ment, and containing 640 acres
r less
ted June 17th, 1907.
d June 29th, 1907.
CYRUS H. DRURY,
CHARLES F. LAY,
S H. TOY.

SKEENA LAND DISTRICT.

E NOTICE that Baptiste Barnai-
of Stewart, occupation miner, in-
to apply for permission to pur-
the following described land:
encing at a post planted about 1000
orthely from the mouth of Bar-
Gulch in the Bear River District
ena Mining Division, thence 20
west; thence 20 chains north;
20 chains east and thence 20
south to the point of commence-
and containing 40 acres more or
d this 5th day of June, 1907.
BAPTISTE BARNAICHEZ.

ALBERNI LAND DISTRICT.

District of Clayoquot.

KE NOTICE that Cyrus H. Drury,
s F. Lay and S. H. Toy, of Vic-
occupation land dealers, intend to
for a special timber license over
llowing described lands:
1. Commencing at a post planted
one and three-quarter miles south-
from the head of Sterling Arm,
Lake, and being the southwest
of Claim No. 1, thence east to
boundary of Lot 78; thence follow-
said boundary north and east and
to east of south boundary of
s T. A., thence following same to a
north of the initial post; thence
to the point of commencement,
ning 640 acres more or less.
2. Commencing at the northwest
r, at a post planted on the south-
of application No. 1 (above),
e 40 chains south, thence 40 chains
thence 60 chains south; thence
o west boundary of Lot 78; thence
and east and north along boundary
t 78 to a point due east of initial
thence west to the point of com-
ment, containing 640 acres more or

ated June 17th, 1907.
ed June 29th, 1907.
CYRUS H. DRURY,
CHARLES F. LAY,
S H. TOY.

TICE is hereby given that 60 days
date, I intend to apply to the Hon.
Commissioner of Lands and Works
lease of a strip of land one chain
along high water mark, and the
ore and submerged lands below the
igh water mark, for milling, wharf
mming purposes: Commencing ata
arked "A. B. R. S. E. Corner," at
it about three-quarters of a mile
from the mouth of Ka-oo-winch
on Sooke Inlet, Arm of South Arm;
; thence north and north-westerly
the shore to a point one quarter
mile west from said creek mouth,
ence to point of commencement.
J. DONAHOE,
Agent for A. B. Ross.

TICE is hereby given that 60 days
date I intend to apply to the Hon.
Commissioner of Lands and Works
lease of a strip of land one chain
along high water mark, and the
ore and submerged lands below
water mark, for milling, wharf
ng. Commencing at a post marked
R., S. W. Corner," at a point
one and a quarter miles southwest
Village Point in Kyuquot Sound;
north and north-easterly along
nore to a point distant one-half
rom the initial post and thence to
of commencement.
J. DONAHOE,
Agent for A. B. Ross.

ALBERNI LAND DISTRICT.

District of Clayoquot.

KE NOTICE that Cyrus H. Drury,
F. Lay and S. H. Toy of Vic-
occupation land dealers, intend to
for special timber license over the
ing described lands:
7. Commencing at a post planted
60 chains in a south-westerly di-
n from the mouth of St. Dennis
, Two River Arm, Sproat Lake, be-
e northeast corner of Claim No. 7;
e 80 chains south; thence 40 chains
, thence 80 chains west; thence
chains north; thence east to the
of commencement, and containing
res more or less.
8. Commencing at a post planted
e east end of Wolf Island, Sproat
being the southeast corner of Claim
; thence west 160 east boundary
t 80; thence following said bound-
north and west and south to the
nore to the east boundary of Clark's
; thence north to the shore line;
e following the shore line easterly
outherly to the point of commence-
containing 640 acres more or less
ated June 19th, 1907.
ed June 29th, 1907.
CYRUS H. DRURY,
CHARLES F. LAY,
S H. TOY.

ALBERNI LAND DISTRICT.

District of Rupert.

