Wreck Broken Up By Heavy Seas

Wempe Brothers Demolished In The Breakers Near Bonilla Point.

Collision Between Steamers Off Japan Causes Heavy Loss of Life.

(From Friday's Daily.)

The wreck of the four-masted schooner Wempe Brothers—a new lumber vessel owned by William Olsen of San Francisco, and valued at fifty thousand dollars—which drove ashore on the rocks off Bonilla point, near Carmanah, on Tuesday night, was broken to pieces yesterday by the pounding of the tremendous seas which sweep in on the Vancouver Island coast. During the night the schooner broke in two, and the fore part slid from the rocks and foundered in deep water, while the after end slewed right around and lay broadside to the heavy seas which ran and broke against her side, throwing clouds of spray and spume over her. This soon told, and yesterday morning the vessel soon became kindling wood. The great seas, which from the time she struck the rocks, had been breaking right over, throwing breakers and spray over her mastheads, caused the total demolition of the brand new lumber droger in less than twenty-four hours from the time she drove on to the shore before the southwest wind.

Had the tug Wanderer not happened to be in the vicinity, and in a position to take off the crew of the wrecked schooner, it is feared that some of them would have been lost when the vessel drove ashore, for they would have had little chance to escape when the vessel went into the breakers. Lighthousekeeper Daykin, with his sons, went from the lighthouse at Carmanah and made an effort to get the new sails and other articles which it seems there was a chance to save from the vessel, but all efforts to this end proved unavailing, and nothing was recovered, the schooner with everything on board, being a total loss. The tug Albion, which proceeded to the scene and arrived prior to the return of the tug Wanderer from Neah Bay, where the U. S. tug went to land the master and crew of the wrecked vessel, was unable to do anything, she and the Wanderer being obliged to lie off about two miles from the wreck.

The steamer Queen City, which returned from the West Coast yesterday morning, did not bring any news regarding the wreck—having passed the scene at 2 o'clock in the morning, and the night was a dark and stormy one.

SEALERS WERE LOST.

Details of the Sad Tragedy Which Cost Three Lives.

Two sealers returned to port yesterday, the Umbrina, Capt. J. Haan, with 821 skins, and the Sadie Turpel, with 261—this being the lowest catch reported. A number of other schooners are reported to have arrived at the various ports on the Vancouver Island coast, and may be looked for at any time. With the arrival of the Umbrina, full details were received of the loss of the boat's crew of three men from that vessel and the more pleasing report given that the men, reported drowned from the Zillah May, were picked up by the Diana. With the mate, Gus Lindgren, were A. Gligis and A. Otterman, two young men between the ages of 20 and 25. Capt. Haan, in speaking of the tragedy yesterday, said: "At 8 o'clock on the morning of the 25th September, when there was a fresh wind blowing from the westward, the mate went out with the fleet of boats and canoes which left the vessel. The weather moderated soon after the boats left, but freshened at 3 o'clock in the afternoon, and all the boats and canoes, other than that of the mate, returned to the schooner. When 8 o'clock came and there was no news of the missing boat, we became alarmed, and hoisted a flare on the mast head so that they would be able to make their way to the schooner if nothing had happened to them. This was kept burning until midnight, but nothing could be seen or heard of the three men. We cruised about the vicinity next morning and found an oar and the mast step from their boat, but found nothing else. The three were without doubt, drowned, having evidently been capsized in a squall.

QUEEN CITY RETURNS.

Man Lost From the Annie E. Paint—Penelope Loses Boats.

Steamer Queen City, Capt. Townsend, which returned yesterday morning from Cape Scott and way ports of the Island Coast, brought news that one of the members of the crew of the schooner Annie E. Paint, named Delaney, was knocked from that vessel while fastening a hoop tackle, and was drowned, during the voyage of the schooner from Behring Sea. The sealing schooner Penelope, Capt. G. Heator, which had arrived at Kyuquot with 750 skins, had had a very rough trip down from Behring Sea, and the schooner had tripped during a heavy storm and flooded her decks carrying away all her boats and canoes. The Libbie, Capt. W. Heator, was at Kyuquot with 940 skins, the top liner of the fleet, and the Annie E. Paint and Diana, which had to go to Nootka to land their Indians, were making a harbor during the rough weather at Kyoquot. Several other schooners, all of which have been reported, were on the island coast.

