 4. COAL PROSPECTING NOTICE.

Renfrew District.

NOTICE IS HEREBY GIVEN that thirty days after date I intend to apply to the Honorable Chief Commissioner of Lands for a license to prospect for coal and petroleum on the following described foreshore lands and lands covered with water:

Commencing at a post planted near the foreshore at a point about seventy chains west of the mouth of Muir Creek, in the District of Renfrew, in the Province of British Columbia, and marked R. K. L's N. E. corner post, thence south eighty chains, thence west eighty chains, thence north eighty chains, thence east eighty chains, following the sinuosities of the shoreline to the point of commencement and intended to contain six hundred and forty (640) acres, more or less.

R. KENNETH LINDSAY,
R. G. GIBBONS, Agent.

August 7, 1910.

No. 5. COAL PROSPECTING NOTICE.

Renfrew District.

NOTICE IS HEREBY GIVEN that thirty days after date I intend to apply to the Honorable Chief Commissioner of Lands for a license to prospect for coal and petroleum on the following described lands:

Commencing at a post planted on the southeast corner of lot 83, in the District of Renfrew, in the Province of British Columbia and marked R. K. L's S. E. corner post, thence west eighty chains, thence north eighty chains, thence east eighty chains, thence south eighty chains to the point of commencement and intended to contain six hundred and forty (640) acres more or less.

R. KENNETH LINDSAY,
R. G. GIBBONS, Agent.

August 7, 1910.

No. 6. COAL PROSPECTING NOTICE.

Renfrew District.

NOTICE IS HEREBY GIVEN that thirty days after date I intend to apply to the Honorable Chief Commissioner of Lands for a license to prospect for coal and petroleum on the following described lands:

Commencing at a post planted on the northwest corner of lot 52, in the District of Renfrew, in the Province of British Columbia and marked R. K. L's S. E. corner post, thence west eighty chains, thence north eighty chains, thence east eighty chains, thence south eighty chains to the point of commencement and intended to contain six hundred and forty (640) acres, more or less.

R. KENNETH LINDSAY,
R. G. GIBBONS, Agent.

August 7, 1910.

No. 7. COAL PROSPECTING NOTICE.

Renfrew District.

NOTICE IS HEREBY GIVEN that thirty days after date I intend to apply to the Honorable Chief Commissioner of Lands for a license to prospect for coal and petroleum on the following described lands:

Commencing at a post planted on the west boundary of lot 84, twenty chains north of N. W. corner of lot 53, in the District of Renfrew, in the Province of British Columbia, and marked R. K. L's S. W. corner post, thence north eighty chains, thence east eighty chains, thence south eighty chains, thence west eighty chains to the point of commencement and intended to contain six hundred and forty (640) acres, more or less.

R. KENNETH LINDSAY,
R. G. GIBBONS, Agent.

August 7, 1910.

No. 8. COAL PROSPECTING NOTICE.

Renfrew District.

NOTICE IS HEREBY GIVEN that thirty days after date I intend to apply to the Honorable Chief Commissioner of Lands for a license to prospect for coal and petroleum on the following described lands:

Commencing at a post planted on the southwest corner of lot 85, in the District of Renfrew, in the Province of British Columbia, and marked R. K. L's S. W. corner post, thence north eighty chains, thence east eighty chains, thence south eighty chains, thence west eighty chains to the point of commencement and intended to contain six hundred and forty (640) acres, more or less.

R. KENNETH LINDSAY,
R. G. GIBBONS, Agent.

August 7, 1910.

No. 9. COAL PROSPECTING NOTICE.

Renfrew District.

NOTICE IS HEREBY GIVEN that thirty days after date I intend to apply to the Honorable Chief Commissioner of Lands for a license to prospect for coal and petroleum in the following described lands:

Commencing at a post planted on the southwest corner of lot 89, in the District of Renfrew, in the Province of British Columbia, and marked R. K. L's S. W. corner post, thence north eighty chains, thence east eighty chains, thence south eighty chains, thence west eighty chains to the point of commencement and intended to contain six hundred and forty (640) acres, more or less.

R. KENNETH LINDSAY,
R. G. GIBBONS, Agent.

August 7, 1910.

Lifebuoy Soap—disinfectant—is strongly recommended by the medical profession as a safeguard against infectious diseases.