Enterprise Is Disabled

Has Reached San Francisco for Repairs Damaged by Gales.

No Wreckage on West Coast—Another Steamer for Sound Route.

The sealing schooner Enterprise has put in to San Francisco in distress. She left here about three weeks ago, just prior to the heavy gales. On Tuesday private telegrams received here gave the news that she was at San Francisco, and funds were needed to repair her. In answer to telegraphic inquiries yesterday it was learned by the Colonist that the Enterprise had put in to the Bay City for repairs, having been disabled as a result of the storms on the northern coast. The captain reports that on the 15th and 16th of December—when the storm raged in which the Alpha was wrecked—the schooner experienced terrific gales with high seas, which stove in the boats and skylight, and flooded the cabins. It was impossible to make Victoria, and the Enterprise headed for San Francisco. The Enterprise is owned by Capt. Clark, of this city.

FROM CAPE SCOTT.

Queen City Brings Budget of News From the Coast—No Wreckage Found.

Steamer Queen City returned from the West Coast on Tuesday morning, and, contrary to expectation, she brought no news of wreckage along the coast. The steamer went as far as Cape Scott, at the extreme north of the Island. The only news of damage as a result of the storm comes from Clayoquot and Nootka where the great gale made a phenomenally high tide, which swept right up to the huts of the Indians, and about 20 canoes were smashed at either place. At Clayoquot the tide rose up to the store, but did little damage. The high tides also hindered mining at Wreck Bay, although at more sheltered places good returns were being secured from the machines.

The sealing schooner Umbrina, for which some apprehension was felt here, having left port a few days before the big blow, which damaged the schooner Enterprise, since arrived at San Francisco, arrived safely at Kyuquot, putting down her anchor in the shelter of that harbor but four hours before the gale blew. Capt. Peppett was reported to have secured five canoes (ten hunters) at the scale of wages to be paid by the company. He wants ten canoes.

News was given that the Indians of the coast have formed a combine to raise the price to be paid them for skins. When the company was formed here and it was agreed to pay $4 per skin to the Indians, a messenger was sent down the coast to the different rancheries with the news, and the Siwashes formed a combine to not accept less than $5 per skin, with a cultus potlatch and $100 "boss" money to each schooner. The sealers will not pay more than $4 per skin, and the Indians are expected to go for this price when they realize that it is all that will be paid.

The Ahousett rancheries are merry because of a great potlatch which is being held there. On the last trip of the Queen City an invitation was sent to the Nootkas, and on this trip over 250 Nootkas took passage from that place on the Queen City and went down to Ahousett to attend the big potlatch.

At Cape Scott things were quiet. The settlers were cutting up a big whale which had drifted ashore near the Cape. The dead monster was 90 feet long.

At Quatsino the Q. M. & R. Co. had piled up much ore on their dump, and were hard at work.

At Carmanah the steamer's officers saw a large sea otter which had drifted ashore and been found by Thomas Daykin. The skin is in good condition, and should be worth between $300 and $400.

The passengers were O. Carlsen, W. Sheppard, N. P. O'Brien, Miss L. Evenson, Thomas Stockham, and daughter, and Rev. Mr. Ellison. The effects of Dr. Rolston were brought from Clayoquot, the doctor having moved from there to Duncan. A shipment of 55 barrels of salt salmon were brought from Quatsino.

WAS CARELESS.

Coroner's Jury Find There Was Carelessness on Part of Late Master of Alpha.

The finding of the jury empannelled at Union which held a coroner's inquest on the bodies recovered from the Alpha wreck, is published by the Cumberland News. It is as follows:

We, the undersigned jury empannelled by you to enquire into the cause of the wreck of the ship Alpha, whereby John Barber and others lost their lives, find that John Barber and the others lost their lives through accidental drowning, but the jury are of the opinion (1) That proper care was not taken to have a reliable chart on board; (2) that as none of the officers had ever brought a ship into Union at night—also considering the roughness of the weather—it showed gross carelessness on the part of the captain to attempt to enter the channel without a pilot; (3) we consider that the first and second officers did their utmost to dissuade the captain from the course he pursued, and acted to the best of their ability in saving life after the vessel struck the rock. (Signed) Robert W. Baird (foreman), George Beadnell Jr., J. F. Piercy, James Messer, R. H. Piercy."

