Friday, February 23, 1912

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Columbia is in the same terms as the agreement of two years ago and the same conditions are involved. And, Mr. Speaker, I have every reason to believe that construction operations which will shortly be undertaken under authority of this measure, will be energetically prosecuted with the same splendid progressiveness that is witnessed today in connection with the building of the Canadian Northern Pacific under the egislation accomplished by this house two years ago. I have in my hand, Hon. Mr. McBride

continued, a telegram from Mr. Hanna, the vice-president of the Canadian Northern, which I received only this afternoon. I wanted to find out from him the latest returns with regard to the mileage that the Canadian Northern is at present operating and also the additional mileage under contract, and T wired Mr. Hanna for information. Here is his reply:

Hon. Richard McBride, Victoria.

Referring to your telegram: We are operating altogether in Canada sixtythree hundred and twenty miles. Under construction are twenty-two hundred and forty miles, including six hundred miles in British Columbia. I regret that cannot give you any definite idea of our projected mileage but it is over one thousand miles. (Sgnd.) D. B. HANNA.

Matter of Congratulation Now sir, when we are able to tell parliament this afternoon that these

proposals to which I have just referred which are enrobdied in this bill bring us still closer in touch with a national transcontinental line that is actually operating or is building approximately ten thousand miles of standard guage road, it should be a matter of congratulation to the entire country. Construction of the new roads which we are now providing for will assure that all of our lands-whether agricul-tural or timbered or mineralized-and all of our towns existent or which will spring up in this country will be brought into close touch with the country east of the mountains and with markets assuring an excellent margin of profit for all time to come. Much has been said with regard to the attitude of this government toward

the Canadian Northern company, and strange to say very much of this criticism is expressed in the columns of a local newspaper which seems particularly active in its desire to make damaging references to the Canadian Northern and the men who are the head of this road. Curiously, too, the gentleman who is understood to control the policy of this newspaper was until only very recently a member of the government of Sir Wilfrid Laurien member of that government at the time that the bargain was consummated with the Canadian Northern for construction from Port Arthur eastward involving assistance by the federal authority to the extent of thirty-seven million dol-lars. How comes it that a gentleman who was a party to this bargain can now find it possible to speak of the company interested as dishonest and unworthy It would perhaps, be interesting to analyse the actuating motives of the Victoria Times' remarks on this subject, and at some future date it may be necessary to do so. Captains of Industry

1 am satisfied that the action of the Canadian government in the transaction referred to was based upon appreciation of the fact that these men are good men and true-wholesome and capable men and true captains of industry who are well worthy to play the parts they are playing in the provision of necessary transportation facilities for British Columbia. I shall not refer to what is bedone by the Canadian Northern in the way of adding to the steamship services of the Pacific seacoast, nor to the new order of things in this province which the operations of this company have in a large measure assisted to bring about, but I would say that the most

natural advantages, which the Similkameen possesses have been frequently brought by him to the attention of this house.

Passes Through Summerland. The Kettle River Valley line construction which we were able to assist two years ago has now approximately a mileage of 275 miles. There was a question raised when this matter was last brought before this house as to its connection with the town of Summerland and the coming ant centre of Princeton, and I have today been warned by my friend, the member of the Similkameen, to say to this house that we are assured in connection with the Kettle River Valley that this line will be built not, as it is so often expressed, to a point at or near Princeton, but that it will be built in and through Princeton, so

that that part of my friends constituency is certain to enjoy the very large Toronto, Feb. 20. advantages which are certain to accrue through this contact with the Kettle River valley road. I may also

say that this line will pass through the town of Summerland. As to the connection between the

Coldwater Junction and the Coast, some will be likely to ask why was not this provided for when we were mak-ing the contract with the Kettle River Valley people two years back? This I can explain very readily. There have been for the construction of this piece of road two especially active competitors, the Victoria, Vancouver and Eastern railway, which is a subsidiary company of the Great Northern, an American road, and the Kettle River Valley, a Canadian line enjoying a subvention from the Dominion gov ernment. Year after year the Victoria, Vancouver and Eastern people have periodically made the announcement that a contract was just about to be let and that under it the V. V. & E. would be built and the Kootenay brought into communication with the Coast cities. I have, sir, been waiting for nine years now to see the fulfilment of these promises, but up to the present day without result. There has been no contract lef, and no construc-tion undertaken, but spring after spring and fall after fall we have been told that the engineers of the com-

pany were busily engaged seeking new route or that something else had arisen to deter the company from making a beginning of that substantial progress that the country has so greatly desired.