KE NOTICE that W. B. Herr, of
e, Washington, lawyer, intends to
for a special timber license over
ollowing described lands
1. Commencing at a post planted
e northeast corner of section 36,
ship —, about one mile southeast
mouth of the Cayuse river, thence
80 chains; thence west 80 chains;
e north 80 chains; thence east 80
s to point of commencement.
2. Commencing at a post planted
e southwest corner of Indian Res-
on located on Section 12, Town-
16, thence west 160 chains, thence
40 chains, thence east 160 chains,
e south 40 chains to point of com-
ement.
3. Commencing at a post planted
e corner of Indian Reservation lo-
on Section 12, Township 16, thence
160 chains; thence north 40 chains;
e east 160 chains; thence south 40
s to point of commencement.
4. Commencing at a post planted
e northeast corner of Section 2,
ship 16, one half mile west of the
west corner of Indian Reservation,
e south 160 chains thence west 40
s; thence north 160 chains; thence
40 chains to point of commence-
5. Commencing at a post planted
e northwest corner of Section 2,
ship 16, one and one half miles
of the southwest corner of Indian
vation, thence south 160 chains;
e east 40 chains; thence north 160
s; thence west 40 chains to point of
mencement.
6. Commencing at a post planted
e northeast corner of Section 3
ship 16, one and one half miles
of the southwest corner of Indian
vation, thence south 160 chains;
e west 40 chains; thence north 160
s, thence east 40 chains to point of
mencement.
7. Commencing at a post planted
e northwest corner of Section 5,
ship 16, two and one half miles
of the southwest corner of Indian
vation, thence south 160 chains;
e east 40 chains, thence north 160
s; thence west 40 chains to point
mmencement.
8. Commencing at a post planted
e southwest corner of Section 10,
ship 16, two and one half miles
of the southwest corner of Indian
vation, thence north 160 chains;
e east 40 chains, thence south 160
s; thence west 40 chains to point
mmencement.
9. Commencing at a post planted
e northeast corner of Section 4,
ship 16, two and one half miles
of the southwest corner of Indian
rvation, thence south 160 chains;
e west 40 chains; thence north 160
s; thence east 40 chains to point of
nencement.
10. Commencing at a post planted
he southeast corner of section 9,
ship 16, two and one half miles
of the soutnwest corner of Indian
rvation, thence north 160 chains;
e west 40 chains; thence south 160
s; thence east 40 chains to point of
nencement.
11. Commencing at a post planted
he N.W. corner of section 4, Town-
16, three and one-half miles W. of
S. W. Corner of Indian Reservation,
ce S 160 chains, thence E. 40 chains,
ce N. 160 chains, thence W 40
s to point of commencement.
12. Commencing at a post planted
he southwest corner of Section 9,
nship 16, three and one half miles

west of the southwest corner of Indian Reservation, thence north 160 chains; thence east 40 chains; thence south 160 chains; thence west 40 chains to point of commencement.

No. 13. Commencing at a post planted at the northeast corner of Section 5, Township 16, three and one half miles west of the southwest corner of Indian Reservation, thence north 160 chains; thence west 40 chains; thence north 160 chains; thence east 40 chains to point of commencement.

No. 14. Commencing at a post planted at the southeast corner of section 8, Township 16, three and one half miles west of the southwest corner of Indian Reservation, thence north 160 chains; thence west 40 chains; thence south 160 chains; thence east 40 chains to point of commencement.

Staked May 13th, 1907.

No. 15. Commencing at a post planted at the northwest corner of Section 5, Township 16, four and one half miles west of the southwest corner of Indian Reservation, thence south 160 chains; thence east 40 chains; thence north 160 chains; thence west 40 chains to point of commencement.

No. 16. Commencing at a post planted at the southwest corner of Section 8, Township 16, four and one half miles west of the southwest corner of Indian Reservation, thence north 160 chains; thence east 40 chains; thence south 160 chains; thence west 40 chains to point of commencement.

No. 17. Commencing at a post planted at the northeast corner of Section 6, Township 16, four and one half miles west of the southwest corner of Indian Reservation, thence south 160 chains; thence east 40 chains; thence north 160 chains; thence east 40 chains to point of commencement.

No. 18. Commencing at a post planted at the southeast corner of Section 7, Township 16, four and one half miles west of the southwest corner of Indian Reservation, thence north 160 chains; thence west 40 chains; thence south 160 chains; thence east 40 chains to point of commencement.

No. 19. Commencing at a post planted at the northwest corner of Section 6, Township 16, five and one half miles west of the southwest corner of Indian Reservation, thence south 160 chains; thence east 40 chains; thence north 160 chains; thence west 40 chains to point of commencement.

No. 20. Commencing at a post planted at the southwest corner of Section 7, Township 16, five and one half miles west of the southwest corner of Indian Reservation, thence north 160 chains; thence east 40 chains; thence south 160 chains; thence west 40 chains to point of commencement.

No. 21.—Commencing at a post planted at the northeast corner of Section 1, Township 17, five and one half miles west of the southwest corner of Indian Reservation, thence south 160 chains; thence east 40 chains; thence north 160 chains; thence west 40 chains to point of commencement.

No. 22. Commencing at a post planted at the southeast corner of Section 12, Township 17, five and one half miles west of the southwest corner of Indian Reservation, thence north 160 chains; thence west 40 chains; thence south 160 chains; thence east 40 chains to point of commencement.

Staked May 13th, 1907.

No. 23. Commencing at a post planted at the northwest corner of Section 1, Township 17, six and one half miles west of the southwest corner of Indian Reservation, thence south 160 chains; thence east 40 chains; thence north 160 chains; thence west 40 chains to point of commencement.

No. 24. Commencing at a post planted at the southwest corner of Section 12, Township 17, six and one half miles west of the southwest corner of Indian Reservation, thence north 160 chains; thence east 40 chains; thence south 160 chains; thence west 40 chains to point of commencement.

No. 25. Commencing at a post planted at the northeast corner of Section 2, Township 17, six and one-half miles west of the southwest corner of Indian Reservation, thence south 160 chains; thence west 40 chains; thence north 160 chains; thence east 40 chains to point of commencement.

