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GRAIN SURVEY BOARD IN WEST

Decision Reached by Commons in View of Alberta Wheat Being Likely to Seek Western Route

OTTAWA, Feb. 15 .- The house of commons spent the day till nearly 10 o'clock in committee on the grain bill. It was decided after a couple of votes to retain the old name of "Manitoba hard" for the grain standard. A prosposal to change to "Canada West" was defeated by 72 to 38 and a further proposal by Mr. Knowles to style it "Can-ada" was beaten by 42 to 31.

Later it was decided to establish a grain survey board at Calgary, with the same powers as that at Winnipeg. The expectation is that the opening of the Panama Canal will drag the grain of Alberta to the Pacific coast, and this step will facilitate the movement.

Late in the evening, on motion to go into supply. Mr. Turiff raised the subject of inequality of freight rates as between the east and west. Freight rates in the west, he said, were from 50 percent to 100 percent, and even 150 percent, higher than in the east, and the Canadian Pacific had sworn that it cost less to operate on the prairies than in the east. Moreover, rates were higher than in contiguous western states. He advocated the enlarging of the railway commission and the sta-tioning of a section in the west to deal

with freight matters.

Mr. Turriff had to meet the fact that only last session-when his party was in power—he had vigorously denied that there was inequality. . His reply, when Mr. Lalor read out the inconvenient quotation, was that he had been mistaken and knew better now.

Mr. Turriff moved an amendment condemnatory of the discrimination in

Mr. Rogers said that as the railway commission was investigating the matter to adopt this resolution would be a vote of want of confidence in the board. After some further debate the resolution was declared lost on divi-

The house adjourned at 12.30 a. m.

LABOR TEMPLE'S DRAWING MADE

Nine Holders Who Get Shares in New Structure Named by Committee Last Evening

The successful ticket helders in the drawing for shares in the new Labor; Temple were decided last night when of witnesses, had the cards drawn. The tirst ticket, number 1467, entitles the holder to \$150 worth of \$5 shares in the building; the second, number 1272. takes \$100 worth; the third, number 783, takes \$50 worth, Each of six others takes \$25 worth. A total of 1781 tickets were sold. The winners are as follows (ticket number 1728 was not signed by its owner whose name has not yet been ascertained):

J. H. Sheen, Labor Hall, 1467.
 W. Thomson, 614 Princess avenue,

3. D. Chapman, 1023 North Park St., 4. A. Holmes, 408 Parry street, 1221, 5. O. Moraing, 1012 Oliphant St., 1622.6. Mrs. P. Quagliotti, 757 Cormorant

9. W. Heb, General Delivery, 294.

CONSTABLE SHOWS NERVE Stops Bunaway Team in Pull Plight on

By a display of nerve and quick

thinking, which won for him the appro-

bation of a large number of spectators

Constable Allison pluckily and success-

fully stopped a runaway team while in full flight at 5 o'clock last evening at the corner of Government and Humboldt streets. The team, attached to an express wagon and the property of Messrs Cameron & Caldwell, Hverymen, took fright while at the C. P. R. wharf, and bolted towards Government street and over the Causeway. The street was thronged with rigs and pedestrians, and narrow escapes were the rule as the frightened animals dashed north, Constable Allison, on point duty at Humboldt street, saw the team approaching. He made a jump for their heads, and caught hold of the bridle on the animal nearest to him, but his grip slipped the shoulder of the horse striking him and serving to straighten him after his forward plunge. The horses were deflected from their course into a pile of bricks on the roadside, and momentarily stop-ped, but they dashed ahead again just as Constable Allison managed to grip

the tailboard, pull himself into the wagon, and climbing forward grasp the lines, checking the runaway at Courtney street. The animals continued to rear and kick until the constable disnounted, unhooked the horses and held them until the driver, who had followed cross the Causeway came up. The ongue of the ag was broken, and coniderable damage done to the harness. The same team ran away some time ago while attached to a hack in which were

LUCKY CORBINITES

fore the team was stopped.

two ladies, who had narrow escapes be-

No Ratepayers There and Even Members of Schoolboard Pay No Municipal Taxes

Exceptional circumstances produce the unique and the unusual, as witness the following official notice aplearing in the current issue of the Eritish Columbia Gazette over the signature of Dr. Alexander Robinson,

uperintendent of education, and under the date of the 10th instant:

"Since there are no ratepayers at
Corbin from whom to choose a board
of school trustees, the honorable the,
council of public instruction has been pleased under section 6 (m) of the Public Schools Act, 1905, to declare three residents of Corbin, who are British subjects, as trustees of school board, namely, Hugs Bell, George Clough and M. J. McGrath, the first named to serve until the next annual meeting in July, 1912, the second to serve until July, 1913, and the third until July, 1914."

