LOCAL AVIATOR'S SECOND FLIGHT

W. W. Gibson Succeeded in Flying Yesterday But After Landing His Machine Met With Accident

W. W. Gibson, the Victoria aviator, made a second flight yesterday with his twin-plane. This flight showed once more the flying qualities of the machine, but it demonstrated also that while inventors may be born, aviators must be made.

Mr. Gibson left the shed with his plane about 4 o'clock yesterday afternoon and starting his engine on a slight incline rose to the air about fifty feet from the shed. Passing the shelter of a clump of trees a strong cross wind was encountered with the result that the aeroplane was drifted dangerously near some trees. Mr. Gibson not using his rudder. He shut off his engine to avoid collision and came down, but unfortunately his wheels were not equipped with brakes and the momentum drove the aeroplane into an oak tree at the rate of about 25 miles an hour. The slight damage which occurred as a result of the contact with the tree indicated strongly the substantial structure of the machine. The damage, apart from the splitting of a couple of wooden planes and the buckling of a wooden lateral truss, was confined to injury of two of the wheels. Repairs will be effected within the course of a few days and another flight will then be made.

In discussing the flight, Mr. Gibson said he was under the disadvantage of having to learn the art of aviation by experience, there being no "flying schools" in British Columbia. His flights have demonstrated to his satisfaction that the machine is all that is required and all that is necessary to demonstrate it is practice in "airmanship."

The Twin-Plane.

The Gibson twin-plane is a unique machine. It differs from all previous types of aeroplanes. It is composed of two planes, one behind the other, both triangular. These planes are fixed, the machine rising or falling according to the elevation of depression of a triangular plane of cedar which is worked by a lever and forms the nose of the craft. There are also a couple of other cedar planes beneath the triangular canvas ones which aid materially in lifting. Altogether he has 330 square feet of lifting service as against 160 of the Blériot monoplane.

The remarkable feature of the Gibson twin-plane is that owing to its design it is automatically stable and its stability is increased by the fact that the engine is suspended in the centre of the airship beneath the planes. The propellers are fixed, one in front and one behind the engine. These revolve in contrary directions and the air produced contributes to the buoyancy of the craft instead of tending to depress it as is the case with other aeroplanes which have their propellers fixed on the top of the machine. The operator sits in front and above the front propeller and thus is not incommoded by the wind made by the revolving blades. This removes much of the discomfort experienced by other airmen owing to the coldness developed by the wind from the propellers.

The craft is steered by a rudder somewhat of the same shape as the rudder of a racing shell and is made of varnished cedar.

The Appearance.

In general appearance the Gibson twin-plane is also unique. It is about [illegible] feet long by less than ten feet in width at the widest part, tapering to a point fore and aft, thus the air resistance is reduced to a minimum and such greater speed per horse-power can be developed. This type of machine also, offers much less surface to the wind and so will be able to cope with much more adverse atmospheric conditions than the familiar monoplane or biplane. The engine develops forty horse-power and was designed by Mr. Gibson himself. The machine also, complete with engine, weighs about [illegible] pounds, and has been tested to carry half a ton dead weight with ease.

While Mr. Gibson says he has much to learn in way of handling his machine in the air, yet no difficulties beyond those of manipulation in flight have presented themselves, and it will be quite feasible to design a machine of this type which would accommodate many passengers.

Mr. C. D. Macdonald has returned from New Westminster, where on Wednesday last he assisted as best man at the wedding of Miss Lucy Elliott and Mr. W. A. Urquhart.

Donald Macdonald, the Salmon river rancher and trapper, charged with the murder of his neighbor and old-time friend, Frank Savage, on the 14th inst., has been committed for trial by Magistrate Magistrate Alexander, of Vancouver.

A private company is completing plans for the installation of a modern electric lighting service at Merritt. The city will provide waterworks as a municipal service, and will also undertake important sewerage works at an early date.