No. 26. Commencing at a post planted at the southeast corner of Section 11, Township 17, six and one half miles west of the southwest corner of Indian Reservation, thence north 160 chains; thence west 40 chains; thence south 160 chains; thence east 40 chains to point of commencement.

J. A. SAYWARD

June 25th, 1907.

NOTICE is hereby given that thirty days after date, I intend applying to the Chief Commissioner of Lands and Works for permission to cut and carry away timber on the following described land, lying in New Westminster District:

No. 1. Commencing at a stake situated at northeast corner of Lot 1610 on Powell Lake, thence south 20 chains, thence east 20 chains, thence north 6 chains and 11 links, thence west 11 chains and 30 links, thence south 40 chains, thence west 100 chains, thence north 60 chains to shore of Lake, thence along shore of lake to point of commencement.

J. A. SAYWARD

June 25th, 1907.

NOTICE is hereby given that thirty days after date, I intend applying to the Chief Commissioner of Lands and Works for permission to cut and carry away timber on the following described land, lying in New Westminster District:

No. 2. Commencing at a post planted on the south shore of Lowell Lake, about 91 chains and 70 links west from the northeast corner of J. A. Sayward's claim known as Lot 1610, thence south 80 chains, thence east 40 chains, thence south 40 chains, thence west 100 chains, thence north about 23 chains to the shore of Lake, thence along shore of Lake to point of commencement.

J. A. SAYWARD.

June 25th, 1907.

NOTICE.

ALBERNI LAND DISTRICT

District of Nootka.

TAKE NOTICE that Emily Logan, of Vancouver, occupation lady, intends to apply for permission to purchase the following described lands:—

Commencing at a post planted on the shore of Guaquina Arm, and about twenty chains distant in a westerly direction from the mouth of Gold River, thence north 60 chains, thence east to Gold River, thence following bank of Gold River to shore of Guaquina Arm, thence following the shore line of said Arm in a westerly and southerly direction to place of commencement, but not including Indian reserve, and containing three hundred acres more or less.

Located June 20, 1907.

JOHN STINSON.
Agent for Emily Logan

SAFE CRACKERS FAIL TO GET AT THE CASH

Unsuccessful Attempt to Commit Robbery in Offices of Drury & Macgurn

(From Tuesday's Daily Colonist)

Robbers entered the offices of Drury & Macgurn, agents of the Mutual Life Insurance Company of Canada, on Sunday night, and attempted to break into the safe, which contained cash and valuable documents.

The work of the cracksmen, as far as it went, was similar to recent operations on other safes in the city. The combination was broken off and an effort made to drive in the pin. What caused the robbers to abandon their work before they succeeded in their intentions of ransacking the safe is not known, but it is thought they were frightened away by some false alarm. As far as the owners of the safe or the police were concerned nothing was known of the crime till yesterday morning when one of the members of the firm opened the office for business. He found the combination lying on the floor and, on inspecting the safe saw that it had been damaged by a hammer and chisel. The robbers found entrance to the office by climbing over the transom, which was unlocked.

The city police are at work on the case, but are without a clue.

DAVIS CUP DOUBLES

London, July 15.—In the doubles for the Davis Cup the lawn tennis trophy Beals C. Wright and Karl Behr, Americans defeated Norman Brooks, and A. F. Wilding, the Australian team, the score standing 3-6, 12-10, 4-6, 6-2, and 6-3.

No. 40. Commencing at a post planted at the N.E. corner of section 23, Township —, three miles south and one half miles west of the S.W. corner of Indian Reservation, thence south 80 chains; thence west 80 chains; thence north 80 chains; thence east 80 chains to point of commencement.

No. 41. Commencing at a post planted at the S.W. corner of section 25, Township —, three miles south and one half mile west of the S.W. corner of Indian Reservation; thence north 80 chains; thence east 80 chains; thence south 80 chains; thence west 80 chains to point of commencement.

No. 42. Commencing at a point planted at the N.W. corner of section 24, Township —, three miles south and one half mile west of the S.W. corner of Indian Reservation, thence south 80 chains; thence east 80 chains; thence north 80 chains; thence west 80 chains to point of commencement.

Staked May 15th, 1907.

W. B. HERR,
By Geo. H. Jackson, Agent.

VANCOUVER LAND DISTRIST.

Coast District, Range No. 1.

TAKE NOTICE that I, Charles Hebard Walker, of Vancouver, timber cruiser, intend to apply for a special license over the following described lands::

Claim No. 8.—Commencing at a post marked "Danaher & Hulbert, Ltd., north west corner," planted on the east shore of Cypress Harbor, Broughton Island, Range No. 1, Coast District, and on the south line of T. L. 11113 and at the northeast corner of Danaher & Hulbert, Ltd., Claim No. 2; thence east 60 chains to the northwest corner of T. L. 10611; thence south 100 chains; thence west 60 chains; thence north 100 chains to point of commencement.