The Queen City brought news of a strike of anthracite coal at Winter Harbor, Quatsino. Work had been commenced again at the Yreka mine on Quatsino Sound.

The passengers who arrived by the Queen City were W. C. Spicer, A. Watson, J. C. Ferguson, W. T. Dawley, W. Poole, J. H. Atkinson, Capt. McDonald, S. McDonald, John Gault, J. Williams, B. Lawson, Dr. Newcombe, Master Newcombe, G. Vincent, J. W. Russell, John Ash, A. Awlin, Mrs. Sutton, W. J. Boyle, C. Tortin, G. La Forrest, H. D. Ingalls and M. Breshnham.

THE CAPTAIN'S STORY.

Report of the Master of the Wrecked South Portland.

A despatch from San Francisco says Capt. J. B. McIntyre, master of the wrecked steamship South Portland, has arrived there and made his report to the United States inspectors. In telling his story of the disaster at the office of the owners of the lost vessel, Capt. McIntyre said:

"The loss of passengers could not have been avoided. We agreed to leave the steamship to get in the boats. All were aboard, thirty-nine souls. Mr. Bruce, the chief officer, was to take one boat, and I the other. The two boats were amply large to carry the thirty-nine. The boats were lowered together. In my boat were all the passengers but four—four men.

"These four and the crew were to go with the other boat. But as soon as my boat was lowered and we all were in it, the boat capsized. I and the sailors righted it. I climbed in, one boy with me. We had one oar, and with that we paddled about and picked up seven passengers. The rest sank before our eyes.

"I knew the other boat, too, had tipped over in being lowered. But there was nothing I could do, for then I was in the boat, and my immediate duty was to save those swimming about me.

"As soon as I had put ashore those saved in my boat, we went back and found the life raft, with Officer Bruce upon it. It was this raft we towed to Port Orford. We could not find the other raft.

"Never has the South Portland carried more passengers than she was licensed to carry. We have had stowaways, much to our regret.

"We struck Blanco Rock at 4:40 p. m., and I was thrown into the water at 5.02, when my watch stopped."

Chief Engineer Ward said that within fifteen minutes after the vessel struck he found that all the boats were gone, and the captain not in sight. The engines ran for half an hour later.

Several sailors who also reached this city with Captain McIntyre, agree that the steamer floated half an hour after the captain left her, and that his boat could have held more men than there were in it.

THE STRANDED TANNER.

Brig is Still Fast in Vicinity of Port Angeles.

A photograph of the wrecked brig Tanner received here, shows that the brig is fast imbedded in the sand and all efforts to move her are proving unavailing. She may be a total loss. The brig was built at Smithtown, N. Y., in 1855, and is now in her forty-eighth year. She is 201 gross tons and 276 net; is 129 feet long, with a depth of 12 feet; her home port is San Francisco, and owned by Captain William Newhall. She was formerly owned by the Seabeck Mill Company until about three years ago, when she went aground near Point Wilson, at which time Capt. Newhall purchased here, had her pulled off and fitted up, and has continued her in the trade between Puget Sound and Pacific ports, and she is said to have always been a very profitable vessel. She is now hard aground, but is being dismantled and lightened in the hope that tugs will be able to float her.

WHALERS RETURN.

First of the Blubber Hunters Reaches San Francisco.

The whaling bark Charles W. Morgan, Capt. Earle, the first of the blubber hunters, returned to San Francisco, with a cargo valued at about $22,000, on Wednesday. She left San Francisco November 22, 1902, hunted the South Seas and the waters along the coast of Japan, and came here from the Okhotsk Sea. Her luck was fair.

