ENQUIRY COMMITTEE CONCLUDES SESSION

Further Evidence on Labor Shortage and Suggestions as to Remedy

The session of the labor enquiry committee of the board of trade reopened at 10 o'clock Wednesday morning. The witnesses heard were F. Bullen, F. Moore of the Victoria Chemical Co., Capt. William Grant, and a recent arrival from the Old Country who wished his name to be withheld.

The evidence turned for the most part upon the relations of the labor unions and employers as regards the alleged scarcity, while by the recent arrival from England much interesting information was given as to the class of labor available in the Old Country and the disposition of the people there in regard to Canada as a whole and British Columbia in particular.

F. Moore was the first to give evidence. He stated that the increased price of labor had had the effect of sending the cost of manufacturing the products of the Chemical Works, up until it was impossible to compete for the business on the American side of the line.

"We are in that position, said he that if labor were to double in price tomorrow, we should only be able to get the same for our product. People say, 'oh, you can get labor if you will only pay for it.' The point is that we cannot pay higher for labor than is paid elsewhere, and then produce goods at the same cost.

If our competitors were all in the same province with us here, and were subject to the same conditions, we could pay whatever price the labor might command. Our competitors would have to pay for it too; and their produce would cost in the same proportion as our own."

Shortage Affects Business

Mr. Moore stated that the shortage of labor had affected his business to the extent of destroying the trade in muriatic acid to the south of the line.

"We used to send lots of acid down to the state of Washington. Now, however, the price of producing the acid has become too high owing to the increased cost of labor that we are quite enable to compete with the factories on the other side of the line."

Mr. Moore stated that his firm was forced to purchase all its iron castings and much other material in the east and England, owing to the high price of the local product.

Mr. Bullen—"How long would it take you to get a casting from the Old Country?"

Mr. Moore—"It would take just about as long to get a casting from Glasgow as from Bullen's yards. Of course you know the reason."

Production of Copper

Mr. Moore stated that in his opinion the shortage of labor would in the end have the effect of interfering with the production of copper in the province. "We are all making copper in this province," said he, "and when the copper output is interfered with it will mean that the interests of the whole province will be effected.

Capt. Wm. Grant threw some light on the subject from the standpoint of the ship owners and cannery men.

It was impossible he said to get hands for the small coasting vessels, while the sealing trade was being curtailed owing to the lack of Indians. Those Indians, he said, who had formerly worked for the sealers were now all being drawn off by the high wages offered by the canneries.

The captain stated that it cost three times as much to operate the small coast freighters as it had in the past, but that the freight rates had not gone up sufficiently to make the difference up to the owners of these vessels.

Abolish the Head Tax

Questioned as to what he considered to be the remedy for the present state of affairs Capt. Grant stated unreservedly that he considered the remedy to be the removal of the $500 head tax.

"The Chinamen are what were making this province, he said. "They built our roads and did all our work for us in the old days. That tax should be removed, but of course when it was put on it was done from political motives. The labor vote is too large to allow of anything being done with the question of the head tax."

"Do you consider that Chinamen hurt the white labor?" asked Mr. Paterson.

"No, I don't believe it would," was the reply, "so long as a man is willing to work he can get employment. Chinamen or no Chinamen. As to the shiftless, lazy white laborers, well, I'd rather have Chinamen."

Capt. Grant concluded by stating that he found the shortage of labor, "a hinderance to everything that he attempted to do."

Corrects False Impression

Capt. Bankley, of Westholme, who gave much interesting testimony to the committee at its session on Tuesday, appeared in the course of the morning and stated he wished to correct a false impression which had got abroad concerning his evidence, through the press.

"It was stated," said he, "that I said that I was the representative of the farmers of Duncans, Chemainus and Westholme. I am hardly their commissioned representative, I am merely in touch with them. I came of my own accord to speak for them, because they were too busy to attend."

No evidence was submitted in the course of the morning on behalf of the labor men, and Mr. Watters gave notice that no regularly commissioned representatives of the labor side of the question would appear before the board. He himself was asked by chairman Bullen to give some evidence but steadfastly refused.

It had been expected that representatives of the Typographical Union and of the Victoria Laborer's Protective Association would have spoken before the meeting, and Mr. Watters announcement created some disappointment.

The next to give evidence was a gentleman who stated that he had only been in this country for 12 months, having come from England. He gave it as his opinion that the representatives of the Dominion government in England did their best to turn all immigration towards the Northwest.