Located June 28, 1907.

CHARLES HEBARD WALKER,
Agent for Danaher & Hulbert, Ltd.

Claim No. 9. Commencing at a post marked "Danaher & Hulbert, Ltd., north-west corner" planted about two miles east of South Arm of Greenway Sound, Broughton Island, Range No. 1, Coast District, and at the southwest corner of Danahar & Hulbert, Ltd., Claim No. 6; thence east 60 chains; thence south 100 chains; thence west 60 chains more or less to east line of T. L. 8569; thence north to point of commencement.

Located June 28, 1907.

CHARLES HEBARD WALKER,
Agent for Danaher & Hulbert, Ltd.

Claim No. 11.—Commencing at a post Danaher & Hulbert, Ltd., Claim No. 6; west corner" planted on the north shore of Brooker Lagoon, Broughton Island, Range No. 1, Coast District, and about due north of east end of Long Island at entrance of Lagoon; thence north 60 chains; thence east 100 chains; thence south 60 chains; thence west 100 chains to point of commencement.

Located July 2nd, 1907.

CHARLES HEBARD WALKER,
Agent for Danaher & Hulbert, Ltd.

Claim No. 12. Commencing at a post marked "Danaher & Hulbert, Ltd., south-east corner," planted on the north shore of Booker Lagoon, Broughton Island, Range No. 1, Coast District, and about due north of the east end of Long Island at the entrance of the Laxoon; thence north 60 chains; thence west 100 chains more or less to the east line of T. L. 8568; thence south 80 chains more or less to shore; thence easterly along shore to point of commencement.

Located July 2, 1907.

CHARLES HEBARD WALKER,
Agent for Danaher & Hulbert, Ltd.

NOTICE is hereby given that, thirty days after date, I intend applying to the Chief Commissioner of Lands and Works for permission to cut and carry away timber on the following described land, lying in New Westminster District:

No. 1, Commencing at a stake situated at northeast corner of Lot 1610 on Powell Lake, thence south 20 chains, thence east 20 chains, thence north 6 chains and 11 links, thence west 11 chains and 30 links, thence south 40 chains, thence west 100 chains, thence north 60 chains to shore of Lake, thence along shore of lake to point of commencement.

J. A. SAYWARD

June 25th, 1907.

No. 10. Commencing at a post planted at the S.E. corner of section 28, Township —, three miles south and two and one-half miles west of the S.W. corner of Indian Reservation, thence south 80 chains; thence west 80 chains; thence north 80 chains; thence east 80 chains to point of commencement.

No. 11. Commencing at a post planted at the S.E. corner of section 27, Township —, three miles south and two and one-half miles west of the S.W. corner of Indian Reservation; thence north 80 chains; thence east 80 chains; thence south 80 chains; thence west 80 chains to point of commencement.

No. 12. Commencing at a post planted at the N.W. corner of section 22, Township —, three miles south and two and one-half miles west of the S.W. corner of Indian Reservation; thence south 80 chains; thence east 80 chains; thence north 80 chains; thence west 80 chains to point of commencement.

No. 31. Commencing at a post planted at the southeast corner of Section 30 Township —, three miles south and four and one half miles west of the southwest corner of Indian Reservation, thence west 80 chains; thence north 80 chains; thence west 80 chains; thence south 80 chains; thence east 80 chains to point of commencement.

No. 32. Commencing at a post planted at the northeast corner of Section 19, Township—, three miles south and four and one half miles west of the southwest corner of Indian Reservation, thence south 80 chains; thence west 80 chains; thence north 80 chains; thence east 80 chains to point of commencement.

No. 33. Commencing at a post planted at the southwest corner of Section 29, Township —, three miles south and four and one half miles west of the southwest corner of Indian Reservation, thence north 80 chains; thence east 80 chains; thence south 80 chains; thence west 80 chains to point of commencement.

No. 34. Commencing at a post planted at the northwest corner of Section 20, Township —, three miles south and four and one half miles west of the southwest corner of Indian Reservation, thence south 80 chains; thence east 80 chains; thence north 80 chains; thence west 80 chains to point of commencement.

No. 35. Commencing at a post planted at the S.E. corner of section 28, Township —, three miles south and two and one-half miles west of the S.W. corner of Indian Reservation, thence north 80 chains; thence west 80 chains; thence south 80 chains; thence east 80 chains to point of commencement.

No. 36. Commencing at a post planted at the S.E. corner of section 21, Township —, three miles south and two and one-half miles west of the S.W. corner of Indian Reservation, thence south 80 chains; thence west 80 chains; thence north 80 chains; thence east 80 chains to point of commencement.

No. 37. Commencing at a post planted at the S.W. corner of section 27, Township —, three miles south and two and one-half miles west of the S.W. corner of Indian Reservation; thence north 80 chains; thence east 80 chains; thence south 80 chains; thence west 80 chains to point of commencement.

No. 38. Commencing at a post planted at the N.W. corner of section 22, Township —, three miles south and two and one-half miles west of the S.W. corner of Indian Reservation; thence south 80 chains; thence east 80 chains; thence north 80 chains; thence west 80 chains to point of commencement.