In the Morgan's hold are about 1,800 barrels of sperm oil. She reports that in company with the whalers California and Alice Knowles, she passed through the hurricane which in January last, swept the Paumoto Islands with such tragic results, when all the vessels suffered more or less damage. A Portuguese sailor died on the voyage.

The rest of the whaling fleet is expected within the next few days.

ANNIE CAMPBELL READY.

Will Leave For Sea Today With Props For Santa Rosalia.

The schooner Annie E. Campbell, which is laden with 177,187 feet of props for the mines at Santa Rosalia from this port on account of W. A. Ward & Co., Ltd., is at the Ocean dock, ready for sea. She will be towed out today. The German ship Ariadne will proceed to Tacoma to load lumber, having received a charter to load at the Sound port instead of loading salmon. Capt. Thos. Evans of the ship Bank leigh, has written to the agent in charge of the Port Townsend hydrographic office, telling of a hurricane experienced by that vessel in lat. 17, long. 125, and, stripped of canvas, the ship traveled under bare poles faster than any steamer could go.

MATE IS DROWNED.

The Puget Sound Company's Tug Wanderer Loses Man at Port Townsend.

Advices have been received from Port Townsend to the effect that Alfred Plottner, mate on the tug Wanderer, was drowned by being thrown from that vessel as the hawser was pulled in after dropping the German ship Chile at the ballast grounds.

The hawser caught on the side of the tug, and on being drawn taut, slipped off, and in passing across, caught Plattner, and tossed him into the water. The blow must have stunned him, as he was not seen to rise, nor was the body recovered.

Plottner was a native of Leubeck, Germany, and was 26 years of age, with no known relatives in this country.

COMPANY IN CONTEMPT.

Jap Line Cited to Appear in a Seattle Court.

The Nippon Yusen, Kaisha, Japanese steamship company, was cited by Superior Judge Tallman, to appear in court October 30, and show cause why it should not be punished for contempt of court in failing to recognize the injunction prohibiting the departing of Shizuyo Morikawa, alleged wife of Dasahora Morikawa, on the steamship Shinano Maru, October 24, says a Seattle despatch.

The immigration officers refused to allow the Japanese woman to land at Seattle, claiming that she had been imported for immoral purposes by Dasahora Morikawa. He, claiming to be her husband, promptly secured an injunction forbidding the steamship company taking her back to Japan. It is alleged that the order has been disregarded, and that she is now on the high seas en route to Tokio.

MANY LIVES LOST.

A cablegram from Yokohama says a collision occurred in a fog on Wednesday off Hakodate, Japan, between the Nippon Yusent Kaisha Company's steamer Tokai Maru, and the Russian steamer Progress. The Japanese steamer sank, and of the 100 passengers and crew on board the Tokai Maru, only 56 were saved.

The Tokai Maru is a vessel of 1121 tons, 135 normal horse power, operating from Yokohama to Japan, Korea and Northern China.

The scratch of a pin may cause the loss of a limb, or even death, when blood-poisoning results from the injury. All danger of this may be avoided, however, by promptly applying Chamberlain's Pain Balm. It is an antiseptic, and unequalled as a quick healing liniment for cuts, bruises and burns. For sale by all druggists and dealers.

In the neighborhood of Westminster lives a politician who is notorious for the difficulty he finds in meeting his small obligations. One day a visitor called to see the editor of a paper subscribed to by the politician in question, and found the office boy occupying the chair. "I want to see the editor," remarked the caller. "He ain't in," replied the boy. "How long has he been out?" "An hour or so." "When will he be back?" "Don't know." "Have you any idea when?" "Not the slightest. Just as like as not he won't never git back." "Way, where has he gone?" "He went round to collect a subscription from Mr. ——, M. P., and he said he was going to stay till he got it."

Chamberlain May Visit Victoria

Report That British Statesman May Come to Canada Next Summer.

How Mr. Wallace Rose From Messenger Boy to War Correspondent.

(From Friday's Daily.)