Proceedings have been taken by the Fir Lumber Co. against Alexander Kurtzall, who is charged with threatening violence to the company's employees. It appears that many logs of the large boom which was broken up are being towed to Nanaimo, drifted into a bay on Lasqueti Island and were claimed by Kurtzall and others; when the employees of the company were sent to recover the logs, Kurtzall is alleged to have threatened to shoot them. He is held for trial.

EARL BATHURST ON NATIONAL SERVICE

Visiting Nobleman Addresses Canadian Club and Urges Organization to Interest Itself in Defence League.

Urging the Canadian club to identify itself with the defence league which is in process of formation in the Dominion the Right Hon. Earl Bathurst, yesterday delivered a speech on imperial topics at the Broad street hall, as the guest of the local Canadian club. He understood, he said, that the work of forming this defence league in Canada was proceeding very slowly, and he considered that an impetus would be given to the movement if the Canadian club, as a patriotic body, would take the matter up and form a branch here.

The luncheon presided over by Dr. O. M. Jones, was well attended. His lordship said that he understood the object of the Canadian club was to encourage all that was best for the empire and to forward the movement for uniting the British peoples into one strong nationhood. He personally had always been in favor of the policy which would lead up to a Greater Britain. It was an ideal which should be kept before the different parts of the empire and carried through even at the cost of time, of money, and if necessary, of lives.

The speaker went on to say that he belonged to a body of men who were at present very much in the limelight in England. An opinion seemed to prevail that the peers were a good for nothing body of men who spent their time in horseracing and card playing. He could assure his audience that this was not the case. A greater proportion of men who had rendered sterling services for the empire could be found in the house of lords than in any other body of men. Even the rank and file of that house had enormous public duties to perform. They were members of municipal councils, of the London County Council, as well as directors of companies. Many of them had served, or were serving, in the army. A considerable proportion had taken an active interest in the territorial movement. On the whole the peers of England were a body of men who had done considerable service for the empire.

Continuing, Earl Bathurst alluded to an interview published in the Colonist in which it was stated that he was in agreement with Mr. Norton Griffiths' idea of a central government for the empire. He would like to contradict that statement, as he did not quite understand what Mr. Griffiths' idea was or how it would work out. He could say, however, that he was in favor of oversea representatives sitting in the British house of lords and voicing the opinions of the daughter nations on matters of imperial moment. He had also to take exception to a statement made editorially in the Colonist wherein he had been quoted as saying that Canada had a peerage. He had not made this statement but had said that Canada had peers of her own in the persons of Lord Strathcona and Lord Mount Stephen. Then again, a portrait over the caption "The Countess of Bathurst," had appeared in that paper. The picture which had been published was not his wife, but a distant relative of the family.

Earl Bathurst went on to explain his interest in the territorial movement in Great Britain and in the matter of imperial defence generally. Since he had come to Canada he had been making inquiries about the military defences here. He had been told by one "authority" that the Canadian army was strong enough for any purpose for which it might be wanted. This "authority" had pointed out to him that the only possible enemy was the United States and that the Canadian militia was strong enough to prevent any aggression on the part of that country. This "authority," he said, might be right; he was not in a position to judge, but he believed that the Canadian militia could only be strong enough for the purposes in question provided that the command of the sea was retained."

A Cause for the Club

He had just learned through the columns of the London Morning Post that a defence league was being formed in Canada, and the work of organizing was going along very slowly. He would like to suggest that the Canadian Club should take up this matter, and as a patriotic organization it might form a branch of this defence league. To explain the object of such a league he quoted the tenets of the National Service League of Great Britain that it was the duty of every able bodied man to defend his country in time of national danger and to this end he must be trained in time of peace. The movement was one which would improve the physique of the youth of the country. It would impress them with the lesson that they must learn to obey as well as to command.