Cannot Afford to Wait

In these times, with the completion of the Panama Canal in sight, and the of the Panama Canal in sight, and the generally rapid development that is taking place through western America, we cannot afford to prolong the policy of waiting. We must be in a position to take advantage of the opportunities which are presenting themselves. The to take advantage of the opportunities which are presenting themselves. The conditions of the times do not brook longer delay, and we have come to the conclusion that it wilk be good business for us to invest a million dollars with the object of bringing the Kootenay district into close touch with Victoria, Vancouver and New Westminster, so as to secure and preserve and protect for the mender of any own propie the trade of the various sections of our own prov-ince, and prevent the diversion to the ince, and prevent the diversion to the country south of the line of this busi-ness which belongs by right to British Columbia. I have nothing whatever to say

against the Great Northern Railway or Mr. James J. Hill. I recognize and admire Mr. Hill as a wonderful perso ity, a true captain of industry, and to-day the greatest empire-builder, of the western States. He is, indeed, a man of marvelous will and indomitable per-severance. But the time seems to be on the wane for the interests of Brit-ish Columbia to receive just treatment at the hands of Mr. Hill, although he would have you believe that he is very much experimed with promoting the in-terests of this province. We cannot overlook the fact that it was Mr. Hill Okanagan line. Some two or three seswho was responsible for the closing sions ago, under an act of parliament, n of the Kaslo and Slocan Railway, the province took power to repurcha

THE VICTORIA COLONIST

tion that we should have with the in-There is also to be a bridge built from lope to Ruby Creek which will not only serve the railway but will be another highway bridge across the Fraser, built at a cost of \$200,000. This will help to build up our system of highways in that district and will enable the people to move around more freely. I would now submit this measure to the House, and in closing I will only say that the manner in which this work is to be carried out is a matter of sincere congratulation not only to the House but to British Columbia as well. (Applause.) The debate was adjourned by Mr. Brewster.

E. & N. Bailway

The premier then took up the bill to ratify the agreement with the Esqui-malt and Nanaimo railway. will explain, said he, the purpor of this measure in three or four min-utes./ The Esquimalt and Nanaimo utes./ The Esquimalt and Nanaimo Railway Company, the original corpora-tion that secured the land from the crown, is still operating the railway on the island. This road has been acquired by the C. P. R. and it is the intention of the C. P. R. to make further extensions of the line on the is-land. In order to provide funds for this purpose in the most conomical way, the C. P. R. desires that certain changes be made. The C. P. R. will be able to finance the proposed extensions more successfully if they can secure the E. & N. under a lease than if they were compelled to go on the market and raise the money directly on the market and raise the money directly on the credit of the E. & N. They approached the government very frankly and openly with a statement to that effect. They said that they wanted to borrow more money in order to extend the line. They said that if they leased the line there might be some question as to the exemption of the lands from taxation un der the original grant. They said that if, the government considered they were asking for a privilege not provided for in the original legislation the C. P. R. was willing to give some compensation As a result of these negotiations it has been agreed that the C. P. R. shall pay a cent and a half per acre per annum for the unsold E. & N. lands. This will nount to the sum of \$18,000 a year We agreed that we would enable the E. & N. to lease to the C. P. R. its line now under operation but with this fur-ther condition attached, that it must be ded to Comox, and an assurance has been given to us and a guarantee has been imposed that the C. P. R. wil give railway connection to Comox and other parts of the Island within the next three years. So that in addition to having secured the right to impose a tax of \$18,000 a year on the unsold lands we have the assurance that the line will run to Comox within three years. For my part I do not see that we need have very much concern as to the compliance of the C. P. R. and as to their building further extensions on the Island because we know that the C. P. R. is becoming energetic these days in British Columbia, and when they see the Canadian Northern Pacific marching towards the head of Vancou ver Island I have no doubt we will also see the C. P. R. taking on extra strength and pressing towards the north end of Island, but in the meantime the fact that we are now to have this ex tension to Comex is a matter of con gratulation to that part of British Columbia. Mr. Speaker, I move the second reading of this bill. Mr. Brewster moved the adjournment of the debate.