No. 39. Commencing at a post planted at the S.E. corner of section 26, Township —, three miles south and one half mile west of the S.W. corner of Indian Reservation; thence north 80 chains; thence west 80 chains; thence south 80 chains; thence east 80 chains; thence north 80 chains; thence west 80 chains to point of commencement.

SURVIVORS OF SKEENA DISASTER

Three Passengers of Mount Royal Arrived by Steamer Princess Beatrice

VICTIM'S BODY BROUGHT HERE

Many C. P. R. Steamers in Port Yesterday—Earl of Douglas Coming to Load at Clayoquot

With three survivors of the wreck of the Hudson's Bay Company's river steamer Mount Royal among her passengers and the remains of Archie Willis, steward, one of the victims, on board, the steamer Princess Beatrice reached port Sunday from Skagway via ports. Capt. Johnson and other survivors of the disaster will arrive by steamer Camosun, due here on Friday. No other bodies have been found. The survivors, who arrived by the Princess Beatrice, were M. Rhodes, E. H. Bessett and Miss Annie Tomlinsen, who for 19 years has been resident on the Skeena river. The arrivals say that the Mount Royal struck bow on against Ring Bolt Island and afterward swung out so that her wheel jammed against the opposite bank, and with her bow fast against the island and the stern fast against the opposite side of the canyon she acted as a dam against which the swift-running water banked and broke and overturned the vessel. When the wreck broke some of the crew, who escaped, went down the river on the broken hull. The lost purser, J. O'Keefe, of this city, is said to have gone back on board to recover his papers and cash, and the steward, Archie Willis, whose body was brought by the Princess Beatrice, is stated to have gone back to get food for the passengers who were left on the island in the canyon. As far as can be learned he had no relatives in Canada and Horace Willis, believed to be a brother, whose name was found on papers found on the wreck, is being communicated with by the Hudson's Bay Company. The steamer Hazelton, from Wrangel reached Port Essington yesterday and started up the river.

There were 84 passengers on the Princess Beatrice, most of whom debarked at Vancouver. On the trip up the steamer took Hon. Alex. Henderson, the new Yukon commissioner, and a delegation was at Skagway to meet him, while a still larger committee waited at White Horse. P. R. Fleming agent of the C. P. R. Steamship Company, was among the southbound passengers. Miss Tomlinson, daughter of Rev. Tomlinson, who carries on a mission at Meanskinisht, an Indian village on the Skeena, has not been away from the north since she was a small child and on arrival at Vancouver saw for the first time an electric car.

The Princess Beatrice left at midnight for Vancouver, taking the trip of the Princess Victoria. She is to be placed in the run to northern British Columbia ports alternating with the Amur.

SOCKEYES IN THE FRASER

A Few Fish Taken by Fishermen on Sunday Night

New Westminster, July 15—For the first time this season the boom of the fishermen's signal gun, starting them on the chase for his excellency the sockeye, was heard on the river at 4 o'clock last evening, and fifteen minutes later the entire fleet in the vicinity of Steveston was a thickly dotted with sails as it is in the middle of the season. Captain Ackerman, of the patrol boat Georgia, who arrived about 8 o'clock last evening from the mouth of the river, stated that there were fully 600 boats between the sand heads and Steveston. A large percentage of the fishermen at the mouth of the river were Japs. On his way to New Westminster, the captain of the Georgia saw no persons taking in fish.

Captain Kennedy, of the little steamer Swan, who came up from Deas Island last evening, reports that there were about 50 boats out between Deas Island and the Narrows, most of which were in the vicinity of the Ewen cannery. Captain Kennedy stated that he spoke to one fisherman who had already secured three sockeyes, but so far as he could judge on the way up, no good catches were being made.

There were quite a number of boats out in front of the city last evening all of which appeared to be doing a little business.

The cannerymen are giving the sockeyes three or four days yet to get properly running in the river, and no very big catches are being looked for before the end of that time. That they are commencing to come in numbers is shown by the jumping and splashing in the river that may be seen going on continually.

CHIPPEWA IN PORT.

New Sound Steamer Makes Initial Visit to Improve Service.

The steamer Chippewa of the Alaska Steamship Company, which was bought on the Great Lakes for the Victoria-Seattle route, after being remodelled and converted into an oil-burner and much improved, began her service between Victoria and Seattle on Sunday. She reached port on Sunday at 1.30 and, when her passengers had landed, was inspected by a large number of visitors. Capt. H. Carter is in command, and the crew of the steamer Indianapolis has been taken over. On Friday she made a trial run on the Sound with 100 transportation and hotel men on board and made 18½ knots an hour. She is 30 feet longer than the Indianapolis, and with more beam. She is well furnished, and has a large observation room aft on the upper deck. The furnishings are in mahogany, rattan and are upholstered in brown velvet. The dining room, which has accommodation for 100 at a sitting, is inlaid with hardwood.