The Hon. Joseph Chamberlain is likely to visit Victoria during the coming summer in the interest of his fiscal policy, according to Mr. Edgar Wallace, special correspondent of the Daily Mail, who has been visiting this city completing his trip across Canada in the interest of his paper. He has written a number of letters from Canada telling of the Canadian attitude on the fiscal policy of Mr. Chamberlain, and he says he has found that Canada is very friendly to the imperialistic policy of the statesman from Birmingham.

Mr. Wallace, who has achieved an enviable reputation in the newspaper world as the war correspondent of the London Daily Mail, was a poor boy in London, and not more than six years ago was a full private in the British army, a common soldier with a shilling a day, whereas he now has a salary that yearly runs into five figures.

He left school at 11 years of age and became a messenger in London. At 13 he was selling newspapers on the London streets for W. H. Smith & Co. Then he became a cabin boy on one of the fishing schooners sailing to the North Sea. He was in the schooner 43 A when she was lot on the Goodwin sands, and was rescued with his fellow-fishermen by another schooner. He carried lime, screened sand, cleaned and did other work for some time, and after running as purser on a tramp steamer engaged in a coasting trade from London, he joined the army at the age of seventeen.

He became a private of an infantry regiment, and, having had a hobby of medicines and anatomy, etc., he finally drafted into the Medical Corps. As a "Tommy" he often wrote soldier songs and poetry. He wrote some comic songs also, some of which were taken by Mr. Arthur Roberts, one of the foremost of London's comedians. He wrote a song called "A Sort of a King of a ——" for Mr. Roberts when a soldier, and was given 168 hours cells for breaking leave to go and hear it sung.

He was drafted to South Africa with his corps and fought through the Matabele campaign. During this campaign he was utilized by the admiralty with others of the Medical Corps, to nurse the sick who came from the Benin expedition, and received thanks from the admiralty.

When at Cape Town, on the advice of Mr. Rudyard Kipling, who had admired his work, he secured a position on a Cape Town newspaper in 1897, and remained there until the war broke out. He had been known to Mr. Kipling as "the soldier poet," and was invited to a dinner at Cape Town by the author. He went in uniform, and Mr. Kipling afterward used influence to secure him a post on the Cape Town paper.

When the South African war broke out he became the Cape Town correspondent of Reuter's agency, and was afterwards sent with General French's column in the war against the Boers. Then he was transferred to General Methuen's column, and from that post was sent to join General Fred Carrington, who was advancing toward Mafeking through East Africa.

He secured the management of a newspaper at Johannesburg at a salary of £2,000 a year, and later was asked to join the staff of the London Daily Mail by Mr. Harmsworth. He had been writing articles in the Daily News on South Africa and the campaign, and when he took service with the Daily Mail he found the war on as strong as ever. He advised London that the campaign was going strong and was sent to the front.

He left the front, going from one engagement to another that was more pressing—to marry his fiance at Cape Town. After a honeymoon of two days he returned to the front. This was in May, 1901, and soon after his arrival at the front he found that the Boers had been shooting the wounded at Vlakfontein. The Boers had rushed a column and captured some British guns, shooting and bayonetting the wounded. For purposes of their own the British war department suppressed the news of this outrage and had cut all references to it from the telegrams of the correspondents. He learned of this and smuggled a letter through which told the story in all its details.

When the Daily Mail published the startling news there was a great talk in the House of Commons, and Mr. Wallace had to enter a discussion with the War Department and Hon. Mr. Brodrick, minister of war. He was slated by the War Department and was told that he would not be allowed to accompany any other British force. His despatches were quite correct, though. This was proven, but he had committed the offence of publishing matter which the War Department did not wish published, and for this he lost the medal given for the South African campaign.

He was the first correspondent to give the world the news that peace had been declared. This was done by sending messages which appeared to be commercial telegrams, to the editor of the Daily Mail at a private address. His first message read: "Referring to the sale of the Gold farm, Paxfontein, all parties necessary to the contract are now in Pretoria, where Alfred has gone to get bottom price." This code was understood, and the Mail writers were enabled to announce exclusively that negotiations were being made for peace.