Northwest is Favored

He stated that Mr. Murray, the agent of the government in Cardiff, South Wales, had done his very best to turn him to the northwest.

"I mentioned to Mr. Murray" said he "that I had friends in Vancouver and would like to have gone there. He told me that men were not wanted in that part of the country, and said that it was to the Northwest that we should go."

He stated that if the people in England knew the real circumstances here there would be no difficulty in getting lots of people to come to this part of the country.

"I myself have just sent back $200 to get a young woman out from the Old Country, and I know of lots of others who would be ready and willing to come."

Questioned by Mr. Bullen as to how he found conditions in this part of the country, Mr. replied that he was perfectly satisfied. He found work plentiful and wages good, and stated that he could save money more readily here than in England.

As to Farm Laborers

As to farm laborers, the gentleman stated that £1 a week was the average wage in the Old Country, and that consequently a man would not better himself by coming to Canada to work at $25 a month.

The average wage of carpenters in England was, he said, £2 2s a week. The customary hours were nine a day.

He stated that so far as the Northwest and Eastern provinces were concerned, Canada had got the name of being a "summer country." "On the boat on which I came out here," said he, "there were large numbers of men who had been in the country and were coming out again. They found that during the summer they can get much greater wages than in the Old Country. Of course, in Winnipeg and the Northwest the work all falls off in the winter. The men then go back to England and live there, where things are cheap, until the summer, when they come back to Canada again."

Will Advertising Do?

Mr. Amberry—"Do you think that if legitimate advertising were done in the Old Country it would have the effect of bringing men out here?"

"I certainly think," was the reply, "that if proper advertising were done there would be no difficulty in getting from my part of the country alone all the men who are required in Victoria."

He stated that British Columbia was very little known in England, or at least in his part of the country, and that Canada was looked upon for the most part as a place of snow and icebergs. As a means of turning the attention of the people of England to this province, he suggested that a man thoroughly in touch with conditions here be engaged to tour England and give lectures, accompanied by lantern illustrations. By this means, he thought, many mistaken ideas concerning this country would be dispelled and much useful and beneficial information dispersed.

People Anxious to Come

He stated that people were anxious to come to Canada, but they were as ill-informed as to true conditions here as to be unwilling to take the decisive step.

F. Bullen was the next to give evidence. He corroborated almost everything said by A. J. Beechel at yesterday's session of the board, disagreeing with him only in minor details.

"We are ship-builders and ship-repairers for the most part," said he, "and our chief competitors are Astran Bros. of Seattle. We pay almost exactly the same wages and work our men under the same conditions as they."

Mr. Bullen testified that it was impossible for him to get all the labor he wanted, and that for this account he had been forced to turn away hundreds of thousands of dollars' worth of business.

Questioned as to British competitors, Mr. Bullen stated that he was quite unable to successfully cope with it.

Ships Free of Duty

"They can build over there much more cheaply than we can possibly hope to, and moreover, they are allowed to send ships over here quite free of duty. And not only is England allowed this privilege of sending vessels over here free of duty; by the favored nations clause of the customs regulations, Italy, Austria-Hungary, Belgium and Germany are all on the same footing."

Mr. Bullen stated that only recently he had been forced to refuse the offered tender for the building of the proposed new steamship for the C. P. R. local service. The C. P. R., he said, would have given the contract in this city if it could have found takers, inasmuch as it was its policy to do all ship-building possible in this country. As it was, however, the contract had now been let in England.

Mr. Bullen produced a number of documents from the blacksmiths, boiler-makers, joiners and other branches of the ship-building trade, in which certain demands as to increased pay and shorter hours were made. "Reply by 4 p. m.," was the truculent note written under one of them which had been put in Mr. Bullen's hands at 2 p. m.

"Read that and you'll see that there's a shortage all right," said he. "Do you suppose that men would dare to write that if they didn't know that there was employment for them wherever they went?"

Mr. Bullen spoke bitterly of the behavior of his men, who had waited until the bottom was out of the Princess Victoria before going out on strike. He stated that the actions of the union men were often unreasonable in the extreme.

He stated that at present he ran an open shop, but that he worked in harmony with the Machinists' and Painters' unions.

As to the status of the employers and the unions, Mr. Bullen stated that the unions agreed to do all in their power to supply men wherever needed. "But they simply can't do it," said he; "they themselves haven't got the men." No guarantee of any sort was given by the unions as to the capabilities or characters of the men they supplied. The employers had to stand all the risk, and were called upon to make up for all loss caused by incompetency on the part of the men.