Subsidy Lands

In moving the second reading of bill No. 25, respecting the repurchase of certain subsidy lands, the premier said: This bill, in addition to providing for urchase of certain railway subthe rep sidy lands, provides for the reconstruc tion of the Kaslo and Slocan railway line, and for the return to British Co-lumbia of some \$387,000 paid by the pro-

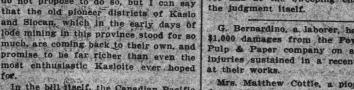
enjoyment, and we hope by departmental management to bring out of chaos a new order, and to so end what seems to have been a deplorable order of things, and make them impossible in the days to come. Profitable results can be expected in consequence. In order to get this bargain finally closed, the government in addition to paying forty cents an acre, has permit-

ted the company to get recognition for certain blocks, the surveys of which were not completed. The company filed alfidavits that owing to certain difficulties it was impossible to complete the surveys, and as those affidavits are by responsible men the government in fair-ness and decency has recognized them, and in this bill gives acknowledgment of that.

that. Beturn of \$400,000 But in addition to the return of these lands to the province, there are other considerations moving the government in the matter. There has been obtained the return to the provincial thesaury of some \$400,000 paid out on account of the Shuswap & Okanagan guafantee, and furthermore protection favorable to the province against any further responsiallity in that regard. And then, too, in connection with the Kaslo & Slocan here is the undertaking of the C. P. R. to standardize the rallway from Kaslo to Sandon, operate it continuously, and give it all the favors of C. P. R. service. give it all the favors of C. P. R. service. I want to congratulate my old friend and associate, the member for Kaslo (Mr. Mackay) on this splendid accom-plishment. Kaslo has for all of us an attraction all its own. I have heard my friend from Kaslo describe the principal town of the district as the Lucerne of British Columbia. Without any ques-ticn, as you see the beautiful little town nestling at the foot of the lake with such wonderful surroundings, that mar-vellous stretch of water in front, and with a background of picturesque moun-tain tops, and stretch on stretch of tain tops, and stretch on stretch of wenderful bench lands, surely here is the setting for a community easily to be entitled to the name, the Lucerne of British Columbia.

To Enjoy New Life

But there appears to have been some eterioration of its prospects, perhaps because of its indifferent transportation. We know there has been a decline and fall of the Kaslo and Slocan district, followed by the final abandonment of hat callway system by the high officials of the Great Northern Railway company. But now Kaslo and the Slo-can are to enjoy new life. There is to be a new order of things, and the bright and promising settlements to be met with from Silverton to Sandon will have encouragement to persevere and to wax and grow strong such as no condition heretofore has ever held out to them. While I refer in these terms to the Slocan, I must not forget with what what nxiety and concern our good old friend and associate from Slocan in this house has watched all these proceedings. It is with good fortune indeed that the constituencies of Siocan and Kaslo can lay claim to their representation in this House as we finalit in our good friends and associates. But while I have spo-ken of Slocan and Kaslo and the enor-mous advantaging they offer for settle-ment I must not forget to tell the House and I do so with great pleasure, that the nining statistics in my department show that the prospects for the mines of Slocan have never looked brighter than they do today. From our own official and other authoritative sources I am enabled to say that the present condi-tion of the mines of the Slocan stamp them with a permanence that gives as-surance for years to come of large and profitable operations. It would scarcely be in line with this discourse to deal be in line with this discourse to deal with different individual properties. I do not propose to do so, but I can say that the old pioneer districts of Kaslo and Slocan, which in the early days of lode mining in this province stood for so





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.25 .35¢ essence .. 250 nt kinds ... 25¢ that the Canadian Northern has been a factor of tremendous benefit-a godsend to British Columbia and a blessing to the people of Canada. (Applause.) Mr. Speaker, I submit this bill to the house firmly believing that parliament will endorse its provisions, and once more with the confident assurance that it will meet as well with the approbation of the entire community of British Co-

lumbia. (Applause.) Mr. P. Williams adjourned the debate.