It developed during the taking of the evidence that the chart in use on board bore date of 1859.

PURCHASED THE DALTON.

A Tied-up C. P. R. River Steamer Sold to a Seattle Company For Sound Service.

Capt. Frank White has gone to New Westminster to take the river steamer Dalton to Seattle for the White Star S. S. Co. The Dalton was one of the fleet of river steamers built by the C. P. R. Co. for service on the Stikine during the rush to the Klondike in 1897, and has since been lying up the Fraser. She has been purchased by Capt. White and his associates for service on the Sound.

Steamer Amur reports that all attempts to float the steamer City of Topeka had failed up to the time she left Skagway.

TIDE TABLES.

Copies of the tide tables for Victoria and the Sand Heads, Fraser river, which have been issued by the tidal survey of the marine and fisheries department, were received in the city Wednesday. They are based upon direct observation of the tides, obtained from tide gauges erected at the above places by the department of public works. These tide gauges are self-registering and are kept in continuous operation day and night throughout the year. The record thus secured is tabulated in hourly ordinates, or the height of the tide at every hour throughout the year. It is then reduced by the latest methods of analysis, by which the tidal constants are arrived at, and tide tables calculated from them, in the Nautical Almanac office, London.

The tide tables for Victoria are based upon tidal records during one complete year, namely, from April 1, 1895, to April 30, 1896. These tides are characterized by the same complications which they show on the Pacific coast of North America generally. The high and low waters of the same day are often very unequal; and at times there is only one high water and one low water in the day, the other two being practically effaced and represented merely by a long stand. As this inequality follows the declination of the moon, it will affect the spring tides at one season, and will gradually fall back so as to affect the neap tides at another season of the year.

From simultaneous observations during two months, it appears that the time of high water at the dry dock at Esquimalt is about three-quarters of an hour later than at Victoria. The difference in time is very variable, however.

THE SEHOME COMING.

Will Run on Afternoon Schedule in Opposition to Rosalie—Fleet of Three Steamers.

The steamer Sehome left Seattle this morning and will arrive here this afternoon, to run in opposition to the Rosalie. The Sehome will make the third steamer on the route. She will arrive at 3 p. m. and sail again at 7:30 p. m.—half an hour prior to the Rosalie—every day except Saturday. The Utopia will continue on the route, arriving each morning as at present and sailing at 9:30 a. m. for Seattle every day except Monday.

MARINE NOTES.

The Seattle chamber of commerce is endeavoring to collect $100,000 from the Seattle business men as a bonus to Moran Bros., in order that they will be able to scale that much off their tender for one of the new 14,000-ton battleships to be built by the United States and thereby ensure the contract going to Seattle. The appropriation is $3,600,000 the Morans' tender is about $100,000 above the appropriation.

The overturned hull which was reported by shipping which arrived on the Sound and at San Francisco after the storm has been identified as that of the schooner Henry and Joseph, which left San Francisco on December 13 for the Columbia. She carried five men, her master being Capt. Rasmussen and her cook Frederickson. The names of the others are not known. The schooner was owned by Joseph Harter and Henry Steffins, of San Francisco.

The halibut fishing schooner Jessie has returned to Seattle from a cruise to Queen Charlotte Sound with 40,000 pounds of halibut. She reports that the steamers Edith, of Tacoma, New England and Capilano, of Vancouver, are making good catches. In Wrangel narrows there was a fleet of about 18 or 20 schooners, taking halibut. Two-thirds belonged to Seattle.

The Moran shipyard of Seattle have secured a contract to build a United States lighthouse tender at a cost of $125,000.

FELL OVERBOARD.

Capt. Turtle Sustains Injuries by an Accident on Waterfront Last Night.

Capt. Turtle, mate and pilot of the steamer Amur, was the victim of an unfortunate accident on the waterfront last night, falling overboard between the steamers Amur and Queen City. Capt. Turtle had been ashore for some time and returned to the steamer, which was preparing for her trip to Skagway, shortly after 10 o'clock. The Amur was lying at Turner & Beeton's wharf on the outside of the steamer Queen City, while hawsers were passed in a pair of white kid gloves, man's size, and a pretty big man at that, for she had a gentle little fist that would have scared John L. Sullivan in his palmiest days.