Questioned as to what remedy he would suggest for the present unsatisfactory state of affairs, Mr. Bullen stated that he really had none to suggest. He thought that assisted immigration might do something to help matters out, and stated that he himself had brought out about forty shipwrights from the East and from England to work in his yards. In some cases he had paid the fares, while in others the men had paid their own. When they arrived here many of them got into touch with the strikers and were induced to leave. Such being the case, Mr. Bullen stated that although he had received a number more applications from the East, he had not thought it worth while to bring out any more on the same terms.

"Then so far as I see it, it is not so much that there is an actual scarcity of labor as that the unions keep men from coming to take the work that is lying idle?" suggested Mr. Henderson.

Mr. Bullen admitted that such was the case.

He stated that while last summer he had had 350 men at work, he had now only 150. Could he get enough men to make the number up to that employed last year, he would be ready enough to engage them.

"What would be the effect on your business if you gave an eight-hour day?" asked the chairman.

Mr. Bullen—"Why, we should simply have to go out of business; we couldn't stand it."

Chairman—"And where would the business go?"

Mr. Bullen—"To where they work nine hours a day. Moran's shipyard is working nine hours a day and paying just the same scale of wages that we are.

"And it's all due to the shortage of men," was Mr. Bullen's final dictum. "Could we get all the men we wanted at the same rates that prevail at Seattle, Tacoma or San Francisco, we should easily employ from 300 to 500 men a year."

Mill Man's Evidence

The afternoon session yesterday completed the work of the labor inquiry committee of the board of trade. But one witness, A. Gonnason, of the Capital Planing Mills gave evidence. Mr. Gonnason dealt with the shortage question from the standpoint of the mill man, pointing out that indirectly the scarcity was the cause for the present high price of all mill products. The fact that labor was short was responsible for the demands of the mill workers for increased wages, while to pay an increased wage the mill owners had to put up the price of their produce.

Mr. Gonnason also gave some evidence on the hours of work, and contended that any reduction of the present ten hours day would mean a yet further increase in the price of all mill products, and would have the ultimate effect of rendering it impossible for the local mills to compete in the export trade with those on the other side of the line were the ten hour day would still remain in force. Should the eight hour bill, introduced into the house by Mr. McInnis go through, Mr. Gonnason said it would have the effect of sending up the price of lumber and of confining the local mill men to a purely local trade. He stated that there was undoubtedly a shortage of machine hands. He could, however, see no way in which the situation could be relieved inasmuch as there appeared to be a shortage of skilled mechanics all over the country.

Mr. Amberry—Have you ever tried Hindus?

Mr. Gonnason—I have six in my employ now.

Mr. Amberry—How do you find them as workers.

Mr. Gonnason—Well, I have only had them for about two months and am consequently unable to say how they may later take to the work. At the present time I do not find them so good as the Chinamen. By taking them when very green, however, and training them up I imagine that they might prove even preferable to Chinamen.

Prefers Scandinavians

Asked as to how he could get along in his business with white men alone Mr. Gonnason stated that he thought white men could be had there could be no doubt but that matters would finally adjust themselves so that white men would be found to do the work. In the United States he stated the mill work was for the most part done by Scandinavians. He spoke in high praise of these men and stated that could a similar class be got here much would be done towards relieving the situation.

Mr. Amberry—And why don't they come here. Can't they get such high wages as they on the other side of the line?

Mr. Gonnason—Yes, I believe that they could get just as high wages here. The point is, however, that they prefer to go to the United States. They want to live in a republic,—there is a certain amount of glamor about the name liberty, fraternity, equality and all that, you know. Did they know the true conditions here, I believe that we could get them to come here just as readily as they get them on the other side of the line.

Eight Hour Day

Questioned by Mr. Pendray as to the probable effect of the eight hour law now before the house, Mr. Gonnason stated that it would undoubtedly have the effect of raising all lumber products.

Mr. Bullen—Suppose you had no Chinamen and Hindus could you then get men to take on the work now done by these people?

Mr. Gonnason—Yes, I suppose we could. But we should certainly have to pay more than we are now doing. We couldn't get even the roughest and lowest class of white labor for less than $2 or $2.25 a day.

Questioned as to the character of the cheap white labor now in the province Mr. Gunnason stated that the best was engaged by the city. Those at the disposal of the mill men were a shiftless, and always liable to disappear after pay day."