MINING CONVENTION

Gathering at Spokane Representative of All Departments of Mining Industry in Worthwest

SPOKANE, Feb. 15 .- Delegates from every mining state attended today the opening of the Northwest Mining convention here. This meeting is unique in that every class of miner, from the capitalist who lends his money for the exploitation of mines, to the prospector who breaks the trails, is represented.

Plans were put under way for forming a permanent convention, and it is planned to have mining associations in every camp in Washington, Oregon, Idaho, Montana, and British Columbia Monthly meetings will be held by the

A plea for state control of public lands was voiced at the afternoon session by state land commissioner E. W. Ross, of Washington, who declared that while the state has never made a mis-take in handling its public lands, "the United States government has shown itself to be thoroughly incompetent to

handle the proposition."

The Montana delegation went on record in the following:

"We are opposed to the present system." tem of patenting lands under which thousands and thousands of acres of land are taken up for lumber concerns under the guise of mineral locations."

A banquet tonight completed the first

SOUTH RENFREW

Hon, George P. Graham and Dr. Maloney Officially Named as Candidates for Vacant Seat in Commons

RENFREW, Ont., Feb 15.-Hon. G. P. Graham, of Brockville, and Dr. M. J. Maloney, of Eganville, were nominated for South Renfrew today. The nominations proper were without feature, but a hitch between the two parties developed when it came to speaking afterwards, and for a period it looked as though trouble might rise.

It originated in the fact that the Libertels some weeks.

orals some weeks ago secured the O'Brien theatre for nomination day as to the date of which they were at the time ignorant. A few days before its announcement Dr. Maloney's supporters rented the theatre for February 15th. Both sides claimed to have paid for the place, and accordingly both claimed the right to speak there. Manager George, of the theatre, fearing disorder, then posted up a notice to the effect that it would not be open at all until after 7

o'clock. About 2 o'clock a crowd of perhaps 1,000 persons marched down street behind the Renfrew band, and took up their position in a thoroughfare in front 7. J. C. Watters, 344 Niagara St., 205. of the theatre. There they remained for upwards of an hour, and it looked as if the other side would not be allowed to use the opera house. Finally, however, Dr. Maloney drove down and invited the crowd to the market place to hear him To the number of a thousand they for To the number of a thousand they fol-lowed. Willing hands soon cleared the market platform of its burden of snow, and, mounting it, Dr. Maloney and his fellow speakers addressed the crowd, which had gathered. Meanwhile the Conservatives having departed, the opera house was opened to Mr. Graham's men,

who held their meeting. At the conclusion of this meeting Mr. T. A. Low hurried down to the market place with Dr. Heeley, and said a few words, but by this time the majority of the crowd had gone. Taking the day as a whole, the honors were with the Con-

Grand Trunk Wreck YARMOUTH, Me., Feb. 15 .- Three trainmen were burned to death today when fire in the wreckage of two Grand Trunk freight trains which collided near North Yarmouth reached the demolished locomotive in which they were imprisoned. One of the men in the engine cab, Harry Corliss, was alive when reached by the rescuers, but he was so wedged in that he could not be extricated before the fire enveloped him.

NEW YORK, Feb. 15.-Improvement of the character and quality of steel rails was the subject of an all-day con-ference here today between railroad officials and officers of the principal steel rail companies of the country. The of a commission of railway men and manufacturers to continue investigation of the problem and report its findings to a future meeting.



H.R.H. the Duke of Connaught Speaks in Most Optimistic Vein to Convention of Fruit Growers at Ottawa

OTTAWA, Feb. 15.—A visit from His Royal Highness the Duke of Connaught and an important discussion of the question of fruit inspection and its sale, with suggestions for amendment of the existing inspection and sales act marked the proceedings of the Domin-ion fruit conference this afternoon. The Duke was introduced to the fruit grow-

Duke was introduced to the fruit growers by Hon. Martin Burrell, minister of agriculture, who was presiding officer of the section.