When I was introduced to the newly-shackled matron she put one of those gloved hands into mine with a simpering air of coyness that made me feel cold all over, for that hand in the kid glove reminded me of the day I took my first lesson with Laurence Foley. Australia's champion boxer, and he had an eight-ounce glove on (thank heaven) on that occasion. In her right hand the bride carried a fan of splendid ostrich feathers, with which she brushed the flies off the groom. It was vast enough to have brushed away a toy terrier, to say nothing of flies but it looked a toy in that giant hand.

The bridegroom hung on to his bride's arm like a fly to a sugar stick. He was a tall young man dressed in a black frock coat light trousers braced up to show that he wore socks shoes white gloves and a high-crowned hat. He carried his bride's white silk gingham fan and hand and an enormous bunch of flowers in the others. He tried to look meek but only succeeded in looking shy, hypocritical, and awfully uncomfortable. At times he would look at his new spouse, and then a most unsainly expression would cross his foxy face; he would push out his great thick lips until they threw a shadow all round him; open his dazzling white teeth and let his great blood-red tongue loll out until the chasm in his face looked like a rent in a black velvet gown with a Cardinal's red hat stuffed in the centre. He may have been full of saving grace—full up, and running over—but it was not the brand of Christianity that I should care to invest my money in. When he caught my gaze riveted upon him he tried to look like a brand plucked from the burning; he rolled his great velvet-black eyes skyward, screwed up the slit which ran across his face, and which he called a mouth, until it looked like a crumpled doormat, folded his hands meekly over his breast, and committed himself generally like an advertisement for a mission society.

From him I glanced to his "pa," who had given him away and seemed mightily glad to get rid of him. "Pa" was dressed in pure black from head to heel—just the same old suit that he had worn when he struck this planet, only more of it. He was guiltless of anything and everything in the shape of dress, except for a large rim of horn which he wore on top of his head. He did not carry any parasols, or fans, or gewgaws of any kind in his great muscular fists. One hand grasped an iron shod assegai, and the other lovingly fondled a battle-axe, and both weapons looked at home where they rested. He was not just the sort of father-in-law I should have hankered for if I had been out on a matrimonial venture; but I would rather have had one limb of that old heathen than the whole body of his "civilized" son, for with all his faults he looked a man. A churn of

THAT PETITION.

Archbishop Begin Will Not Heed Demand to Discipline Father O'Leary.

Quebec, Jan. 2.—(Special)—Archbishop Begin, when interviewed regarding a petition being circulated asking that Father O'Leary be disciplined for reading the English church service over a Protestant hero at Paardeberg, said that he knew nothing of the latter and he would certainly not take any action in regard thereto.

FLEET OF THREE.

Steamers Amur and Willapa Sail For North, and Queen City For West Coast.

Quite a fleet of C. P. N. steamers sailed from Turner, Beeton & Co.'s wharf Wednesday. The Amur went to Skagway, the Willapa to Naas and way ports, and the Queen City to Ahousett and way ports on the West Coast. The Amur had few passengers and a small freight. The Willapa had a good average cargo of supplies and merchandise for the coast ports; and the Queen City had mining plates, stores and general supplies for the mines and settlements of the Island coast. The Queen City had the most passengers. Included among them were H. Lee and wife (nee Miss Bessie Johnson, of this city), who are bound to Wreck Bay; L. Thompson, Messrs. Perry, R. B. and H. Warnock, J. W. Tritch, M. McGregor, H. Morrison and wife, W. Price, bound to Barclay Sound, and Captains Campbell and Clarence Cox, who go up to Ahousett to engage Indian hunters.

All disorders caused by a billious state of the system can be cured by using Carter's Little Liver Pills. No pain, griping or discomfort attending their use. Try them.

Among the Basutos

(London Daily News.)

When the Eighth Division was skirting the borders of Basutoland I thought it would not be a waste of time to cross the border, and if possible interview one of the chiefs. My opportunity came at last. Our general decided to give his weary men a few days' rest, so getting into the saddle at Willow Grange, I rode to Ficksburg, and there crossed the River Caledon, whose yellow waters, like an orange ribbon, divide Basutoland from the Free State. At this point the river runs between steep banks, and when I crossed it was about deep enough to kiss my horse's girths, though I could well believe that in the flood season it becomes a most formidable torrent. An artificial cutting has been made on both sides to facilitate the passage of traders, black and white, but even there the ford is so constituted that the Boers on the one side and the blacks on the other could successfully dispute the passage of an invading army with a mere handful of men.