"When there is a shortage of labor such as there now is," inquirled Mr. Bullen, "and the men start to demand an eight hour day doesn't it look to you as if they were putting in the thin end of the wedge for a demand for overtime pay?"

Mr. Gonnason answered that even though an eight hour law were passed it would undoubtedly necessitate the getting of men to work ten hours a day just as they were now doing, with two hours overtime pay. He also intimated that as soon as the men got an eight hour day they would strike for the same pay as now ruled a ten hour day. The effect of an eight hour day would, he stated, be to destroy all the hopes of the millmen of being able to successfully cope with the mills across the line working ten hours a day, so far as export trade was concerned. "The origin of the eight hour day movement," said he, "was in the days ten or twelve years ago when times were slack, and there was not enough for all when some were working ten hours a day. The purpose was to give to the many unemployed a chance to get some work. Now that there is so much work to be done the idea of demanding an eight hour day is in my opinion, little less than a holdup."

Mr. Gonnason also gave much other evidence on the relation of the cost of production and the length of the working day of the millmen.

The session adjourned almost exactly at 4 o'clock. The evidence taken will be transcribed by the stenographer, Mrs. Blygh, and when completed will be submitted to the committee for consideration. A report will then be drafted and presented to the board.

Tuesday Afternoon's Session

At the session Tuesday afternoon H. Fleming, of Fleming Bros., fruit farmers; M. B. Smith, biscuit manufacturer; John Gray, Marine Iron works; J. C. Waters, representing the Trades and Labor council; J. T. Deaville, canneryman, and E. Dickinson, foreman of the Albion Stove works, were heard.

For and Against Chinamen

H. Fleming, of Fleming Bros., who is largely interested in fruit farming, advocated the readmission of Chinamen to this province, with the restriction, however, that they should confine their activities to certain specified pursuits and that they should not be allowed to hold any real estate. In allowing Chinamen to hold real estate Mr. Fleming saw a grave danger. "There is a good deal to be said against the Chinamen, of course," said he, "but then there is also a good deal to be said for them. As a farmer's help he cannot be beaten; we certainly have no class of labor here which can touch him in this line. They talk amout assisted white immigration, but I doubt very much if we could get any white people to do the work that the Chinaman used to do."

Mr. Bullen—The class of labor that you require could you keep it employed all the year?

Mr. Fleming—No. Our busy time is from April up to the end of July, or August, when the small berries are picked. After that we dismiss most of the summer help, only keeping on one or two during the winter. In the summer we require eight or ten men to an acre, and how we are to get those this year I am sure I don't know. I don't see how the strawberries and raspberries are to be picked this year.

Mr. Bullen—If labor could be got do you think that the farmers would employ their men clearing land during the winter when there is no other work to be done?

Mr. Fleming—I certainly do. We can very easily clear land in British Columbia during the winter. At present nothing is being done in this direction, but if we could get men we should certainly go ahead and clear much more land.

Mr. Fleming stated that it was his belief that just as soon as the coming berry season was in full swing the Chinese pickers would immediately strike for another increase in pay. Things were bound to reach a limit some time and so far as he could see they had about reached it now.

At the present time, he said, all Chinamen, whether used to the work or not, demanded $37 a month and would work for nothing less.

The Biscuit Business

Mr. Fleming was followed by M. R. Smith, who threw some light on the question from the standpoint of the biscuit manufacturers. He testified that so far as his business was concerned he found it possible to get skilled men on payment of a higher wage than had been the case in the past.

"How about raw material?" inquired Mr. Amberry. "Do you have to pay more or less than they pay in the East?"

"More in every case," was the reply. "Our labor costs more, our raw material costs more. They have the advantage over us in the East in every way."

Mr. Amberry—Does the cost of freight from the East help to bring the cost of the Eastern products up to yours?

"No; it makes very little difference. The Eastern manufacturers have the advantage over us."

Mr. Smith testified that to retain his hold on the local business it was necessary for him to be continually on the alert. "We have instalsd modern machinery," said he, "ans instead of running on the old Victoria system of payment of accounts within a per ed of days we are asking for payment sixty days after date of delivery."

Mr. Watters Shocks Board

Chairman Bullen then called upon Mr. Watters for some evidence, but been city czars said he had not come with any prepared, and consequently begged to be excused. "From what I have seen," said he, "I am led to conclude that this whole investigation is a farce."