The idea of forwarding this movement of national defence was one which might very well commend itself to the Canadian club. He understood that some Canadians did not like the idea of national service, but he must point out that the burden and freedom of privileges were inseparable. If his suggestion in this respect should bear fruit he would feel that he had done some good for Canada and for the empire, and that his trip to this country had not been altogether wasted. The ideal of the future should be to unite in one great Commonwealth, for security against war, all the scattered portions of the empire.

Vote of Thanks

The Right Rev. A. J. Doull, Dean of Columbia, moved the vote of thanks to his lordship. The Canadian club, he said, had been fortunate in having the question of national defence largely brought before it during recent months. Canadians were engaged in empire building. The aim of empire building should be the development of the resources of each portion of the British communities. To allow this peaceful development to proceed the empire must be absolutely and always prepared for war. The spectacle of a united empire would make largely for the peace and prosperity of the entire world.

It seemed to him that Great Britain was neglecting one of the surest means of defence she had in Canada. He alluded to the emigration policy of the old country. She was not alive to the necessity of making Canada British. Only recently a remark had been made to him to the effect that if Canada belonged to the German empire what a German power it would be. Great Britain was allowing Canada to be populated by the people of every other country but her own. An illustration of this was that in the schools of Winnipeg eighty different languages were spoken. Canadians desired that the door of their country should be open to all who will contribute to the development of the country. If, however, Britain realized the needs of the future in this country she would insure it becoming peopled by inhabitants of the British race. To this end Great Britain should devise some scheme of assisting emigration. Canada only wanted the best men whom the old land had to give, but the best men were often unable to find the money to emigrate to this country. If Canada were peopled by inhabitants of the British race, there need be no fear of the future, the question of defence would be set at rest. He commended the suggestion to Earl Bathurst, and to others like him, who had the interests of the Empire so closely at heart.

Colonel E. G. Prior, in seconding the motion, said that the noble earl had set some Canadians a good example in the life he led. Here was a man of wealth, who might take life easily, but who was devoting his time to the interests of the empire. If more men in Canada who had leisure and means would take an interest in imperial, political and municipal affairs it would be better for the country. The statement which had been made to Lord Bathurst that the Canadian militia was sufficient for the defence of the country could not be taken seriously. All Canadians knew that they had to rely on the British navy. He did not believe that there was any indifference among the thinking men in the country on the question of defence. The truth of the matter was that Canadians were so busy making money that they had no time to think of any possible danger which might threaten their country. It was almost impossible to conceive such a thing as war with the United States. He believed that compulsory military service would be a good thing for Canada where the younger generation might be described as being too "flip." He was certain that the words of Lord Bathurst would carry weight in Canada which was loyal to the core to Great Britain.

The vote carried unanimously, the proceedings terminating with the singing of God Save the King.

MOTORMAN BLAMED

Traction Line Disaster Near Fort Wayne Said to Be Due to Disobedience of Orders

FORT WAYNE, Ind., Sept. 23.—An investigation by the Wells county grand jury into the cause of the collision between two cars on the Fort Wayne and Wabash Valley traction line at Kingsland yesterday, in which forty persons lost their lives, will be begun next Monday.

According to a public statement of F. R. Frehling, claim agent of the traction company, the officials of the company will testify that the responsibility for the wreck lay with Motorman Corkwell of the southbound (extra) car.

"Corkwell's order was to lay over five minutes at Yoder," said Frehling tonight. "He directly disobeyed the order and attempted to make the next siding. According to our rules, if an extra car cannot make a siding five minutes before a car from the other direction is due to pass, the extra must wait even if it loses fifteen minutes."

Corkwell, who was seriously injured, regained consciousness today and an effort to obtain a statement from him will be made tomorrow.

Small Assets

BOSTON, Sept. 23.—The National Exploration Company filed a voluntary petition in bankruptcy and passed into the hands of receivers today with liabilities of $2,393,000 and assets of $23,000. The secured liabilities amount to $355,000.