The company has decided to give a daily service with the Chippewa. The Indianapolis laid over at Seattle on Thursday of each week, but this practise will be abandoned. On Thursday next the Chippewa will make a special trip bringing a large excursion party of Christian Endeavorers from Seattle.

The Indianapolis has been placed on the Tacoma-Seattle route, and made her initial run in this service on Sunday.

GOVERNOR HAS TRIAL.

New Steamer For Victoria-San Francisco Route to Start Soon.

The Governor, the new steamer for the Pacific Coast Steamship Company built at Camden, New Jersey, had her trial trip yesterday, and will leave for this coast next Tuesday. The governor is a twin-screw steamer, but otherwise is similar to the President. She will bring a cargo of coal from the Atlantic coast, and is expected in San Francisco about September 9th.

She will probably make one trip to Nome before the season closes and then will be put on the coast run. Capt. Jack Shea, formerly executive officer of the liner President, when that vessel sailed East to take charge of the Governor, William Martin, formerly of the steamship Montara, will be chief engineer of the Governor.

TO FLOAT ANDELANA

Another Attempt to be Made to Raise Ship Sunken at Tacoma

Another attempt will be made to raise the full rigged ship Andelana, which turned turtle at Tacoma one night about nine years ago and is now lying at the bottom of Tacoma harbor. W. J. Collins has a scheme by which he thinks the vessel can be lifted and he will undertake the task of raising the craft.

Several efforts have been made to raise the ship, but owing to the great depth nothing could be done. One diver had his life crushed out by the water, the air pump having been broken.

Collins' plan is to fill the Andelana with air bags and with the aid of scows lift the vessel. A tube will be run into the hold of the vessel and the air bags will be forced down this. The Andelena is in about forty fathoms, about a quarter of a mile from the St. Paul Mill dock. It is not safe for vessels to anchor near her inasmuch as there is danger of losing their mud-hooks in her masts.

The Andelena c ame to Tacoma to load wheat. One of her ballast logs broke loose and she turned turtle, carrying eight sailors to their graves.

She was a fine ship and is still in fair state of preservation, it is believed if the craft can be raised a not too great expense, $50,000, it is said, will be realized.

LOCH GARVE'S TROUBLES

Richard Clements, Mate, Asserts He Is in Command of Vessel

The British ship Loch Garve since leaving Victoria, where Capt. Wyllie took charge on arrival of the vessel from Honolulu, has been the scene of much trouble. Richard Clements, mate of the ship, who was discharged, is refusing to leave the vessel, claiming that he is master of the vessel, and will not quit his post unless given three months' pay and transportation to England.

Clements bases his claim to a captain's rights from the fact that he was appointed master of the vessel at Honolulu to succeed Capt. Ritchie, who was dismissed at that port. According to some sailors, Clements was responsible for the discharge of Captain Ritchie. At any rate, the mate received his appointment, which was later confirmed by the ship's local agent at Honolulu. When he arrived at Victoria he found that the owners of the vessel had sent Capt. Wyllie out from England to act as master of the vessel.

Clements took his old position of first mate, in which he has since been acting, but he now claims that he in reality ranks as captain and in his discharge should be treated as such. Capt. Wyllie refuses to allow the mate's claim, considering it an unjust one.

The mate has called on Acting British Vice-Consul Agassiz. He has engaged counsel and it is said intends to fight the case. A naval court, before which the case can be heard, is now talked of, and further developments are expected within the next few days.

COUNCIL OF WOMEN MEETING AT VANCOUVER

Many Delegates--Secretary Straus at Canadian Club--Consul Dudley Injured

Vancouver, July 15.—The National Council of Women opened its convention here this morning. There are a good number of delegates here from the east, including Lady Edgar, of Toronto, president; Mrs. (Dr.) Brown, known as "Faith Fenton," and Miss McDonald, correspondent for the Toronto News. The day was passed in committees in private session. This evening a public reception to delegates was given by the mayor and city council.

This afternoon Hon. Oscar G. Straus, secretary of commerce and labor in President Roosevelt's cabinet, addressed the Canadian club at luncheon. He spoke of the commercial spirit of the age, extolling it as a means to the preservation of peace. He referred in most friendly terms to Japan, saying that the United States had been the first to invite Japan to the council board of nations, and he believed Japan was grateful, and that both the United States and Canada would share in Japan's prosperity. He eulogized British institutions, saying that if he were not an American he would certainly come under the British crown. He leaves by the next Victoria boat, on his way south, and is travelling by way of San Francisco to Honolulu.

Col. Dudley, U.S. consul, met with a painful accident this evening. He had been attending the reception to the National Council of Women in Cender hall, and was coming down the stairs when one of his crutches slipped and he fell into the hallway below, receiving an ugly cut in the head. He was taken home in a hack, and from last reports was resting comfortably. He will probably be around again in a day or two.

The bodies of two loggers, killed in northern woods, were brought here today. Henry Porsty was killed in a logging camp at Gilbert Island, by being struck by a limb knocked from another tree, and Charles Nylund was struck and killed by a falling tree at Menzies bay.