Once over the river one soon felt the influence of Jonathan, the "Black Prince." The niggers, naked except for the loin cloth, swaggered along with arms in their hands, and grinned with insolent familiarity into our faces. They may have an intense respect and an unbounded love for the British—I have read scores of times that they have—but I beg leave to doubt it. Physically speaking, they are a superb race of men, these sable subjects of our Queen. Their heads sit upon their necks with a bold, defiant poise, their throats are full, round, and muscular, their chests magnificent, broad and deep, tapering swiftly towards the waist. Their arms and legs are beautifully fashioned for strong, swift deeds. Strip an ordinary white man and put him among these black warriors, and he would look like a human clothes rack. They walk with a quick, springy step, and gave me the impression that they could march at the double for a week without tiring. But they are at their best on horseback. To see them barebacked dash down the side of a sheer cliff, plunge into the river, swim their horses over, and then climb the opposite bank when the face of the bank is like the face of a wall is asight worth travelling far to see.

There are many things in this world that I know nothing at all about, but I do know a horseman when I see him, for I was bred in a land where nine-tenths of the boys can ride. But nowhere have I seen a whole male population ride as these Basuto warriors ride, and the best use England can make of them is to turn them into mounted infantry. Give them six months' drill, and they will be fit to face any troops in Europe. I never saw them do any fighting, but they carry the fighting brand on every lineament—the bold, keen eye, the prominent cheekbone, the hard-set mouth, the massive jaw, the quivering nostril, the swing and spring of every movement, all speak the fighting race.

And their women: what of them? From the back of the head to the back of the heel you could place a lance shaft, so straight are they in their carriage. Their dress is a bunch of feathers and the third of a silk pocket handkerchief, with a copper ring around the ankle and another around the waist. They do most of the daily toil, such as it is, though I know of no peasant population in any other part of the world who get a living as easily as these folk. The men allow the women to do most of the field labor, but when the grain is bagged the males place it in single bags across the back of a pony, and so take it to market. They walk beside the tiny little ponies and balance the grain-sling crosswise on the animal's back, and when the grain his been sold or bartered they bound on to their ponies and career madly homeward, each one trying to outdo his neighbor in deeds of recklessness in the hope of winning favor in the eyes of the dusky maidens. They are mean in regard to money or gifts, and know the intrinsic value of things just as well as any peddler in all England. Judging the "nigger" merely as a human being, irrespective of sentiment, color, and so forth, I can only say that in my estimation he and his are far better off in every respect than the average white laborer and his family in England. These folk have plenty to eat, little to do, and are very jolly. They would be perfectly happy if they only had a sufficient number of rifles and a large enough supply of ammunition to enable them to drive every white man clean away from their borders.

When I arrived at Jonathan's village that warrior was away with a band of his young men, so that I could not see him. Though I saw his son at a wedding which was being held when I reached the scene. I was taken through rows of naked, grinning savages, of both sexes, to be introduced to the bride and bridegroom, whom I found to be a pair of mission converts. When I saw the pair the shock nearly shook my boots off. The bride, a full-blooded young negress, was dressed in a beautiful white satin dress, which fitted her as if it had been fired at her out of a gun. It would not meet in front by about three inches, and the bodice was laced up by narrow bands of red silk, like a footballer's jersey. In her short, woolly hair she had pinned a wreath of artificial orange blossoms, which looked like a diadem of snow on a midsummer day's dream. From her head back there hung a great gauzy lace veil big enough to make a fly net for a cow camel in summer. It was not fixed on to her dress, nor to her head, but was tied on to two little kinky curls at each side of her head by bright green ribbons, after a fashion of prize filly of the draught order at a county fair. Her hands were encased in a pair of white kid gloves, man's size, and a pretty big man at that, for she had a gentle little fist that would have scared John L. Sullivan in his palmiest days.

When I was introduced to the newly-shackled matron she put one of those gloved hands into mine with a simpering air of coyness that made me feel cold all over, for that hand in the kid glove reminded me of the day I took my first lesson with Laurence Foley. Australia's champion boxer, and he had an eight-ounce glove on (thank heaven) on that occasion. In her right hand the bride carried a fan of splendid ostrich feathers, with which she brushed the flies off the groom. It was vast enough to have brushed away a toy terrier, to say nothing of flies but it looked a toy in that giant hand.