Venezuela and Colombia

BOGOTA, Colombia, Sept. 23.—There has been a rupture between Colombia and Venezuela. The Venezuelan government telegraphed yesterday to members of the Venezuelan legation to leave Bogota and await instructions at Panama. The nature of the complications is not known here.

Fire in Klamath Falls

KLAMATE FALLS, Ogn., Sept. 22.—Fire supposed to have originated from a defective flue destroyed the store building and contents of the Bon Ton grocery here today. The fire, which for a time threatened the entire block in which the grocery was located, spread to a bowling alley and a rooming house, both of which were gutted. The loss is estimated at $25,000. Less than half is covered by insurance.

Canadian Aeronauts in Trouble

DUNKIRK, N. Y., Sept. 23.—Dennis Ready, engineer at the Dunkirk waterworks, has reported to the police that late last night he saw a large cigar-shaped balloon hovering over the lake about two miles from shore. The balloon appeared to be unmanageable. It gradually disappeared, and he believes it dropped into the lake. A fishing tug has been sent out to rescue the aeronauts, who are said to have come from Canada.

PACIFIC COAST SCENIC HIGHWAY

Organization is Formed in Seattle to Promote Linking Up of Mexico and B. C. by Road

With the object of constructing a grand trunk highway from north to south along the Pacific Coast to extend as far in both directions as possible, an organization known as the Pacific Highway Association has just been formed in Seattle. Prominent amongst those instrumental in the formation of the organization was Mr. A. E. Todd, of this city. Delegates representing Los Angeles, Portland, Victoria, Vancouver, Aberdeen and Seattle aided in perfecting the organization and the different development leagues and automobile clubs along the Pacific Coast will be urged to join in the movement.

Mr. Todd in a communication addressed to the Vancouver Island Development League states that it is his belief no point on the Pacific Coast will benefit so much from the completion of the highway as Vancouver Island. He considers that thousands of visitors would be attracted here yearly from different points along the Coast were they able to make the trip by auto. There is also a proposal to continue the trunk road as far as Winnipeg and such an arrangement would mean that the wealthy automobilists of the prairie provinces would make the trirp out here yearly.

Mr. Todd states that he was amazed at the enthusiasm of the people on the American side over the good roads idea. The country roads in the neighborhood of Seattle he describes as hardly equal to those on Vancouver Island. The Seattle people are responsible for taking the initiative in the movement for the linking up of the Pacific Highway which is the main object of the new association

The Vancouver Island Development League has been admitted to the membership of the new organization and the local officials are enthusiastic over the project which is afoot. It is felt that the determination of the government to link up the existing roads in the province so as to make a grand trunk road from the coast to the confines of Alberta will make for part of the scheme to provide a highway through from Mexico to Canada.

The president of the new association is Judge J. T. Ronald, of Seattle; C. O. Ross, of Vancouver, is treasurer. The post of secretary has not yet been filled.

CLAIMS OF INDIANS

Moral and Social Reform Council of Canada Urges Speedy Settlement by Governments

TORONTO, Sept. 23.—At a meeting of the moral and social reform council of Canada, held in this city today, the following resolution was adopted:

"In view of the national importance of securing full justice for the native race in all parts of Canada, this council, while not expressing an opinion upon the merits of the claims now being made by the Indian tribes of British Columbia, expresses its sympathy with the aims of the conference of friends of the Indians of British Columbia in seeking to bring about as rapidly as possible a just and advantageous solution of the problem presented by extisting conditions in that province and its sense of the great importance of accomplishing that object. This council expresses the hope that the governments concerned will facilitate a prompt and final settlement of the whole question of Indian title.

"It is further resolved that members of the delegation already appointed be authorized to present this resolution to the prime minister of Canada and the superintendent general of Indian affairs."

Companies May Merge

LONDON, Sept. 23.—According to the Financier, it is believed in this city that the fusion of the Montreal Electric and Traction corporations is probable. An announcement is possible in a few days.