Galicians go Free

Winnipeg, July 15.—Eleven Galicians who have been on trial for murdering L. Soroby here last month today were discharged. The prosecution having failed miserably in its efforts to establish a case in one of the most brutal crimes in the city's history.

JAPANESE SEALERS NEAR SEAL ISLANDS

Two Schooners From Nippon Are Taken to Dutch Harbor by Cutter Manning

LOCAL MEN MAKE PROTEST

Are Placed in Absurd Position by Refusal of Hunters From Across Pacific to Observe Regulations

Two seizures of Japanese sealing schooners found within the three-mile limit off the seal rookeries of the Fribyloff islands by the United States revenue cutter Manning have been reported from Sitka. The United States lighthouse tender Armeria, which has been visiting Cape Nome and Qunalaska reported on arrival at Sitka that two Japanese sealing schooners had been seized and towed to Dutch harbor by the Manning. The officers of the revenue cutter were in a quandary. They did not want to seize the Japanese vessels and ordered them from the vicinity of the seal islands, but the Japanese refused to leave and, finding them again within three miles of the islands the Manning took them to Dutch harbor and communicated with the officials at Washington. The last Japanese vessel found off the seal rookery, the Miye Maru, was ordered released despite the fact that when taken she had five sealing boats out making for the Seapandi rookery, presumably with the intention of making another raid, similiar to that made by the same schooner last year.

The presence of the fleet of Japanese sealing vessels in Bering sea so long in advance of the opening of the sealing season according to the modus vivendi and the flagrant manner in which they are permitted to break all regulations which a fleet of patrol cruisers have gone to prevent British sealing vessels sailing from Victoria from infringing is being viewed with a feeling akin to indignation by the local sealing fraternity. It is regarded as time that the Victoria sealers should be removed from the humiliating position in which they are now placed by the withdrawal of the restrictions of the modus vivendi.

Sealers point out that the, sealing schooner Carlotta G. Cox, seized on May 29th, in the North Pacific ocean 120 miles distant from Sitka, has lost her season, as a result of her seizure by persuasion of an alleged attempt to protect the seal herds. The comparison of the actions of the Carlotta G. Cox and the Miye Maru and the two Japanese schooners taken to Dutch harbor places the Victoria sealers in a most humiliating position. The Carlotta G. Cox was on her way to Copper islands with all safl set, and about her were some Japanese sealing vessels which were not interfered with while the Victoria schooner was seized. The Miye Maru was found by a United States Perry lying three miles from the principal rockery of the Pribyloffs, the big Seapandi rookery, with five boats out obviously on their way to the islands to raid. The two sealing schooners taken by the Manning were found within the three mile limit, and were warned out. They refused to go, seemingly aware that the limit of State cutters do not care to interfere with Japanese sealers, and when again found within the international limit of three miles, they were taken to Dutch harbor. Had they been Victoria schooners they would have been seized if found within sixty miles and probably if found within Bering sea before the sealing season begins on August 1st.

It is stated that arrangements are pending, and almost concluded for the making of a treaty between Great Britain and the United States to which Japan and Russia are expected to be parties for the cessation of nelagic sealing on the basis of buying out the Canadian sealers and compensating this country for the loss of an industry by giving the Dominion a share in the profits of the Pribyloff island rookeries. Failing an agreement being reached shortly it is probable that a strong protest will be made by the Victoria sealers against the further hampering of the sealing industry aimed only against them while Japanese, and other sealing craft, any in fact flying other flags than those of Britain and the United States, may break every regulation made other than those provided by international law.

The Victoria sealers are bound by regulations which forbid hunting in the North Pacific ocean and Bering sea from May 1st to July 31st, inclusive, and thereafter the sealers hunting in Bering sea are not permitted to use firearms or to proceed within a radius of sixty miles from the Pribyloff islands. The Japanese and other sealers than those of Britain and the United States may, seemingly, hunt at all seasons and proceed within the prescribed limits as close to the islands as the three mile limits of international law, and further they may use firearms, while the local sealers can only use spears.

The use of firearms by the numerous Japanese sealing schooners in Bering sea also works hardship to the Victoria sealer in other ways than allowing unequal competition, for the vessels hunting nearer to the rookeries than the local sealers are permitted to frighten away the seals and make them so restless that their capture with spears is most difficult.

NEW SOUND STEAMERS

The Seattle Times is authority for the statement that a new steamship company is being formed which will acquire eight vessels, two of the largest of which will be placed on the Seattle-Victoria route. According to the Seattle paper the two steamers will outclass any vessel now running to this city from the Sound. It says. A new steamship company which will put eight fast boats on the Sound run, is forming in Seattle, and as soon as the negotiations now under way for the purchase of two vessels which will make the nucleus of the new fleet are closed, the incorporators will give definite information of their plans to the public.

Four boats of the type of the Tacoma Flyer will be put on the run to Tacoma, Port Townsend, Everett and other Sound ports, and two small boats will run to Alki and points where they will be compelled to go in shallow water.

