Nearly Half

A Million

Victoria Shows a Great Increasing Building During Year.

The Fire Losses

A MINION TO THE CONSTRUCTION OF SUCCESS AND DEVOCATION FOR CUTTURE WAS ARREST AND THE PRICE LOSSES.

THE FIRST LOSSES.

THE FIR

EDUCATION FOR SUCCESS AND EDUCATION FOR CULTURE

BY SIR JOHN A. COCKBURN, K.C.M.G.

With Bated Breath The Nations Stand

Grim Struggle Between Lams-dorff and Alexieff for the

Keep yourself well and daily use

The Original Cocoa for

Breakfast and Supper.

Most Nutritious and Economical, and still the best

VANCOUVER

The Branch Office of THE COLO-NIST for the Mainland has been Removed to

542 HASTING'S ST.

Where Subscriptions May be Paid and Orders for Printing and Advertising Left. Subscribers and Others Are Cordially invited to Call at the Above Address and Avail Themselves of the Facilities of the Office.

W. R. CREECH, AGENT.



English China Tea Services

WEILER RROS

The subscription price of the Semi-Weekly Colonist' has been reduced to \$1 per year to all countries in the Postal Union.

Notice is hereby given that 60 days after date I intend to apply to the Hon. Commissioner of Crown Lands and Works for permission to purchase 160 acres more or less of pastoral and agricultural land, as hereinafter described. Commencing at a post driven in south bank of Buckley river at N. W. corner of land staked by one Albert Freeman, running thence southwest along said Freeman claim 80 chains, thence about N. W. 20 chains, thence back to Buckley river, thence up said river to initial post.

Notice is hereby given that 60 days after date I intend to apply to the Hon. Commission to purchase 100 acres more or less of pastoral and agricultural land, as hereinafter described. Commencing at a post driven in south bank of Buckley niver, at least the post driven in south bank of land staked by one R. H. Kidd, running thence southwest along said Freeman claim 80 chains, thence down said river to initial post.

Albert Freeman.

Dated October 24, 1903.

Initial post.

5. H. KIDD.

Dated October 24, 1903.

Notice is hereby given that 60 days afterdate I intend to apply to the Hon. the dief Commissioner of Lands and Works for permission to purchase 100 acres more or less of pastoral and agricultural land, as hereinafter described tract of land, situate on the northwest coast of Kai-en Island: Commencing at a post driven in south bank of Buckley river at N. W. corner of land staked by one R. H. Kidd, running thence S. W. along said Kidd's claim 50 chains, thence about N. W. 20. chains, thence back to Buckley river, thence and psaid giver to initial post.

Dated October 24, 1903.

Notice is hereby given that 60 days after date I intend to apply to the Hon. the Cher Commissioner of Lands and Works. Sor permission to purchase the following described tract of lands and Works. So we comer, thence running east 80 chains, thence along the shore; thence anong the shore to point of commencement, coutaining an area of 640 acres or less.

A. E. JOHNSTON.

Kaien Island. Sept. 28, 1903.

Notice is hereby given that 60 days after date I intend to apply to the Hon. the Cher Commissioner of Lands and Works. Sor permission to purchase the following date I intend to apply to the Hon. the Cher Commissioner of Lands and Works. Sor permission to purchase the following date in linead to apply to the Hon. the Cher Date of Lands and Works. Sor permission to purchase the following date in linead to apply to the Hon. the Cher Date of Lands and Works. Sor permission to purchase the following date in linead to apply to the Hon. the Cher Date of Lands and Works. Sor permission to purchase the following date in linead to apply to the Hon. the Cher Date of Lands and Works. Sor permission to purchase the following date in linead to apply to the Hon. the Cher Date of Lands and Works. Sor permission to purchase the following date in linead to apply to the Hon. The Cher Date of Lands and Works. Sor permission to purchase the following date in linead to apply to the Hon. The Cate of Lands and Works

Rains, thence back to Buckley river, thence up said aver to initial nost.

Dated October 24, 1903.

B.C. STEAM DYF WORKS.
141 Yates Street, Victoria.
Ladies' and Gents' Garments and Household Furnishings cleaued, dyed or pressed equal to new.

Take notice that 60 days after date I intend to apply to the Hon. the Chief Commissioner of Lands and Works, for permissioner of Lands and Works, for permissioner of Lands and Works for permissioner of Lands and Works for permissioner of Lands and Works for permission to pursue of Lands and Works for perm

Esquimalt Co'y To Repair Flor

Contract for Work on the Injure Cruiser Awarded to B. C. Marine Rallway Co.

Liners Coming from the Ories Are Not Bringing Chinese Passengers.

(From Wednesday's Dally.)