Killed by Lightning

KIMBALL, Neb., Sept. 23.—Peter Larson was killed by lightning and George Gorgenson burned to death in hay set on fire by the same stroke last night, twenty miles south-east of here.

German Industrial Trouble.

BERLIN, Sept. 23.—The metal workers employers' organization met today and voted to lockout the organized workmen in the trade on October 3, unless the striking shipbuilders return to work before that day. The general lockout in the shipbuilding industry which followed local strikes has continued for six weeks. It is estimated that 300,000 workmen will be affected.

Original of "Little Dorrit"

LONDON, Sept. 23.—A link with Charles Dickens has been severed by the death of Mrs. C. M. Hayman, one of the novelist's closest personal friends. She was asserted by her family to have been the original "Little Dorrit." She would have reached her eighty-first birthday next month. Mrs. Hayman's father was a solicitor living in London, and was for years an intimate friend of Dickens. The novelist was a visitor at his house and took a keen interest in all the members of the family.

Complaints Against Railways.

WINNIPEG, Sept. 23.—Grain growers asked the railway commission to compel railway companies to maintain fences and adequate cattle guards. The matter was discussed informally. Both the grainrowers' representatives and Judge Mabee expressed their unreserved opinions at the manner in which the railway companies had violated the law, and their refusals to compensate for cattle killed on the tracks. Judge Mabee in conclusion expressed doubt whether the commission could do anything, being uncertain whether he could impose any penalties for failure to maintain adequate cattle guards and fences.

School Children Also Strike.

HALIFAX, Sept. 23.—A new phase of the strike in the Cumberland Railway & Coal Company's mine, in Springhill, is being experienced. When the schools reopened the children of strikers went out in a body, refusing to sit beside the children of strike-breakers, or men at work. The former were in the majority, and they not only went out but stayed out.

STRIKE OF GRAIN HANDLERS AT PORTLAND

Million Tons of Wheat Affected by the Labor Troubles at the Port on the Columbia River

A million tons of wheat are affected by the strike of the grainhandlers at Portland, in so far as the port through which the wheat will be handled is concerned, and there is strong likelihood of this amount of wheat, with the ship tonnage to accommodate it, being diverted from the Columbia River to Puget Sound and handled largely through this port and Tacoma. Striking for more pay, the Grainhandlers' Union at Portland yesterday deserted a French bark loading there for U.K., and thereby precipitated a fight of great magnitude against the grain exporters.

Two years ago the same situation arose at Portland and at that time the exporters were forced to accede to the demands of the union, owing to their inability to divert the tonnage of wheat to the Sound. This year they have proceeded in a more cautious manner and in chartering grain carriers have taken them for either Columbia River or Puget Sound loading. With the many railroads now entering Seattle, the wheat can be shipped into that port with probably greater expedition than into Portland, while the advantages of loading and sailing from the Sound are many as compared with the risks arising from the Columbia River bar.

Speaking of the situation this morning, Lewis G. Pattullo, manager for Balfour, Guthrie & Co., large wheat exporters, said: "There is no question if the Portland grainhandlers decide to make a fight of it that the wheat will be diverted to Puget Sound and handled from there. The ships are chartered in such a way that this can be done with ease. There are between 750,000 and 1,000,000 tons of wheat to be handled over the docks, and all of this can be diverted to the Sound if necessary."