A series of commercial cables, that is, seeming commercial cables, followed, in which Chamberlain was referred to as "your Birmingham agent," the cabinet as "your London house," and Kruger as "your Holland agent," with meaningless messages interspersed to keep up the deception for the censor's benefit. In the meantime letters had been received by the editor in London that when peace was declared a message would be sent to buy so many shares of a certain stock, and if not, another stock. Peace was declared, and by Mr. Wallace's ruse, the Daily Mail was the first paper to publish the news, and Mr. Wallace, in the interim since he was a soldier, had become a noted journalist.

SUDDEN DEATH.

Well-Known Clear Importer Found Dead in Bed.

Peterboro, Oct. 30.—Charles Legros, barber and tobacconist, was found dead in his room this morning. Heart disease was the cause of death. He was one of the largest importers of Havana cigars in Canada and was well-known in every large town from Halifax to Victoria, where he sold his goods.

CHILDREN CREMATED.

Criminal Carelessness of Habitant Parents Results in Death of Little Ones.

Quebec, Oct. 30.—A telephone message from St. Philomen, Bellechase county, says three children of Mr. and Mrs. Francois Dechardt, the oldest five years, were cremated by fire which destroyed the house in the absence of the parents who were visiting neighbors and had left the children alone. Two other children were saved, but one of them an infant, is in a serious condition from suffocation caused by smoke.

The French sardine catch last year was less than 20 per cent. of the average, and this year's again will probably be no more than 25 per cent. of the average.

Canada Has'nt Fared Badly

This the Opinion of Bishop Ridley On the Alaskan Boundary Award.

Wales And Pearse Islands Are of Immense Importance Strategically.

(From Friday's Daily.)

On arriving at Vancouver on the steamer Tees from the North, Bishop Ridley, after a twenty-five years' residence at Port Simpson and Metlakahtla, gave out the following written opinion on the Alaska boundary award:

I have today arrived from the North by the steamer Tees and find most people aggrieved by the Alaskan award. The general public will thus be surprised that an old Canadian can be found who has lived a quarter of a century in sight of Alaska and knows every creek and cranny of Portland channel and its vicinity and yet does not share the wrath against the authors of the award.

Mr. Aylesworth's protest is against the cession of Wales and Pearse islands to Canada. That must, I suppose, be therefore regarded by him as the chief injury to our Dominion. This is the crucial point of the protest—indeed, it is the only point.

It is possible that of the many maps of this region (and they generally disagree) there may be one or more that may seem to justify the Canadian claims. If all were in agreement there could be no contention. It were foolish for us to argue that only what commends itself to us must alone be fair and true. There are, of necessity, two sides, or there would be no dispute.

Now it is indisputable that until the White Pass railway was built we were accustomed to regard the boundary up the middle of the Portland channel as the right one. I never heard it questioned. The change effected has upset this established view, and there goes up a general howl of execration against the award. President Roosevelt's note of congratulation to his lawyers is supposed to prove that the United States have gained a victory over us. Is it not possible to think he is glad a cause of friction is removed?

If I were an American I should rather attribute his note as a ruse to cover his retreat from an unsuccessful attempt to retain the possession of islands ceded to Canada.

Before my time as one of the pioneers in the north of British Columbia, the United States had a custom house and fort at Fort Tongass, a very small islet adjacent to the two islets some Canadians now regard as theirs by right but filched from them by the wily Yankees. At that time and ever since, the western shore of Portland channel was regarded as the boundary. Now it is not. Let us look at the facts.

From the southern entrance of Portland channel for twenty-seven miles northward, the channel is perfectly straight. Then it diverges to the west. So we argue. But the Americans say this straight line goes sixty miles further northward and therefore "that" is the true boundary and not the bent westward channel. But the sixty miles beyond forms the Observatory inlet and between this and the western inlet there is a peninsula containing 450 square miles.

On the shores of this peninsula gold has already been found in many places. I believe it is a very rich region. Again, the timber in this continuation of Portland channel claimed by the United States is the best in that part of the province. The salmon streams abound. This year a new cannery has been built there and the owners were afraid that their property would come under the Stars and Stripes. What groaning if this had happened! But it has not and this valuable 450 square miles is ours today, and at the Alice arm of this inlet we are nearer to the Peace river pass as a railway possibility than any other place.