Kettle River Proposals

In moving, the second reading of the bill respecting the Kettle River Valley company's extensions, the Premier said:

Columbia during so many years for a Coast to Kootenay road. There have

been many discussions of this ques-

call when a member of the Dunsmuir

government the very heated discussion

that arose on the construction of this

tions in this parliament, and I well re-

In moving this second reading. Mr. Speaker, I promise to be very brief in my remarks. The measure, as all must know, provides for a provincial government bonus of \$10,000 per mile ine people. for fifty miles, from Hope on the Fraser river, to Coldwater junction, the summit of the coast range. This will be the means of bringing to the Coast the Kettle River Valley railway which is now in operation between the Boundary and the Nicola valley. All will have in memory the agitation that has been taking place in British

an eventuality which, but for the ac- the subsidy lands that were given ralltion taken by the government, would have spelled ruin to one of the best pioneer mining districts of British Coumbia. Promise Unredeemed

I regret to say, too, that we have yet to see that, despite the fact that we expected to see the terminals on

False Creek undertaken, there is no evidence of any considerable effort being made in that regard, and I must express some disappointment with the action of the V. V. & E. in these maters. Meanwhile the Great Northern has built a branch line which will be cap-

able of taking care of a great deal of the business assembled through the imilkameen. Self-preservation is the first law of nature and this govacnment s the trustee of the people so it is determined to preserve the province for

For this reason the gov r ment felt that it was a proper tiling to employ the money of the people for the immediate construction of this filly onlies of thate construction of this first off es of road. When this is built it w'll come under the Dominion raiw; Juw hy which the V. V. & E. will have the right to use its trackage on terms which the Dominion railway commission will settle. So that while we are bringing our own Canadian line into our own Canadian territories, provision has been made in all fairness which will permit the V. V. & E. to come over the nountains and do business with us in our coast cities.

A Notable Example

coast to Kootenay line, the government being at one time almost threat-What I am saying now is not said in ened with disruption over this issue. any unfriendly spirit to Mr. Hill or to the Great Northerh and because I do It is not necessary for me at this juncture to say anything as to the not wish to speak in an unfriendly way manifold advantages of the Boundary, I will not speak of the Victoria and Sydhey road right here at home, but if the Similkameen and the Nicola districts.' The gentlemen who represent a stranger were looking for first class transportation I would not like to say these districts in this parliament are very well qualified to perform any duty that a trip on the Victoria and Sydney which may devolve in this respect. All railway would afford him an oppor-tunity to enjoy it. We are patient and in this house are familiar with the lunity to enjoy it. We are patient and long suffering. We acknowledge the in-vestments that Mr. Hill has made in this country and we want to keep him as a friend while we may, but he must understand that we propose to under-take our business affairs in a way that is right and in to the interact of the ability and the enthusiasm displayed by the member for the Boundary counby in emphasizing at every oppor-tunity the conspicuous merits and ad-vantages of his particular district. And who is there here who has not appreciated the bursting eloquence of the member for the Similkameen when the is right and just to the interests of the people of this country, and as to the glories of that district are his theme. construction of the Coast-Kootenay line (Applause and cries of hear, hear.) in our opinion it is now or never, and we will wait no longer for the connec-The wonderful endowment in varied

ways in British Columbia with the provision that any act of ours in that re gard should be reported to the house. Since that time negotiations have been under way with the officials of the C. P. R., and it is only within the last few weeks that they have them reopened, and that any results have been accomplish-When we first attempted to deal with the business the company wanted a very excessive price for the lands. To this we could not then agree, but after a great deal of treaty and of exchange or views we have finally consented to repurchase these lands at forty cents an acre. The Columbia and Western lands, which are partly owned by Mr. Heinze, are pretty well intact, and contain a great deal of very valuable timber and scil as well. Under the administration of the lands department there can be no dcubt that we shall make some very excellent returns from our management of

these lands. In Southeast Kootenay, while some of he lands are sold, and the company is reserving half a million acres as tie re-serves, there is no doubt we shall make excellent returns from our management of them. Our assessment figure on these lands is fifty cents an acre, and the price the Land Act fixes as a minimum for crown lands is \$2,50. In the final determination of this business we compremised on forty cents, and it is on this basis we propose, with the authority of the legislature, to buy them back. Carry Coal Rights

The British Columbia Southern grant, the house must not forget, carried coal rights, and these lands, under the law today, are worth \$20 an acre. As large sections of these lands are in the coal zone we may look forward to the sale of a large portion of them at \$20 an acre. At once, though, the question arises, if things are so promising as I describe, why should the C. P. R. part with these lands? My answer is ready. Under the cld reservation certain mineral rights were provided for, and these have led to such a complication of conditions as has made it almost problicitive for the com-pany to deal with the lands at all End-less litigation is in sight, and the difficulties created by the entry of the pro-spector and the home-seeker have been such as to practically close large sec-

tions. As soon as the government takes possession, we shall see that the homeseeker and the prospector are given every opportunity to have these in full

for. In the bill itself, the Canadian Pacific Railway company, as part and parcel of this bargain, is to spend \$400,000 in restoring the trackage on this railway, and the government is to provide a sub-sidy of \$100,000 towards the work. We of wire. found that unless this railway were constructed, we must; in order to give some transportation facilities to the people in that district, construct a wagon road which would cost in the neighbor-hood of \$200,000. Honorable, gentlemen all know that a railway is more efficient than a wagon road, and so we de-cided to give the Canadian Pacific Railway company this subsidy of \$100,000. they to expend \$400,000 on the road so as to develop that country, and to give its mines a fair chance of development.