"I believe that the advancement made in the fruit trade of Canada within the last ten years has been something almost remarkable," declared his royal highness. "I had fruit trees at home, and a great deal of trouble and disappointment they used to give me. With certain knowledge and perseverance, I am led to think to give me. With certain knowledge and perseverance, I am led to think that you ought to succeed with the fruit industry in this fine climate of the Dominion of Canada. There has been a remarkable increase of late years, not only in the amount of fruit grown but more than correspondingly in the amount of fruit eating. No one could deny the statement that there are no better apples than those of Canada. I feel convinced that you have a great future before you in an agricultural product that is so much appreciated."

At the close of his address the Duke sat down and listened to a large part

sat down and listened to a large part of the discussion, which centered chief-

sat down and listened to a large part of the discussion, which centered chiefly around the question of fruit inspection. The Ontario apple shippers association proposed through a resolution that the fruit markets act should be so extended that apples should be inspected at the point of shipment, and that a sufficient number of qualified inspectors should be appointed in order that inspection may be done properly and efficiently.

Hon Martin Burrell, speaking to this resolution, suggested that its adoption by the government would mean a very drastic reform and a very considerable additional expense. Enough fruit inspectors would have to be appointed to attend to all inspection throughout all the fruit districts during the shipping season. This, he thought, would be making the government responsible for an inspection that was in a large measure a duty of the fruit growers. This resolution was referred to a committee for consideration.

Another resolution from Nova Scotia similarly dealt with asked that the Dominion sovernment be remarked to

Another resolution from Nova Scotia similarly dealt with asked that the Dominion government be requested to raise the duty on apples and pears coming into Canada, to equal that levied upon Canadian apples and pears going into the United States

MISS KATE RYAN

who have earned fame by recounting the scenes and incidents associated with the early days of the great northland had more than a second-hand acquaintance with the things of which they wrote. They were not there with the man stampede; they came with the railroad, and applied their imaginations to the experiences of others and gave to the world books, perhaps of enthralling human interest, but still lacking in the demental touch that discerns the kinship of man and place. While that is undoubtedly true of many books that have been written if will not be true of the book that has never yet been written but which will be written one of these days, a book that will have as its author one named Kate Ryan, than whom there has been no figure better known in the Yukon from the day the first tent was erected at Whitehorse up to the present time; for Kate Ryan (Communication of the Nukon; with the sufficiently imposing to command the respect of any male, much more any female wrongdoer, her voice is soft and persuative, and accords happily with the many stories of her innumerable kindnesses and sacrifices rendered unto others in time of need when cause to think of one's neighbor was to invite failure and perhaps death. While she declines to talk "for the papers" she promises that some day if fortune favors har will have her experiences and life story in the Yukon with its man, interest and nimorous phases, written so that Casadiana will know for the first tent was erected at Whitehorse up to the present time; for Kate Ryan cenes and incidents associated with the known in the Yukon from the day the first tent was erected at Whitehorse up to the present time; for Kate Ryan is one of those remarkable people who went into the northland through the "all Canadian route," and has stayed with the "paradise of sunshine" ever since with the exception of two brief holidays. Since "98," the year of the mad stampede for the gold fields of the north. Kate Ryan has been living the life of the Yukon and is now for the third time, since that eventful day, spending a brief vacation in the crry of Victoria, with which she is so much enamored that she has decided, when she finally unlocks the heart grip which the Yokon undoubtedly asserts over the people who live within it borders, to take up her present residence here. In her own words: 'My, it is the most beautiful place I have ever een. The air is so soft and delictous that it is a pleasure to breathe. I have

betokening her excellent spirits and great good health, which latter indeen was manifest without any such sup-plementations from her wonderful physique and the record of performances accredited to her by her many friends and admirers in the north. "Well then you can tell me how you came to go there?"