The repair crew began work yesterday to memore the wooden sheathing which covers the Flora's hull and until this is removed the full extent of her injuries with not be shown. There are two holes where the rocks penetrated the port side, and, although the sheathing is torn and the copper scratched away, presenting a very ragged appearance, it is not known how many plates will have to be replaced. The last contract of any size awarded to the B. C. Marine Rallway Company for work on any of H. M. vessels, was when some 35 or 40 plates were placed in H. M. S. Amphion, as a result of her grounding in Southern waters during her South American cruise last year.

BRINGING NO CHINESE.

Steamers on the Way to Port From the Steamer Tosa Maru of the Nippon Yusen Kaisha line left Yokohama on Tuesday for this port. She had no Chinese on board, the new head tax which will be effective on her arrival, seemingly keeping the Chinese out. The Tosa Maru is bringing 157 tons of cargo for this port. She is due here a week from Tuesday. Steamer Tacoma, which is due next Tuesday, is also bringing no Chinese.

FINNS REACHING OUT.

Settlement in Alaska and Want Steamship Line. The Finland Steamship Line.

The Finland Steamship Navigation Company, which has had the townsite of Axtel platted on Kachemak Bay, an arm of Cook Inlef, Alaska, is making arrangements to have docks built there preparatory to putting on a line of steamers between Portland or some port on Puget Sound and that place. An effort will probably be made to have the steamers come here. The company has a vast tract of fine grass-producing country, where root crops-and vegetables grow well, and intends tesettle colonies of Russian Finns and Germans on them to raise cattle. ½ %

REPAIRS TO SEATTLE. Pacific Coast Alaskan Liner Being Over-

Repairs and alterations costing upwards of \$20,000 are being made to the Pacific Coast Steamship Company's City of Sestitle. The vessel is at the Moran Bros. Company's stipyards and is not scheduled to resume the Southwestern Alaska run until some time in February.

Several improvements, which will change the appearance of the interior of the ship, are to be made. The stairway leading from the saloon deck will be so altered that in the future passengers will go directly into the dining room instead of passing through an open space near the engine room.

Whole the Seattle is on the ways a refrigerating plant will be built in the shoot.

go into commission sne will practically be a new ship.

While the Seattle is out of commission the steamships Valencia, Cottage City and Al-Ki are handling the Alaska business. The company's City of Topeka will soon go on the dry dock to receive new bollers at an expense of \$30,000.

FROM WEST COAST.

Steamer Queen City Reached Port Last Night From Cape Scott. Night From Cape Scott.

Steamer Queen City reached port last alght from Cape Scott and way ports on the Vancouver Island coast after a stormy trip, with few passengers. From Nootka to Clayoquot she carried a large number of Indians, who had been at a pottatch at Friendly Cove. At Newchataletz an Indian dance was in progress. At Kyaquot an Indian losing his life off the village. He had taken a cance to go off to Mr. Fisher's sloop to get a pipe he had left there and was never seen again. His cance drifted back to the beach empty and upturned.

At Uchuekleset the fishing schooner Hy-ack was found ashore off Cape Flattery where she was caught in one of the recent storms and driven on the beach at the Barkley Sound village. She was full of water. One of her crew returned on the Queen City.

The steamer will sall again for Ahousaht

Queen City.

The steamer will sail again for Ahousaht and coast ports on Friday night. MAINLANDER SOLD.

MAINLANDER SOLD.

Boat Plying Between Seattle and Vancouver Changes Hands.

A report is current in marine circles to day (and based on what should be reliable authority) that the steamer Mainlander has been sold to the Pacific Coast Steamship Company, says the Vancouver World.

The Mainlander Delongs to the Western Steam Navigation Company, of which Cook & Co., of Seattle, and Evans, Coleman & Evans, of Vancouver, are principal owners. She has been on the Seattle-Vancouver run for three years and is counted a moneymaker. It is the current report that the Pacific Coast Steamship Company offered to buy her nearly a pear ago, but the owners refused to deal. Following this offer, the Pacific Coast Company put the Ramona on the run, and last week proposed either to buy or sell. As a result of this, Mr. Percy Evans went to Seattle on the Ramona last night to close the bargain. The figure is not given out, but it is reported that the owners would have been, \$10,000 better off if they had accepted the offer of a year ago. The Mainlander is rated by marine men as being worth about \$75,000.

If the deal is made, as reported, the

Off.

If the deal is made, as reported, the understanding is that during the winter months the Mainlander will be taken off the Seattle-Vancouver run and put on that now covered by the State of Washington, between Seattle and Whatcom. MUST PAY FULL AMOUNT.

Pittsburg. Dec. 31.—In the United States Circuit court today Judge Acheson handed down an opinion in the case of William Ecyle versus the Baltimore & Ohio railroad, which likely will be far-reaching in its effect. Judge Acheson virtually holds that under the present methods of doing business, a railroad company is responsible for the full value of goods lost in transit, not withstanding the printing or stamping of a clause on the face of the bill of lading calling for a maximum allowance for release, unless the agreement as to twalue shall have been made between the railroad and the shipper, and also agreement as to freight the agreement.