And so it is that with these few explanatory observations I submit this last message, strong in the faith that everything we have done will tend not only, to the prosperity of British Columbia, but as well to the great prosperity of the entire Dominion of Canada. (Loud applause),

Mr. Brewster moved the adjournment of the debate, and the House adjourned till the evening sitting.

JUDGMENT GIVEN FOR COMPANY

Continued from Page 1.

that the city can forbid this and that consent must be obtained at a price. Their lordships held that this conten-

tion was not well founded in law; that the company had the right to use the company had the right to use poles for the transmission of energy to the street railway and that the other con-tentions of the city were inconsistent with these findings. Their lordships were of the opinion that both the judgments of the court be-low were erroneous and that the com-new had the tight to bring in power

any had the right to bring in power from Lac du Bönnet and erect po its distribution, and that the city failed in its attempt to establish a breach of the bylaw on which a claim was based for cancelling its charter. Blow to all Cities

WINNIPEG, Feb. 21 .- While the resuit was anticipated by information that has been in the hands of the com-pany some days, the privy council's de-cision comes as a severe blow not only to this city but to every other Canadian municipality. For the question of control of the streets was at stake. Dis-

dent of Northfield, is dead.

Burnaby municipality is installing an elaborate police telephone system with fifteen stations and twenty-seven miles

The Matsqui-Sumas Board of Trade has elected Charles Hill-Tout president, S. A. Morley, secretary, and W. H. Ker, reasurer.

The Seigle block at New Michel narrowly escaped destruction by fire on Sunday last.

Work has been resumed on the new





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Eggs-Fresh Island Eggs, per dog. ... Sastern Eggs, per dozen Cheese-

Butter-Best Dairy, per lb. Best Dairy, per lb. Victoria Creamery, per lb. Cowichan Greamery, per lb. Comox Creamery, per lb. Salt Spring Iai. Creamery, ib. B. C. Butter and Butter

Royal Household, bag Royal Household, bag Lake of Woods, bag Royal Standard, bag Wild Rose, per sack Robin Hood, per sack Robin Hood, per sack Calgary, per bag Mona's Best, per bag Drifted Snow, per sack Snowflake, per bag Three Star, per bag Snowflake, per bag Trath Lemona, per dosen

Lemons, per dosen Banenas, per dosen Malaga Grapes, Ib. Apples, per box Pinespples Comegrangtes 3

Beer, per 1h. Mutton, per 1h. Mutton, Australian, per 1h... Veal, dressed, per 1h. Chickans

Tomatoes, per lb.

Beginging at a post marked "W. H. C. s S. W. Corner planted 1½ miles north of Bradley Lagoon from S. W. Corner of Lot 13 thence running north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of commencement. WALTER H. CARNSEW

Reginald Brook. Agen Dated this 22nd day of December, 1911.

Coast District-Range 1.

Take notice that I, Waiter H. Can of Vancouver, B. C., Broker, intend to ply to the Assistant Commissioner of for a license to prospect for coal and learn on and over the following des lands:

Beginning et a post marked "W. H. C.'s Beginning et a post marked "W. H. C.'s S: W. Corner, planted midway between Bradley Lagoon and Sutherland Ray Drury Inlet, thence running north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to point of com-mencement. WALTER H. CARNSEW Beginald Brook, Agent.

Reginald Brook, Agent Dated this 32nd day of December, 1911.

Const District-Range 1. Const District-Range 1. Take notice that J. Walter H. Carnsew, of Vancouver, B. C., Broker, intend to ap-ply to the Assistant Commissioner of Lands for a license to prospect for goal and petro-leum on and over the following described lands: Best

lands: Beginning at a post marked "W. H. C.'s S. E. Corner, planted at the head of Cyster Lagoon running off Bradley Lagoon to N. E. thence running north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to point of commence-mant

WALTER H. CARNSEW Reginald Brook, Agent Dated this 22nd day of December, 1911.