From New Brunswick

"Not any more than that I went with the rush. You see I come from New Brunswick and am a Canadian ro. generations back. I was a young wo-man when the gold find was trumpeted from the north all over the world and as I had plenty of youth, strength and ambition I left the city of Seattle with the first contingents of gold seekers for the then unknown land. And my! Wha. foois we all were, not because we wanted the gold but because of the manner in which we proposed to get it. You have read all about the White Pass route from the Skagway, that fifty-mile stretch of murder; it has een written about by Service and been written about by Service and others who knew it not; but you have never heard the story of the "all Canadian route," which, instead of fifty miles, was five hundred miles or thereabout, and just as badly conditioned as the other. That story may never be written, although it is greater in many respects than the other could ever be. But I cannot tell you about it. It is too much a part of my life for me to relate

much a part of my life for me to relate to you for publication." "How did we get there? We took the boat to Wrangel and thence to Glenora and thence to Teslin, away overland to and thence to resin, away overland to Atlin, and Carcross. Just take a look at a map of the country and consider what needless dangers and sufferings were undergone because we had not sense enough to look at the topography of the country. From Skagway to Whitehorse across the White Pass is but fifty miles straight, whereas the but fifty miles straight, whereas the All-Canadian route formed a complete semi-circle over some of the worst country in the world. And we had to mush it; women and all. Well, as a matter of fact I cannot recall more than three women who made the trip at that time. We took that route besuse we thought the railway surveys would gide us but there was no railway and never has been a railway since, and the struggle across the country was like nothing so much as a desperate game of blind man's bluff with death the penalty instead of a kiss."

Her Present Work

As Miss Ryan again struck a re-ticent vein the Colonist representative switched the conversation on to the nature of her work at Whitehorse at the present time. "My work there." she said, " is of a simple character now compared to what it was in the old days. As you know I am retained by days. As you know I am retained by the Dominion government to see that nobody comes out of the country with any gold in their possession that the royalty of 2 1-2 per cent has not been paid on. In other words I am an inspector and I work among the women. The work never was lard but it was unusual. It still is unitsual but it is rendered easier both for the traveling public and myself-because I am now so well known. I was appointed to that well known. I was appointed to that position eight and a half years ago, and I am going back to it when my vacation is over. They gave me three months and better than come here and that thought has been justified, because I am seems and Capt. Danies asked those watching to place them up.

The Quadra arrived at most noon or Wednesday and made an attempt to float is now a comparatively easy task it is now to float the control of the country.

The task is not control of the country is not control of the country is not control of the country is not control of the coun menths and I thought I could not do better than come here and that thought has been justified, because I am desper-

asm for the Yukon; she loves it and

NELSON, Feb. 15.—The mines at Coal Creek have turned out a little more than 4,900 tons in one day, and the Michel mines put out 1,000 the same day. This total of over 5,900 tons is the high water mark for these mines. If there were no difficulty in securing cars it would be easy to bring the year's out-but to 500,000 tons. The quality of the product has also undergone great im-provement. Coal coming from the mines is much freer of rock. At the last pay day nearly \$140,000 was distributed in the two camps, and the effect is being felt in all lines of business.

Fire in Toronto

TORONTO, Feb. 15.—Fire on the premises of the Canadian Mattress Co., to-night occasioned \$20,000 damage.

that it is a pleasure to breathe. I have been in Vancouver and do you know if it was not for the fact that I have end gaged rooms there for a month in activate it would not trouble to go back at all, but would stay right on here until my vacation expires next month. Tell you something about my experiences in the Yukon, Why I could never do that I have had no experiences anyway I, might exchange stories with you—but not for publication. And she laughed a merry laugh.

Capt. Daniels and Survivors of Fishing Schooner Carrier Dove-Master Was on the

The government steamer Quadra, Captain McPherson, brought Capt. J. H. Daniels and eleven fishermen, the survivors of the wrecked power schooner Carrier Dove, 59 tons register, owned by day morning, having picked up the ship-wrecked company huddled on the rocky shore of Discovery passage at Cinque island around a big driftwood fire with a tarpaulin rigged to shelter them from a tarpaulin rigged to shelter them from wind and rain within a few feet of where their vessel lay piled up, hung on the steep rocks with the stern submerged and the stem smashed by the impact of collision with the cliff.