LOCKOUT OF THE BOILERMAKERS

The writer of the shipbuilding notes in the Liverpool Journal of Commerce, discussing the lock-out of boilermakers in British shipyards, says:

The lock-out of the members of the Boilermakers' society by all the firms connected with the Shipbuilding Employers' federation, came as a surprise to most people, notwithstanding that relations between these two great bodies have been strained for a considerable time as the result of frequent sectional strikes. All who have read the official statement of the federation however, must admit that—if ever a national stoppage of work is justifiable—the employers in this case cannot be blamed for the drastic action they have taken in ordering the lockout of the boilermakers "until satisfactory arrangements and assurances are agreed upon with regard to the due observance of the shipyard agreement, and also with regard to working conditions generally." And if further justification for the lockout is required, it can easily be found in the circular issued by the executive council of the boilermakers' society to their own members in which it is stated that "there is not a single case of a dispute among the many we have had this year where the constitutional procedure in our own rules has been carried out. Granted that in some cases members of the society may have had genuine grievances, it is only reasonable to insist that in all such cases constitutional methods must be employed to remedy them before other means are resorted to." The circular continues: "This lockout, which will entail many hardships on the bulk of our members not directly concerned in the stoppages leading the employers to take this drastic step, is directly attributable to small bodies of our own members taking the law into their own hands, and acting contrary to the advice of all the officials in the society, both local and national."

"The present position may be summed up by saying that the executive council of the boilermakers' society have opened negotiations with the employers, and are obtaining the opinion of their own members regarding the position taken up by the council in connection with recent disputes, and also their sanction to call a representative meeting, should the council think that step necessary in connection with the present lockout. The employers have been asked to define the nature of the assurances required by them with regard to the observance of the shipyard agreement, but up to time of writing, no reply has been received."

ROME, Sept. 23.—During the last 24 hours there have been 11 new cases of cholera and two deaths.

Saskatchewan Governorship

OTTAWA, Sept. 23.—Premier Scott's presence here has revived interest in the appointment of a new lieutenant-governor in Saskatchewan and it is stated that the post will in all probability go to Mr. Brown, the Liberal candidate against Mr. Lake, of Qu'Appelle at the last general election.

"Uncle Joe" Enjoys Himself.

SPRINGFIELD, Ill., Sept. 23.—"Uncle Joe" Cannon—which is the proper appellation down here, where many years ago the young lawyer Joe Cannon, rode the circuit with three law books and the high hope of youth—attended the republican state convention today and enjoyed himself. He saw the platform adopted with his tariff ideas, heard addresses approving the work of congress and President Taft, put his arms around many old friends, smoked cigars and delivered a speech himself amid vociferous applause. Mr. Cannon declared the "insurgents" were trying to put a halo on their heads at his expense.

Dent's Gloves, $1.00 Real Nappa Gloves, $1.00 Auto Veils, 75c

Campbell's

Dent's Gloves, $1.00 Real Nappa Gloves, $1.00 Auto Veils, 75c

Special for Today

Quality Hose

The Celebrated Llama Hose for Ladies, in black and tan only. "Llama" marked on each pair. Special, per pair ..... **35¢**
Or **3** pairs for **$1.00**

Ladies' Llama Hose, extra fine quality, spliced heels, in black and tan only. Special, per pair ..... **50¢**

Corset Covers

Ladies' Corset Covers, in cross barred, all over embroidery muslin, with ribbon draw. All sizes, 34 to 40. Regular price, $1.25. Special .. **75¢**

NOTICE

ESTATE OF ADAM (OTHERWISE LOUIS) YOUNG

Formerly of the New England Hotel, Victoria, B. C.

TAKE NOTICE that Probate of the will of the late Adam or Louis Young was on the 24th day of August, 1910, granted by the Supreme Court of British Columbia out of the Victoria Registry, to the Executors, H. Wille, L. B. Young and H. B. Young.

All persons having claims against the said estate are hereby required to send full particulars thereof duly verified to the undersigned on or before the 1st day of October, 1910.

After that date the executors will proceed with the administration and distribution of the Estate, having regard only to claims of which they shall have received due notice.

Dated the 25th August, 1910.

CREASE & CREASE,
Temple Bldg., P. O. Box 625, Victoria, B. C., Solicitors for the Executors.

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.

EDWARD S. 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.