Now let us proceed southward to the islands. The islands are together twenty seven miles long and six miles broad, and contains 162 square miles. That these come into our possession came to us at Port Simpson as a great surprise and a wonderful gain. It means not only the 162 miles, but good harbors, salmon streams, a cannery that has put up 40,000 cases this year, hitherto under the American flag—will not the owners curse us!—abundance of timber, and finally both sides of Portland channel our own, so securing free access to the valuable fisheries on the Naas river. On the other side the Americans, to reach their branch of Portland inlet, must sail on our waters.

If these things do not satisfy us, our greed is phenomenal, even for an Anglo-Saxon, and is greater than any Yankee's.

But there is yet another acquisition. From the southern end of Wales island to the northern entrance of Port Simpson harbor is six and one-quarter miles, near enough to command it by a hostile force. The cession of this island leaves the nearest American island—Sitklan—eleven and one-half miles distant a pretty long range. The difference to a military engineer is enormously in favor of the Dominion.

This does not exhaust our advantages. The two tiny islands about six square miles retained by the United States are low-lying, exposed to the full fury of the ocean, iron-bound covered with scrubby pines and may be regarded as Nature's breakwater to afford shelter in the adjacent harbor at the end of the ceded Wales island. These two islands are not much above the sea level. The adjacent Wales island is lofty and a few sharpshooters would clear out the bravest men who should ever attempt to make the islands Sitklan and Kannaghanut, a base of operations against Simpson Harbor. The advantages are uniformly our own.

Finally, let it be remembered that the site of the projected city and its wharves in Cunningham passage will be fourteen miles from the nearest American territory, far enough to allay the fear of all the old ladies of Canada, even if the lawyers still shake in their shoes.

Let it not be supposed that in thus writing I entertain the dread of hostilities between the British Empire and the United States. To me it is almost unthinkable and this decision, which appears to give satisfaction across the border, is another link that binds the two people together firmer than ever. When understood it will give greater satisfaction on this side and put to shame the fools that cry out against the mother country and may even salve the wounded souls of the disappointed lawyers.

Yours faithfully,

WILLIAM RIDLEY,
Bishop of Caledonia.

Vancouver, B. C., Oct. 28, 1903.

HARVESTER COMPANY.

Chicago, Oct. 29.—The official announcement of the completion of the International Harvester Co.'s plans of centralization, were made today. Hereafter one general agent and organization will handle all five lines of the consolidated companies, and it is said there will be a very material saving in operating expenses. It was stated that the consolidation was to effect economy which would otherwise be impossible.

Bobby—Do I have to go to school again, mother? Mother—Of course, Bobby. Bobby—Why, mother, I heard you tell father last night that I knew entirely too much.—Detroit Free Press.

Everywhere the people are coughing. The sudden changes of temperature at this season of the year give rise to coughs and colds which need only to be neglected to develop into

Bronchitis or Pneumonia.

The mere mention of coughs and colds suggests to most minds the advisability of using Dr. Chase's Syrup of Linseed and Turpentine.

Not that this is the only treatment for such ailments, but because it has time and again proven its superiority by curing not only coughs and colds, but also bronchitis, croup, whooping cough, asthma, pneumonia and even consumption in its earlier stages, when other remedies seemed of no avail.

Dr. Chase's Syrup of Linseed and Turpentine is a great favorite with mothers, both because of its extraordinary soothing and healing properties and because children like to take it.

Many a child has been saved from bronchitis and consumption; many a life has been spared by the timely use of this great medicine, and prudence suggests the wisdom of always keeping a bottle at hand in order to prevent serious and fatal developments of coughs and colds, and to quickly cure croup, which so frequently comes when least expected.

Like most preparations which have attained a world-wide reputation and enormous sales, Dr. Chase's Syrup of Linseed and Turpentine has many imitations.