Capt. Daniels and some of the members of his crew who were on the seized poaching fishing boat Edrie, watched the coming of the Oueds with a starter.

coming of the Quadra with different feelings than those with which they saw another Canadian government vessel, H.M.C.S. Rainbow hearing down upon them a year ago. Then the cruiser fired a shot across their bows to heave them to and across their bows to heave them. them to and sent a prize crew to seize their vessel. This time the government steamer came to rescue them, and put lines on their vessel in a vain endeavor

The Carrier Dove was enroute to the fishing grounds with a crew of fifteen fishermen when wrecked. She left Seattle on Friday with stock of ice and stores provided on shares by the crew, stores provided on shares by the crew, and after passing into Discovery passage on Monday hight met a downpour of rain. The night was very dark and the rain obscured the channel. At 1.17 a.m. the vessel passed through Seymour Narrows on a flooding tide and Capt. Daniels went, below off Separation point. Twenty minutes later, at 2.15 a.m. he was awakened by a crash. Going at full speed, about \$1.2 knots an hour. at full speed, about \$1-2 knots an hour, the vessel hit the rocks at Otter point. The shoreline is steep and the trees are The shoreline is steep and the trees are close to the water. The collision bumped some of the fishermen from their bunks and all rushed on deck. When the excitement gubsided they found the wessel hanging on the rocks, where she had bumped and fell, tilted up with her broken stem in the trees, hanging at an incline of about 35 degrees, heavily listed to port. After getting their bags and personal effects ashore, efforts were made to pump out the water and balling was also resorted to, while some of the fishermen endeavored to patch the broken stem. As the tide fell, however, the stern was submerged and the vessel flooded.

Lines were made fast to trees and tackle rigged to endeavor to bring the wash of the steamer Prince Rupert, passing north, toppled her over again on her port side. A samp was then made on the beach, a tarpaulin being rigged as rude shelter and a big driftwood fire started, and around this the shipwrecked company sat to await day.

wood fire started, and around this the shipwrecked company sat to await day-light. The launch Tourniquet arrived and Capt. Daniels asked those on board to notify the first southbound steamer

Capt. Daniels said he considered that if a salvage vessel was sent promptly if a salvage vessel was sent promptly the Carrier Dove could easily be floated. He estimated the damage to the hull could be repaired for about \$400. The vessel is considered to be worth about \$6,000. She is not insured. The fishermen, although they saved their personal effects, lose heavily, for they had to provide the ice and outfit for the voyage on a share basis the approximation. voyage on a share basis, the arrange-ment under which they work being that they outfit the vessel and share in the proceeds of the catch.

The fishermen were sent to the Queen's hotel by the United States congueens note: by the Child Sides of Seattle on the Princess Alice. The Carrier Dove, a schooner rigged vessel with house abatt the mainmast, has been operated by Sunde & Erlund for the past erated by Sunde & Erlund for the past two years. She was formerly a cod fishing schooner used by the Pacific and Norway Packing company, and was equipped some time ago with a 75 hp, engine, an old machine. Before being brought from the Atlantic the Carrier Dove was used in the Gloucester fishing fleet.

Capt. Daniels of the wrecked vessel was in command of the power schooner.
Alice when that vessel picked up the steamer Otter a few years ago off Clayoquot sound with a broken shaft and towed the Otter to Safety cove. Capt. Daniels received \$2.500 from the C.P.R. for salving the Otter.

FREIGHT RATES ARE MOUNTING SKYWARD

eano Rechartered by Waterhouse Co pany to Santa Pe Entirond at Ad-yance of 1s. 6d. Per Ton

The steamer Oceano, which was re-chartered from Waterhouse & Co. by the Santa Fe railroad for cotton to Japan, roceived a rate of 9s., the highest price paid on this coast in recent years, and an advance of 1s. 6d. per ton over the last previous fixture, the British steamer Harlesden, taken by the same company.
The German bark Wandsbek, now at
Santa Rosalia, has been chartered by
Heatly & Co., for lumber from Puget
Sound or the Columbia river to the

United Kingdom at 72s. 6d. This is an advance of about 10s. over the normal fate for this voyage.

So scarce has become steamship ton-

nage suitable for the lumber trade that some exporters with vessels under time charter are finding it profitable to recharter them to other companies at a handsome advance in rate. For the in many years, and owners of steam-ships are refusing to let their vessels go for less than 7 shillings 8 pence to 8 shillings, and the bonnage is so scarce that the prices will undoubtedly be ob-

The British steamship: Anerley, now at Newcastle, Australia, loading coal for Guaymas, has been rechartered by J. J. Moore & Co. to G W. McNear for iumber from the Sound to Australia at 6s. 3d. Moore & Co. had the vessel un-

der charter at about 4 shillings.