The larger vessels will be two fast steamships which will be put on the run to Victoria, and will outclass anything now running to the Canadian port.

JAPANESE SWAM ASHORE.

Four Refused Landing at Vancouver Escaped at Departure Bay.

Four Japanese passengers refused admittance to Canada by Canadian immigration officers at Vancouver deserted the French steamship Amiral Jaureguiberry while that vessel lay at Departure bay last week. Three of the Japanese, all of whom came from Honolulu, were without passports, and the fourth was suffering from trachoma.

Capt. Theodore Youan stated to United States immigration officers who visited the ship at Seattle to check out the four Japanese who were marked for deportation, that the men had slipped over the side of the vessel at Departure bay, swimming ashore. They are said to have made their escape at dusk. The steamer left Seattle yesterday for San Francisco en route to France via South American ports.

LOADS AT CLAYOQUOT

Although the collapse of the Mosquito wharf at Clayoquot may have the effect of delaying operations somewhat, the mill company expects to be able to load the Earl of Douglas, now on her way from Newcastle, N. S. W., with coal for San Francisco, which will be the first steamer to load lumber on the west coast of Vancouver island. The Earl of Douglas has been chartered to load three million feet of lumber, mostly at the west coast mill, for New York or ports north of Hatteras. She left Newcastle on June 22, for San Francisco and will come to Clayoquot from the Golden Gate.

RACE TO AUSTRALIA.

New York, July 16.—A race to Australia as in the old days—but by steam, not by sail—has just been begun from this place. Two heavily-laden freight steamers, one a German and the other British, are the racers.

The former is the Elbing, 3,133 tons, which is in the service of the Tyser line; and her rival is the Bolivian, 2,982 tons, of the United States & Australia line.

There is keen rivalry between these companies in sending freight to the antipodes.

The two vessels will make one of the longest ocean runs in the world from here to St. Vincent, Cape Verde islands, where they will coal, and thence around the Cape of Good Hope to Fremantle, West Australia.

It will probably be thirty-five days before they reach Fremantle. The steamers left this port Sunday within five minutes of each other.

AT C. P. R. DOCKS

The C. P. R. docks presented an animated scene Tuesday. In all there were nine of the C. P. R. Steamship company's fleet at the wharves during the day. The Steamer Princess Royal returned from her trial run to Ladysmith, where 275 tons of coal was loaded, and on her way down she ran for an hour over a measured course near Cadboro bay, making fourteen knots an hour, and steaming on a perfectly true course. Capt. Locke was on her bridge, and Capt. Troup, superintendent of the company, and a party of marine men and others were on board. Capt. J. T. Walbran went to adjust the compasses. The steamer Princess Beatrice, Capt. Hughes, arrived on Sunday from Skagway via ports, bringing 84 passengers. The steamer Tees, Capt. Townsend, came on Sunday from Quatsino and way ports after a delayed trip, bringing 112 passengers and a big freight. The steamer Queen City, Capt. Gunns, came from River's Inlet, via logging camps and coast settlements yesterday morning, with sixty passengers, and was preparing to sail north again tonight. The steamer Amur, Capt. Locke was preparing to sail for Naas, Skidegate, and way ports whither she left last night with a fair cargo and a large number of passengers. The steamers Princess Victoria, Charmer, City of Nanaimo and R. P. Rithet were in port from their various runs.

SHEARWATER FOR THE BERING SEA PATROL

British War-Vessel Leaves for Northern Sealing Grounds Today

(From Tuesday's Daily.)

H. M. S. Shearwater, Commander Allgood, is expected to sail this afternoon from Esquimalt for Bering sea to engage in her regular sealing patrol about the Pribyloff Islands. The sealing patrol in Bering sea and the North Pacific will be greater this season than at any other time in the history of the sealing industry. Great Britain has the sloop-of-war Shearwater. The United States has five revenue cutters, including the Perry, Thetis, Manning, McCullock, and Rush, which after being repaired at Seattle, is expected to sail north tomorrow, while Japan has the gunboat Musasihi, and Russia has the cruisers Commander Bering, Lieutenant Dedimoff, Mandjur, and two other vessels off Copper Islands.

A San Francisco despatch tells of the boarding of the barkentine S. N. Castle by officers of the Manjur. Capt. Pedersen of the barkentine stated that on June 18 he was cod fishing in the Okhotshk sea, eight miles from the shore in company with the schooner J. D. Spreckels, the barkentine Fremont and the City of Papeete, all from San Francisco, when the Mandjur hove in sight. The commanding officer, said Captain Pederson boarded the Castle, seized not only the ship's clearance papers, but all of Captain Pederson's private papers and his master's commission and certificate. Captain Pederson remonstrated claiming his vessel was outside of the three-mile limit and therefore he was violating no law. The Russian captain, however, stated that no fishing would be allowed within thirty miles of the shore and gave the S. N. Castle and other vessels seven days to get beyond the limit. As a number of the F