Be careful when buying. Refuse substitutes which do not possess sufficient merit to make a reputation for themselves. Insist on seeing the portrait and signature of Dr. A. W. Chase on the bottle you buy.

MRS. LLOYD.

Mrs. J. W. Lloyd, Albion street, Belleville, Ont., states:—"In the beginning of last winter I took a very severe cold accompanied with a bad cough and was almost laid up for a time. I tried several remedies but with indifferent results. On the advice of a friend I got a bottle of Dr. Chase's Syrup of Linseed and Turpentine and found that it relieved the cough at once. By the time I had taken the one bottle my cold was gone and I can truthfully recommend it as a splendid remedy for coughs and colds."

Mrs. J. Provost, Renfrew, Ont., writes:—"My boy, fourteen years of age, had a very serious cold on his chest last winter, and I was afraid he was going to die. He coughed nearly all the time and spit up blood. We had given up all hope of cure when we heard of Dr. Chase's Syrup of Linseed and Turpentine. After using one bottle he was greatly improved, and I can certify that two bottles completely cured him. I know of no medicine which acts so promptly and I gratefully recommend it to others."

Dr. Chase's Syrup of Linseed and Turpentine

Is sold by all dealers at the advertised price of 25 cents a bottle, family size, three times as much, 60 cents. Edmanson, Bates & Co., Toronto.

To protect you against imitations the portrait and signature of Dr. A. W. Chase, the famous Receipt Book author, are on every bottle of his remedies.

Notice is hereby given that 30 days after date, I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum on the following described lands, commencing at a post on the west bank of the Bulkley River, about 7 miles north of Morristown in Skeena District: Commencing at the N. E. corner post; thence south 80 chains; thence west 80 chains; thence north 80 chains; thence east 80 chains to place of commencing; containing 640 acres, more or less.

GEO. H. DRAPER.
MARTIN SANDERS, Agent.

Sept. 2, 1903.

Notice is hereby given that 30 days after date, I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum on the following described land, commencing at a post on the west bank of the Bulkley River, about 7 miles north of Morristown in the Skeena District: Commencing at the S. E. corner post; thence north 80 chains; thence west 80 chains; thence south 80 chains; thence east 80 chains to place of commencing; containing 640 acres, more or less.

NUTON HIGBEE.
MARTIN SANDERS, Agent.

Sept. 2, 1903.

Notice is hereby given that 30 days after date, I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum on the following described land, commencing at a post on the west bank of the Bulkley River, about 7 miles north of Morristown, in Skeena District: Commencing at the southwest corner post; thence north 80 chains; thence east 80 chains; thence south 80 chains; thence west 80 chains to place of commencement; containing 640 acres.

MARTIN SANDERS,
Locator.

Sept. 2, 1903.

Notice is hereby given that 30 days after date, I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum on the following described lands: Commencing at a post on the west bank of Bulkley River about seven miles north of Morristown, in Skeena District; commencing at the northwest corner post; thence south 80 chains; thence east 80 chains; thence north 80 chains; thence west 80 chains to place of commencement, containing 640 acres, more or less.

LUKE CARLTON, Locator.
MARTIN SANDERS, Agent.

Sept. 2, 1903.

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 Bulkley river, at northeast corner of land staked by one D. H. Kidd, running thence southwest along said Kidd's claim 80 chains, thence about southeast 20 chains, thence back to Bulkley river, thence down said river to initial post.

ALBERT FREEMAN.

Notice is hereby given that 60 days after date I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to purchase the following described tract of land, situate on the northwest coast of Kai-en Island: Commencing at a post marked A. E. Johnston's S. W. corner, thence running east 80 chains thence north 80 chains, thence west to the shore, thence along the shore to point of commencement, containing an area of 640 acres or less.

A. E. JOHNSTON.

Kaien Island, Sept. 28, 1903.

Notice is hereby given that I, Bickford Shatford, of Slocan City, B. C., intend within the time prescribed by law to apply to the Chief Commissioner of Lands and Works of the Province of British Columbia, for a license to prospect for coal and petroleum upon the lands hereinafter described, commencing at a post at the southeast corner, marked Bickford Shatford's southeast corner post, thence 80 chains north, thence 80 chains west, thence 80 chains south, thence 80 chains east to the post of commencement.