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Sir Wilfrid's Protege.

(From The Patrie.

The unstinted charity of Sir Wilfrid and Lady Laurier is well known. A hand is never stretched towards them without receiving an immediate response and generous help, accompanied by encouraging words. But sometimes Sir Wilfrid's bounty is abused, as the following story, told in Ottawa, shows: Last April Sir Wilfrid was walking home, after a long night session of the house, about 3 in the morning. He noticed a poor fellow crouching near an open trench dug to lay a water main. Hail was falling that cut to the quick. The unfortunate man was in charge of a light to guard people from falling into the trench. Sir Wilfrid, with his overcoat buttoned tightly about his neck and a large umbrella, was hurrying by when the nightwatchman said, "Good evening, sir; very cold night." The premier returned the salutation and a little further on entered his own house. During the session it was customary for Sir Wilfrid's servants to prepare him a supper before retiring. On returning home after a late sitting the chief found this very agreeable, when tired. According to his habit, Sir Wilfrid, after taking off his wet clothes, sat down to a plate of soup. He was alone. The silence of the large dining-room was only broken by the regular ticking of a Normandy clock. Everything in the house was quiet. A pleasant grate fire threw its fantastic light of the walls and furniture. Sir Wilfrid sat gazing into the grate, watching the flames and thinking over the events of the day. The remembrance of the nightwatchman, freezing and pierced by the cold, came to him. He thought he heard again the unfortunate man saying: "Very cold night, sir." The sight of the table covered with good things and sparkling glassware, the reflection from the brass of the grate, the warmth of the room, through which the flowers which Lady Laurier tended with great care threw a gentle and delicate perfume, filled his heart with a great sympathy, when he thought that in the midst of such comfort there was near him, at the corner of the street, an unfortunate fellow-man freezing and exposed to the inclemencies of the cold April night. Sir Wilfrid arose. Throwing a furtive glance about, to see that no one was watching, he took a newspaper and wrapped in it cold chicken, jellied tongue, bread, and a bottle of Bordeaux. He then put on his overcoat and fur cap, and, protected against the rain, went out with his precious burden.

He soon reached the neighboring street. The nightwatchman was still there, half asleep, overcome by fatigue, more bent and shriveled than a half-hour before. Touching his arm, Sir Wilfrid roused him and said: "Here, my friend, my supper was more than I needed, and I wish to share it with you. As we are both condemned to watch that the quiet of others may not be disturbed, I thought I would not be offending you in asking you to accept half my supper. Will you?" The unfortunate workman, now wide awake, raised himself, and, taking the parcel from the hands of his unknown benefactor, thanked him effusively, and promised to pray both for him and his family.

Sir Wilfrid returned home, happy in having given some comfort to one on whom fortune had not smiled. But one thought disturbed him. He wondered what reason he could well give in the morning to explain how he, usually so temperate, had been able to dispose of so much food.

The story continues that some eight days later a poor watchman stopped Sir Wilfrid as he came from a meeting of the cabinet and said: "Sir Wilfrid you shared your supper that cold night. I have recognized you since and asked your name, and was overcome to find that I had been the object of the charity of the Prime Minister of Canada, who left his own house in the rain to bring me food. Your kindness emboldens me. I have come to-day to ask a place in the civil service."

Sir Wilfrid replied: "My friend, I was very glad to give you half my supper eight days ago. To-day I regret to have no place at my disposal. I have none but my own, and would be quite ready to share it with you, as I did my supper, but the constitution has not provided for such a case. Meantime, take this slight help, and may God bless you."

The unfortunate man pocketed the money and went away thanking and blessing his benefactor for all his kindnesses.

Two weeks later the same figure waited for Sir Wilfrid at the door of the east block, and on seeing him come out approached saying: "Sir Wilfrid, I am the poor unfortunate whom you took under your protection by sharing your supper one night and another time by giving me five dollars, and I come again to ask your charity, either for a place or for money." Sir Wilfrid expressed his regret that he had no place, but again gave a small sum of money.