Coast District-Range 1.

Take notice that 1. Waiter H. Carnsew, of Vancouver, B. C., Broker, intend to ap-ply to the Assistant Commissioner of Lands for a license to prospect for cosh and petro-leum on and over the following described

Tands: Beginning at a post marked "W. H. C.'s N. E. Corner, planted at the head of Oyater Lagoon running off Bradley Lagoon to N. E., thence running south 30 chains, thence west 80 chains, thence north 86 chains, east 80 chains to point of commencement. WALTER H. CARNSEW Reginald Brook, Agent. Dated this 22nd day of December, 1911.

Coast District-Range 1.

Coast District-Range 1. Take notice that 1. Walter H. Carnsew, of Vancouver, B. C., Broker, intend to ap-ply to the Assistant Commissioner of Lands for a license to prospect for coal and petro-lean on and over the following described iands: Berinting at a post marked "W. H. C.'s N. W. Corner, planted 1½, miles north of the S. W. Cerner of Lot 12, Bradley Lagoon, thence running south 30 chains, thence east 30 chains, thence north 50 chains, thence west 80 chains to point of commence-meni.

nent. WALTER H. CARNSEW Reginald Brook, Agent Dated this 22 d day of December, 1911.

Coast District-Range 1. Take notice that 1. Waiter H. Carnsew, of Vancouver, B. C., Broker, Intend to ap-ply to the Assistant Commissioner of Landa for a license to prospect for coal and petro-leum on and over the following description

Take notice that I, Waiter H. Carnsew, of Vancouver, B. C., Broker, intend to ap-ply to the Assistant Commissioner of Lands for a license to prospect for coal and petro-feum on and over the following described lands:

lands: Beginning at a post marked "W. H. C.'s N. W. Corner, planted midway between Bradley Lagoon and Sutherland Bay Drury Inlet, thence running south 80 chains, thence east 80 chains, thence north 80 chains, thence west 80 chains to point of commence-ment.

MALTER H. CARNSEW Reginald Brook, Agent. Dated this 22nd day of December, 1911.

Coast District-Range 1. Take notice that I, Walter H. Carnsew. of Vancouver, B. C., Broker, intend to ap-ply to the Assistant Commissioner of Lands for a license to prospect for coal and petro-leum on and over the following described lands:

lands: Beginning at a post marked "W. H. C.'s N. E. Corner, planted midway between Bredley Lagoon and Sutherland Bay Drury Inlet, thence running south 80 chains, thence west 30 chains, thence north 80 chains, thence east 80 chains to point of commence-ment.

ent. WALTER-H. CARNSEW Reginald Brook, Agent. Dated this 22nd day of December, 1811.

Coast District-Range 1. Take notice that I. Waiter H. Carnsew, of Vancouver, B. C., Broker, intend to ap-piy to the Assistant Commissioner of Lands for a license to prospect for coal and petro-leum on and over the following described lands:

lands: Beginning at. a post marked "W. H. C.'s S. E. Corner, pisnted midway between Brad-ley Lagoon and Sutherland Bay Drury In-let, thence running north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to point of commencenent.

WALTER H. CARNSEW

Reginald Brook, Agent Dated this 22nd day of December, 1911.

Coast District-Range 1. . Take notice that I, Waiter H. Carnsew, of Vancouver, B. C., Broker, intend to ap-ply to the Assistant Commissioner of Lands for a license to prospect for coal and petro-leum on and over the following described leader.

for a license to prove the following described innd: Begianing at a post marked "W. H. C's S. W. Corfer, planted at the head of Oyster Lagoon, running off Bradley Lagoon to N. E., thence running north 50 chains, thence east 30 chains, thence south 50 chains, thence west 50 chains to point of com-mencement. WALTER H. CARNSEW Reginald Brook, Agent. Dated this 22nd day of December, 1011.

Coast District-Range 1.

Take notice that I. Walter H. Carnsew, of Vancouver, B. C., Broker, intend to ap-ply to the Assistant Commissioner of Lands for a license to prospect for coal and petro-leum on and over the following described, note:

leum on and over the following described, inds: Beginning at a post marked "W. H. C.'s N. W. Corner. planted at the head of Oyster Lagoon, running off Bradley Lagoon to N. E., thence running south 80 chains, thence east 80 chains, thence horth 80 chains, thence west 80 chains to point of com-

mencement. WALTER H. CARNSET Dated this 22nd day of Dec