These lands are situated on the west side of the Parsnip river at the mouth of the Moutitsiteca creek, in the Parsnip valley, Omineca District, British Columbia.

Dated the twenty-ninth day of August, A. D., 1903.

BICKFORD SHATFORD.
By, G. M. Gething, his Attorney.

Notice is hereby given that 60 days after date I intend to apply to the Hon. the Chief Commissioner of Lands and Works, for permission to purchase the following tract of land situated on Kai-en Island, commencing at a post marked "F. Parker's S. W. Corner," thence running east 80 chains, thence north 20 chains, thence west 80 chains, thence 20 chains to point of commencement, containing an area of 160 acres more or less.

F. PARKER.

Kai-en Island, Sept. 27, 1903.

Notice is hereby given that 30 days from date I intend to apply to the Chief Commissioner of Lands and Works for permission to lease 40 acres of pasture land at the S. E. corner of Lot 532, thence N. 20 chains, thence E. 20 chains, thence S. 20 chains, thence W. 20 chains to point of commencement. Also 40 acres of pasture land commencing at N. W. corner Lot 532, thence W. 20 chains, thence S. 20 chains, thence E. 20 chains, thence N. 20 chains to point of commencement.

H. R. ST. A. DAVIES.

"Marshmead," Chilcoten, B. C.

Oct. 20th 1903.

Notice is hereby given that application will be made to the Legislative Assembly of the Province of British Columbia at its next session, for a private bill to incorporate a company to build, equip, maintain and operate a line of railway, of standard or any other gauge, with any kind of motive power, from a point at or near Sarita Townsite or some harbor on Alberni Canal on Vancouver Island, thence by way of the Nit-Nat Valley to Cowichan Lake, and from Cowichan Lake by way of Cowichan River to Cowichan Bay on the East coast of Vancouver Island, or by some other convenient and feasible route from Alberni Canal aforesaid, to the said Cowichan Bay or some other point or harbor on the said East coast of Vancouver Island most convenient and suitable for the terminus of the said railway, with power to construct, operate and maintain branch lines to any point within twenty miles of the main line of railway, and with power to construct, operate and maintain all necessary bridges, roads, ways and ferries, and to construct, acquire, own and maintain wharves and docks in connection therewith, and to construct, own, acquire, equip and maintain steam and other vessels and boats and operate the same on any navigable waters, and to construct, operate and maintain telegraph and telephone lines along the routes of said railway and its branches, or in connection therewith, and to transmit messages for commercial purposes; to generate electricity and supply light, heat and power, and to erect, construct, build and maintain the necessary buildings and works and to generate any kind of power for the purposes agoresaid or in connection therewith for reward; and to acquire and receive from any government, corporation or persons grants of land, money, bonuses, privileges or other assistance in aid of the construction of the company's undertaking; and to connect with and enter into traffic or other arrangements with railway, steamboat or other companies, and for all rights, powers and privileges necessary in or incidental to the premises, and for other purposes.

Dated at Vancouver, B. C., this 7th day of October, 1903.

WILSON, SENKLER & BLOOMFIELD,
Solicitors for the Applicants.

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Sir Henry Drummond Wolff (says the St. James Gazette) is better qualified than most men in Europe to express an opinion upon the critical condition of affairs in the Near East. Seven and fifty years have come and gone since as a boy of sixteen he first entered the Foreign Office. His father the son in law of the second Earl of Oxford, was a great traveler and an experienced man of affairs. Asked to name the means by which he could be most acceptably requited for services he had rendered, he chose to have a berth in the Foreign Office for his boy. Palmerston was willing, the young Henry was taken from Rugby and forthwith began his career. His long experience as a diplomat closed with an eight years' Ambassadorship at Madrid, and then he retired on his well won laurels.

The Medical Press and Circular has learned that so long as skirt bands are fastened round the waist corsets of stiff material should be worn.