Sir Wilfrid saw no more of his protege for the summer. About a fortnight ago, just after the great victory of the Liberal party, the same night-watchman placed himself in the way of his protector. This time Sir Wilfrid recognized him, and, cutting short his speech, asked what he wanted. The unfortunate man, with a more chirpy air than usual, said: "I am your protege, and, noticing that you have won the election, I have come to ask for something with which to celebrate your victory." Sir Wilfrid, without regretting what he had already done for the man, said: "My friend, I gave you food when I thought you hungry. Now that you ask for drink, I refer you to my colleague, Hon. Mr. Fisher. He is the minister charged with the duty of quenching the thirst of men like yourself, anxious to drink the health of the government." The story does not tell what answer the apostle of prohibition made to Sir Wilfrid's former protege.

NOTICE is hereby given that application will be made to the Legislative Assembly of the Province of British Columbia at its next Session for an Act to incorporate a Company with power to construct, equip, operate and maintain a railway, standard or narrow gauge, for the conveyance of passengers and freight from some point at or near Taku Inlet, in British Columbia, thence by the most feasible and convenient route to a point at or near the Little Stikine River; thence to Dease Lake; thence along the east side of Atlin Lake to Atlin City, and thence northerly to the northern boundary of the Province, with power to construct, operate and maintain all necessary roads, bridges, ways and ferries. To build, own and maintain wharves and docks in connection therewith, and to build, own, equip and maintain steam and other vessels and boats, and to operate the same on any navigable waters within the Province; and with power to build, equip, operate and maintain telegraph and telephone lines in connection with the said railway and branches, and to charge tolls thereon for the transmission of messages for the public, and to generate electricity for the supply of light, heat and power, and for all other purposes mentioned in Sections 80, 81, 82, and 83 of the "Water Clauses Consolidation Act, 1897," and with power to take over and adopt the provisions of any agreement executed, or the conditions of any by-law passed by the Municipal Corporation of the City of Victoria and intended to aid or assist the undertaking hereby proposed to be incorporated; and with power generally to acquire lands, bonuses, privileges, or other aids from any government, municipal or other bodies, or other persons or bodies and to levy and collect toll from all parties using and on all freight passing over any of the roads, railways, ferries, wharves, docks or vessels built by the company; and with power to make traffic or other arrangements with railway, steamboat or other companies, or to amalgamate with the Great Northern Railway Company, or with any railway corporation controlled or operated by the said Company, or with any other railway corporation in the Province and with power to expropriate lands and property for the purposes of the Company, and to acquire lands, bonuses or privileges and other aids from any Government, Municipal Corporation or any persons or bodies, and with power to lease, and to connect and make traffic and other arrangements with railway, steamboat and other companies now or hereafter to be incorporated, and to levy and collect tolls from all persons using and on all freight passing over any such roads, bridges, railways, ferries, wharves and vessels built or owned by the Company, and for all other necessary or incidental rights, powers and privileges in that behalf.

Dated at Victoria, this 27th day of December, 1900.

CREASE & CREASE.
Solicitors for the Applicants.

EXECUTOR'S NOTICE TO CREDITORS IN THE SUPREME COURT OF BRITISH COLUMBIA.

In the matter of the Estate of William Drinkwater, late of Somenos, in the Province of British Columbia, farmer, deceased.

Notice is hereby given pursuant to Revised Statutes of British Columbia, 1897, Chapter 157, that all creditors and others having claims against the estate of the said William Drinkwater, who died on or about the 26th day of November, A. D. 1900, are requested sird[illegible]to and 4[illegible] shrdmr required to send by post, prepaid, or to deliver to Henry Evan Evans of Somenos, British Columbia, the executor, on or before the first day of February, A. D. 1901, their names, addresses and descriptions, the full particulars of their claims, the statement of their accounts and the nature of the securities, if any, held by them, duly certified, and that after the said date the said executor will proceed to distribute the assets of the deceased among the parties entitled thereto, having regard only to the claims of which he shall then have notice, and that the said executor will not be liable for the said assets or any part thereof to any person or persons of whose claims notice shall not have been received by him at the time of such distribution.

Dated this 21st day of December, A. D. 1900.

HUNTER & OLIVER.
Solicitors for the Executor.
Halifax, 1st November, 1900.