The barkentine James Tuft, en route from the Sound for Antofagasta, has been chartered for lumber from Columalso for ordes at 52 shillings 6d., with the option of Sydney at 43s. 9d. or Bristane at 46s. 3d.

Floating Tourist Hotel

NELSON, B. C., Feb. 15,-G. B. Matthews, of Nelson, has bought the steamer International from the Great Northern railway, and will fit it up as a licating tourist hotel. Mr. Matthews intends to purchase the engines and boiler of the Argenta, and use them to generatc electricity to light the ship.

COLLEGIATE SCHOOLS FOR BOYS

The Laurels, Rockland ave. Victoria. B.C. Headmaster, A. D. Muskett, Esq., assisted by J. L. Mollliet, Esq., B.A., Oxford. Three and a half acres extensive recreation grounds, gymnasium, cadet corps. Xmas term commences September 12th. Apply Headmaster.

LAND NOTICES

Victoria Land District—District Coast Range Three. Take notice that Vincent Clayton of Bella Cools, occupation storekeeper, intends to apply for permission to purchase the following described lands:

Commencing at a post planted 16 chains west of the northwest corner of Lot 126, Bella Cools, thence south 26 chain, thence wast 80 chains, thence north 10 chains more or less to south boundary of Lot 2, thence sast 50 chains more or less to southeast corner of Lot 2, thence north 10 chains more or less to the southwest corner of Lot 2, thence east 30 chains more or less along south boundary of Lot 2, to point of commencement.

VINCENT CLAYTON,

December 15th, 1911.

Sayward Land District—District of Sayward,
Take notice that 30 days after date, I,
Herbert H. Pidcock, of Quashiaski Cove, occupation, Gentleman, intends to apply for
permission to purchase the following described lands: Commencing at a post planted
on Beach of east coast of Vancouver Island,
Straits of Georgia at Race Point, at northeast corner of lot 80, thence west 57 chains
and 65 links, thence north 5 chains and 75
links to beach, thence following shore line
to place of commencement, containing 30
acres, more or less.

HERBERT HERER PIDCOCK
Dated 5th February, 1912.

Dated 5th February, 1812.

Sayward Land District—District of Sayward

Take notice that May Roper, of Toronto, occupation Spinister, Intends to apply for permission to purchase the following described lands: Commencing at a post planted on the West By., of lot 121. Cortes Island, Sayward district, 16 chains south of the north-west corner of lot 121 and on the south by. of P. R. 3663; thence south 67 chains more or less to the shore of Cortes Island; thence westerly along high water mark to the east By, of lot 306; thence north 20 chains; thence westerly along high water mark to the east By, of section 16; thence north 53.14 chains, to the south By, of P. R. 2847, thence east 67 chains to point of commencement, containing 350 acres more or less.

MAY ROPER,

Land District, District of Coast, Range III.

Take notice that Ioll Hylis Verschosle, of Vancouver, occupation, married woman, intends to apply for permission to purchase the following described lands:—
Commencing at a post planted at the N. W. corner of H. D. Brown's pre-emption on the south side of the Belia Coola Indian Reserve at Belia Coola, B. C., thence west 40 chains, thence south 40 chains, thence east 40 chains, thence and 40 chains, thence and 40 chains, thence and 40 chains, to point of commencement, containing 180 acres, more of less.

more of less.

10LL HYLLA VERSCHOZLE,

Coast Land District-Coast Range 1 Take notice that James Reid, of Vancouver, B. C., occupation, clerk, intends to apply for permission to purchase the following described lands: Commencing at a postplanted 10 chains south of the south-east corner of Asman's Pre-emption, No. 388, Stuart Island and marked J. Re's N. E. corner; thence south 50 chains, thence west 40 chains, thence following the trestore in a northerly direction to point of commencement, containing in area, 130 acres, more or 1628. JAMES I:EID,

John Blois, Agent. Dated, December 20th, 1911.

Coast Land District-Coast Range 1 Coast Land District—Coast Range 1.