EDWARD S. SHERINGHAM
Agent for Helen F. Sheringham.
August 29th, 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.

EDWARD S. SHERINGHAM
August 29th, 1910.

TENDERS

TENDERS will be received by the undersigned up to and including the 30th day of September, 1910, for the purchase of the whole of Section 109, East Sooke District, Beecher Bay, B. C.

The highest or any tender not necessarily accepted.

DRAKE, JACKSON & HELMCKEN,
Solicitors for the Owner,
542 Bastion street, Victoria, B.C.
Dated at Victoria this 3rd day of September, 1910.

HUNTERS AND SPORTSMEN

1910 CATALOGUE

Now ready. Send for one. Free copy of Game Laws.

Victoria Sporting Goods Co.
1307 Douglas Street
C. V. McCONNELL JOHN P. SWEENEY

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.

SOOKE LAND DISTRICT.

District of Sooke.

TAKE NOTICE that Ada Leslie Ellis, married woman, intends to apply for permission to purchase the following lands: Starting at the northwest corner of lot 112; thence south 40 chains; thence 24 chains, more or less, to the northwest corner of lot 113; thence south 40 chains to the southwest corner of lot 113; thence west to shore 16 chains, more or less; thence following shore line to the southeast corner of lot 80; thence north along the boundaries of lots 80 to 93, 45 chains, more or less; thence east 74 chains, more or less, to point of commencement.

A. L. ELLIS,
Per J. Dubois, Agent.
August 2, 1910.

SOOKE LAND DISTRICT.

District of Sooke.

TAKE NOTICE that Leone Dubois, married woman, intends to apply for permission to purchase the following described lands: Commencing at the northwest corner of lot 142; thence east 40 chains; thence north 40 chains; thence west 40 chains; thence south 40 chains to point of commencement.

L. DUBOIS,
Per J. Dubois, Agent.
August 2, 1910.

SOOKE LAND DISTRICT.

District of Sooke.

TAKE NOTICE that I, L. Harrington Ellis, clerk, intend to apply for permission to purchase the following described lands: Commencing at the northwest corner of lot 112; thence west 74 chains, more or less, to the western boundary of lot 93; thence north 70 chains, more or less, to the northeast corner of lot 93; thence east 64 chains, more or less, to the east boundary of lot 92; thence south 30 chains, more or less, to the southwest corner of lot 95; thence along the southerly boundary of lot 95, 10 chains, more or less; thence south 40 chains to point of commencement.

L. H. ELLIS,
Per J. Dubois, Agent.
August 2, 1910.

HELP WANTED

WANTED—LADIES TO DO PLAIN AND light sewing at home, whole or spare time; good pay; work sent any distance; charges paid; send stamp for full particulars. National Manufacturing Co., Montreal.

PERSONS HAVING WASTE SPACE IN cellars, outhouses or stables can make $15 to $30 per week growing mushrooms for us during fall and winter months. Now is the best time to plant. For full particulars and illustrated booklet write Montreal Supply Company, Montreal.

STUMP PULLING.

THE DUCHEST PATENT STUMP PULLER, made in four sizes. Our smallest machine will develop 246 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, loggings, etc. Particulars and terms apply 466 Burnside road, Victoria, B. C.

A RARE CHANCE TO —GET— Popular Songs

And Instrumental Hits for the Piano at Bargain Prices

YOUR CHOICE

Of any two pieces of Sheet Music in our show windows for

25c

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1231 Govt. St. Phone 885.

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GET YOUR SUPPLIES FROM US.

WE ARE CAREFUL AND PROMPT.

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A TRUSS

Made for and fitted to the person, giving both comfort and safety, and the best possible chance of a permanent cure, is what we have to offer. If the baby is ruptured, you should see that he has the very best that can be procured.

FREE CONSULTATION

T. MacN. Jones
Phone 1479 1248 Fort Street

COLLEGIATE SCHOOL FOR BOYS

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