NOTICE.—The Columbia & Western Railway Company will apply to the Parliament of Canada at its next session for an Act assimilating its bonding powers in respect of its railway and branch lines west of Midway to the powers already given in respect of its lines constructed east of that point, extending the time within which it may complete its railways, and authorizing it to construct such branches from any of its lines not exceeding in any one case thirty miles in length as are from time to time authorized by the Governor-in-Council, and for other purposes.

H. CAMPBELL OSWALD.
Secretary.

NOTICE IS HEREBY GIVEN that application will be made to the Legislative Assembly of the Province of British Columbia at its next session for an Act to incorporate a company with power to construct, equip, operate and maintain a railway for the carriage of passengers and freight from a point at the present terminus of the Victoria & Sidney Railway in the City of Victoria, over, across and along the following streets, that is to say: "A" Street, Bay Street, First Street, Blanchard Street, Pisgard Street, Cormorant Street and Store Street, and across any street or streets in the said City which intersect with the streets above named, or any of them; and also over, across and along such other streets or ways in the City of Victoria as may hereafter be agreed upon between the company and the Mayor and Council of the said City for the time being in office; and to construct the railway so to be constructed over the streets first named with the tracks of the Esquimalt & Nanaimo Ry. Co., and of the Victoria & Sidney Railway, and to make traffic or other contracts, agreements or arrangements with the said companies and each of them for the transfer of passengers and freight upon such terms as may be agreed upon and further to construct, equip, operate and maintain a line of railway on the Mainland of British Columbia from a point at or near the mouth of the Fraser River through the Municipality of Delta and Surrey to a point where the line proposed to be constructed shall intersect with the New Westminster Southern Railway, and to continue said construction easterly to a point on the Fraser River at or near Chilliwack in the said province; and also with power to construct, operate and maintain a railway ferry steamsh'p for the purpose of transferring loaded passenger and freight cars from the terminus of the Victoria & Sidney Railway at Sidney, or such other point as may be hereafter selected for such terminus on the Saanich peninsult to the point or points on the Mainland of British Columbia at or near the mouth of the Fraser River which shall be selected on the Western terminus or termini of the railway proposed to be constructed with power to build such branch lines and to build, own and maintain wharves, docks and such terminal slips, ways, and appliances as may be convenient or necessary for the operation of the said railway ferry service; and with power to build, own, equip and maintain steam and other vessels and boats and operate the same on any navigable waters within the Province; and with power to build, equip, operate and maintain telegraph and telephone lines in connection with the said railway and branches, and to charge tolls thereon for the transmission of messages for the public, and to generate electricity for the supply of light, heat and power, and for all other purposes mentioned in Sections 80, 81, 82, and 83 of the "Water Clauses Consolidation Act, 1897," and with power to take over and adopt the provisions of any agreement executed, or the conditions of any by-law passed by the Municipal Corporation of the City of Victoria and intended to aid or assist the undertaking hereby proposed to be incorporated; and with power generally to acquire lands, bonuses, privileges, or other aids from any government, municipal or other bodies, or other persons or bodies and to levy and collect toll from all parties using and on all freight passing over any of the roads, railways, ferries, wharves, docks or vessels built by the company; and with power to make traffic or other arrangements with railway, steamboat or other companies, or to amalgamate with the Great Northern Railway Company, or with any railway corporation controlled or operated by the said Company, or with any other railway corporation in the Province and with power to expropriate lands and property for the purposes of the Company, and to acquire lands, bonuses or privileges and other aids from any Government, Municipal Corporation or any persons or bodies, and with power to lease, and to connect and make traffic and other arrangements with railway, steamboat and other companies now or hereafter to be incorporated, and to levy and collect tolls from all persons using and on all freight passing over any such roads, bridges, railways, ferries, wharves and vessels built or owned by the Company, and for all other necessary or incidental rights, powers and privileges in that behalf.

Dated at Victoria, this 27th day of December, 1900.

CREASE & CREASE.
Solicitors for the Applicants.