Take notice that Morris G. Parker, of Vancouver, B. C., occupation, Porter, intends to apply for permission to purchase the following described lands: Commencing at a post planted shout one mile north of Henry Point, Cardero Channel; or about 40 chains northwest from Pre-emption, 2937, Cardero Channel and marked M. G. P.'s N. W. corner; thence east 50 chains; thence south, 40 chains; thence northwesterly along the foreshore to point of commencement, containing in area, 160 acres, more or less,

mencement, continuities
more or less,

MORRIS G. PARKER,

John Blois, Agent.

Dated, December 26th, 1911.

Coast Land District—Ceast Range 1
Take notice that Albert V. Johnson, of Vancouver, B. C., occupation, Salesman, intends to apply for permission to purchase the following described lands: Commencing at a post planted about 16 chains south of Ghiaro Island on Valcez Island near the northeast corner of Timber Limit, No. 37888, and marked A. V. J. s. N. W. corner; thence south, 60 chains, thence east, 40 chains, more or less to the water, thence north and west along the foreshore to point of commencement, containing in area, 180 acres, more or less.

ALBERT V. JOHNSON,
John Blois, Agent.
Dated, December 20th, 1911.

Coast Land District—Coast Range 1
Take notice that Homer Spring of Vancouver, B. C., occupation, Insurance Agent

intends to apply for permission to purchase the following described lands: Commencing at a post planted 30 chains south of Mow Creek, Bute Inlet and marked H. S's S. E. corner, thence north 20 chains, thence wes 40 chains, thence south 20 chains more or less, thence following the foreshore easterly to point of commencement, containing eighty acres, more or less.

HOMER SPRING.

or less. Dated, December 13th, 1911.

Coast Land District—Coast Range 1
Take notice that Charles Ball, of Vancouver, B. C., occupation Insurance Agent, intends to apply for permission to purchase the following described lands: Commencing at a post planted 30 chains south of Mow Creek, Bute Inlet, and marked C. B.'s S. W. corner, thence north 40 chains, thence east 40 chains, thence south 40 chains, thence following the foreshore westerly to point of commencement, containing in area, 160 acres more or less. more or less. CHARLES BALL

John Blois, Agent Dated, December 13th, 1911,

Coast Land District-Coast Range 1 Coast Land District—Coast Range 1
Take notice that Edward Sovis, of Van'
couver, B. C., occupation, Insurance Agent,
intends to apply for permission to purchase
the following described lands: Commencing
at a post planted at the south-east corner
of the Indian Reserve at Vancouver bay,
about half a mile west of Aaran Rapids and
marked E. S.'s S. W. corner, thence north
40 chains, thence east 20 chains, thence
south 40 chains, thence following the foreshore westerly to point of commencement,
containing 80 acres, more or less (in area.)
EDWARD SOVIS,
John Blois, Agent.
Dated, December 18th, 1911.

Coast Land District-Coast Range 1 Coast Land District—Coast Range 1
Take notice that Charles O. Swanson, of Vancouver, B. C., occupation, Salesman, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the north-west corner of Asman's Pre-emption No. 3989, Stuart Island and marked C. O. S.'s S. W. corner; thence east 40 chains; thence north 40 chains; thence west 20 chains to the water, thence following the foreshore in a southerly direction to point of commencement, containing in ares 120 acres, more or less.

CHARLES O. SWANSON,

John Blots, Agent.

John Blois, Agent.

Dated, December 20th, 1911.

Dated, December 20th, 1911.

District of Coast—Victoria Land District
Take notice that 30 days after date, I,
Gertrude E. Mitchell, intend to apply to the
Hon, the Commissioner of Lands for a license to prospect for coal and petroleum
on the following described lands.
Commencing at a post planted at the
mouth of creek at the extreme westerly
point of Sutherland Bay, Drury Inlet, thence
north 30 chains, thence east 30 chains,
thence south 30 chains, thence west along
the northerly shore of Sutherland Bay to
point of commencement; containing 540
acres more or less.

GERTRUDE E. MITCHELL.

December 26th, 1911.

Take notice that 30 days after date, I, Gertrude E. Mitchell, intend to apply to the Hon, the Commissioner of Lends for a License to prospect for coal and petroleum on the following described lands. cense to prospect for coal and petroleum on the following described lands.