Notice is hereby given that application will be made to the Legislative Assembly of the Province of British Columbia at its next session, for an Act to consolidate certain mining leases or grounds situated in and around Trout Gulch, Atlin District of British Columbia, and more particularly known as the "Gem," "Lammas," "Will o' the Wisp," "Engelhardt," "Gordon," "Cousin Jack," "Lancashire Lad," "Louise," "Pure Gold," "Ida," "Clifford," and "Only Chance," together with other adjoining or adjacent properties, that may hereafter be acquired by the applicants and to one holding with a demise thereon from the Crown, for a period of 25 years from the final passage of the Act, with a right of renewal for a further period of 25 years, and that the water privileges now held or hereafter acquired by the applicants, and in particular, the right of diverting and using 2,500 miners' inches from Surprise Lake and 900 miners' inches from Moose and Elk Lakes, be held, employed and enjoyed as appurtenant to the whole or any part of the said holdings; and to confirm to the applicants and their assigns solely, and with all other usual, necessary or incidental rights, powers or privileges as may be necessary or incidental or conducive to the attainment of the above objects or any of them.

HUNTER & OLIVER.
Solicitors for the Applicants.

NOTICE.—The British Columbia Southern Railway Company will apply to the Parliament of Canada at its next session for an Act extending the time within which it may construct its railways, and authorizing it to construct such branches from any of its lines not exceeding in any one case thirty miles in length, as are from time to time authorized by the Governor-in-Council, and for other purposes.

H. CAMPBELL OSWALD.
Secretary.

NOTICE—The Nakusp & Slocan Railway Company will apply to the Parliament of Canada at its next session for an Act extending the time within which it may construct its railways, and appointing Montreal as the place for its head office with power to the Directors from time to time to change it by by-law, and for other purposes.

JOHN Y. ARMSTRONG.
Secretary-Treasurer.

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MINERAL ACT, 1896.
(Form F.)

CERTIFICATE OF IMPROVEMENTS.
NOTICE.

Union Mineral Claim, situate in the Aiberni Mining Division of Barclay District.

Where Located:—Sarita River.

Take notice that I, A. S. Going, agent for the Mount Tasker and British Columbia Development Company, Limited, Free Miner's Certificate No B49,165, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this 10th day of December, 1900.

A. S. GOING.

NOTICE.

Notice is hereby given that in one month from this date I intend applying to the Chief Commissioner of Lands and Works, Victoria, B. C., to purchase 320 acres of land at the mouth of Bear Creek, west side of Chilkat River, District of Cassiar, 80 chains long by 40 chains wide, initial post is on an island in the Chilkat River.

Dated this 16th day of October, 1900, at Bear Creek, B. C.

JOHN IRVING,
Locator.

NOTICE.

Notice is hereby given that in one month from this date I intend applying to the Chief Commissioner of Lands and Works, Victoria, B. C., to purchase 320 acres of land, situate at the mouth of Bear Creek, District of Cassiar, B. C., 80 chains in length, by 40 chains wide.

The said land is situate on the east side of the Chilkat River; commencing from near mouth of Bear Creek, initial post is on an island in the Chilkat River.

Dated this 8th day of October, 1900, at Bear Creek, B. C.

ROBERT PATRICK,
Locator.

NOTICE. David McNicholl and Thomas Tait, of Montreal, and Harry Abbott and Geo. McL. Brown, of Vancouver, in the Province of British Columbia, Esquires, will apply to the Parliament of Canada at its next session for an Act incorporating a company under the name of the Kootenay & Arrowhead Railway Company, with power to construct or acquire and to operate a railway from a point at or near Arrowhead, on Arrow Lake, Kootenay District, British Columbia, thence by the most direct and feasible route via Trout Lake or Duncan River to some point at the north end of Kootenay Lake in said district and branch lines, with power to own and operate telegraph and telephone lines, ropeways and tramways, warehouses, steam and other vessels, ferries, mines, smelters, timber lands, wharves, roads, docks, sawmills, water rights, dams, flumes, water power, to generate and transmit and deal in electricity and electric power, together with such powers as to maintaining and operating or disposing of its railway and works and such other powers and privileges as are usually given to Railway Companies incorporated by the Parliament of Canada, and for other purposes.

J. E. McMULLEN.
Solicitor for Applicants.

IN THE MATTER OF the application of George Collins for a Certificate of Indefeasible title to lot five hundred and nine, (509), Victoria City.

NOTICE is hereby given that a Certificate of Indefeasible Title to the above hereditaments will be issued to George Collins on the 10th day of March, 1901, unless in the meantime a valid objection thereto be made to me in writing by some person claiming an estate or interest therein or in some part thereof.

S. Y. WOOTTON.
Registrar-General.
Land Registry Office, Victoria, B.C., 4th December, 1900.

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