Commencing at a post one mile east most westerly point on the north shore of Sutherland Bay, Drury Inlet, thence north 80 chains, thence east 80 chains, thence south 60 chains, thence westerly along north shore of Sutherland Bay to point of commencement, containing \$50 acres, more or less.

GERTRIUDE E. MITCHELL.

December 26th, 1911.

District of Coast—Victoria Land District
Take notice that 20 days after date, I,
Gertrade E. Mitchell, intend to apply to the
Hon, the Commissioner of Lands for a License to prospect for coal and petroleum on
the following described lands.
Commencing at a post planted at the
mouth of a creek at the extreme westerly
point of Sutherland Bay, Drury Inlet, thence
south 36 chains, thence east 40 chains,
thence north 86 chains, thence westerly
along south shores of Sutherland Bay to
point of commencement, containing 640
acres more or less.

GERTRIUE E. MITCHELL.

December 26th, 1911.

District of Coast, Victoria Land District District of Coast, Victoria Land District
Take notice that \$0. days after date, I.
Gertrude E. Mitchell intend to apply to the
Hon, the Commissioner of Lands for a License to prospect for ocal and petroleum on
the following described lands.
Commencing at a post planted two miles
east of the most westerly point of Sutherland Bay, Drury Inlet, thence south \$0
chains, thence west \$0 chains, thence north
\$0 chains, thence easterly along south shore
of Sutherland Bay to point of commencement, containing \$60 acres, more or less.

GERTRUDE E. MITCHELL.
December 28th, 1911.

District of Coast—Victoris Land District
Take notice that 30 days after date, I,
Gertrude E. Mitchell, intend to apply to the
Hon, the Commissioner of Lands for a License to prospect for coal and petroleum on
the following described lands.
Commencing at a post planted at the
mouth of a creek at extreme westerly point
of Sutherland Bay, Drury Inlet, thence 30
chains south, thence 30 chains west, thence
30 chains north, thence 30 chains east to
point of commencement, containing 640
acres, more or less.

GERTRUDE E. MITCHELL.
December 27th, 1911.

District of Coast-Victoria Land District District of Coast—Victoria Land District
Take notice that 30 days after, date, I,
Gertrude E. Mitchell intent to apply to the
Hon, the Commissioner of Land, for a License to prospect for coal and petroleum on
the following described lands.
Commencing at a post planted one mile
south of the most westerly point Sutherland
Bay, Drury Inlet, thence south 80 chains,
thence west 80 cheins, thence north 80
chains, thence east 80 chains to point of
commencement, coatsming 640 acres, more
or less.

GERTRUDE E. MITCHELL. December 27th, 1911.

District of Coast-Victoria Land District District of Cosst-Victoria Land District
Take notice that 20 days after date, I,
Gertrude E. Mitchell, intend to apply to the
Hon, the Commissioner of Lands for a License to prospect for coal and petroleum on
the following described lands.
Commencing at a post planned one mile
south of the most westerly point of Sutherland Bay, thence south 30 chains, thence
thence east 30 chains, thence north 30
chains, thouse west 50 chains to point of
commencement, containing 540 acres, more
or less.

GERTRUDE E. MITCHELL
December 27th, 1911.

District of Coast-Victoria Land District

District of Coast—Victoria Land District
Take notice that 30 days after date, I,
Gertrude E. Mitcheli, intend to apply to the
Hon, the Commissioner of Lands for a License to prospect for coal and petroleum on
the following described lands.
Commencing at a post planted two miles
south of a point one mile east of the most
westerly point of Sutherland Bay, Drury Iniet, thence north 80 chains, thence east 80
chains, thence south 80 chains, thence west
80 chains to point of commencement, containing 640 acres, more or less.

GERTRUDE E. MITCHELL
December 28th, 1911.

District of Coast-Victoria Land District District of Coast—Victoria Land District
Take notice that 30 days after date; I,
Gertrude E. Mitchell, intend to apply to the
Hon, the Commissioner of Lands for a License to prospect for coal and petroleum on
the following described lands.
Commencing at a post planted two miles
south of a point one mile east of the most
westerly point cf. Sutherland Bay, Drury
Inlet, thence south 80 chains north, thence
30 chains east, thence 30 chains north, thence
30 chains west to point of commencement,
containing 640 acres, more or less.

GERTRUDE A MITCHELL
December 23th, 1911.