Shocked protests and indignant questions came from the members of the board.

Mr. Watters explained that he thought he should have been given the right to ask questions of the witnesses. The board, he stated, had done all the questioning and had brought out its own side of the case. He had been given no opportunity of doing so.

Turns Away Orders

Andrew Gray of the Marine Iron Works said: "For some time past I have been turning away orders almost daily. I have been unable to get the labor that I required. It is not so much a question of paying the wages demanded. The trouble is that the men are not in the country to do the work. I might get the skilled labor I need from outside countries if I paid more in wages than I can get for the work. Of course I can't do that, and as things go now the only thing for me to do is to have the work to go to some outside point where they have the necessary amount of labor."

Mr. Paterson—Would it be possible to raise the price of your goods and take the increased wages out of the consumers?

Mr. Gray—Yes, I might do that, but in that case all that I could do would be a purely local business. I could not hope to branch out and do a business in outside points. It would simply mean that I should have to confine myself to the repair shop and let the manufacturing side of the business go.

Mr. Pendray—Where, then, is the work done that you lose?

Mr. Gray—Most of it goes to Seattle. Some, perhaps, goes to Vancouver, but the majority of it goes to the American shops.

Mr. Henderson—Well, if wages are a little higher in Seattle than here, and the raw material costs the same laid down there as here, wherein do they have the advantage over us?

To this question Mr. Gray returned no definite answer.

"What would be the proportion of your purchases of raw material from the United States and from the Old Country?" inquired Mr. Bullen.

Mr. Gray—We purchase a little more from the United States than we do from the Old Country, because we can get it from there more quickly than from England. Of course if we buy raw material from the United States we have to pay the duty, and that makes the cost higher than in the American cities.

Mr. Gray stated that, so far as he had been able to ascertain, laborers, although they might get 25 cents a day more in Seattle than they did here, had to work much harder on the American side. It was suggested that the difference in the speed with which work was carried on in the two cities might account for the advantage which Seattle shops were alleged to have over those of this city.

"So far as I can see," remarked Ald. Henderson, "it appears to me that the only way out of the difficulty is for us over here to pay our laborers 50 cents to $1 extra and make them work that much harder."

And this appeared to be the gist of the whole matter.

Mr. Gray, however, could not see how, if he were to pay higher wages, he could still keep in the business.

Scarce at Canneries

J. T. Deaville gave some evidence from the point of view of the canners. He said the shortage of labor was felt on the northern rivers, but not so much on the Fraser. He had engaged a number of Chinamen to go north with him, and to all of these he had been forced to make an advance payment of $115. Then he lost them all when some foreman got after them and offered a higher wage. If labor became any scarcer he looked to see serious damage done to the canning industry. "The trouble is," said he, "that canned salmon is not a necessity. If labor goes up in price, why, canned saimon goes up too, and then of course, people will refuse to buy it any more."

On the Fraser, he stated, white women, boys and girls were being employed at about 25 cents an hour. This wage was reasonable enough, although it was high as compared with the 10 cents and 12½ cents an hour for which it had been possible to secure Chinamen before the head tax was imposed. Mr. Deaville also pointed out that the cost of the fish had considerably increased.

The Union Question

E. Dickinson, foreman of the Albion Stove Works, was the first witness to be called in the afternoon. He threw some very interesting light on the relation of the labor unions with the shortage. He pointed out that in his own shop there was room for twelve more moulders. Orders were being turned away for the want of men, and yet the union was unable to supply any more. Application had been made, but the only satisfaction received was permission to engage a non-union man if no union man offered, the stipulation being attached, however, that just as soon as a union man turned up to take the place of the non-union workman, the latter should be dismissed. On account of this stipulation, Mr. Dickinson said, he had refused positions to no fewer than eight non-union moulders who had applied for work at various times.

Questioned as to the reason for the shortage of union men, Mr. Dickinson stated that in his opinion it was caused by the smallness of the number of apprentices allowed to a shop. One apprentice was allowed to one shop, and one more for every nine men employed. The consequence was that union moulders were not being turned out fast enough to fill the demand.

The point raised was regarded by the board as being an important one, and will in all probability influence the report which the committee will base on the evidence considered.

Mr. Dickinson testified that the average wage of moulders was from $3.75 to $4.50 a day. He complained of the number of "hobo" workmen who are traveling around the country at the present time—that is, workmen who will take a position for a few days and then quit. The reason for these wanderers was, in his opinion, to be sought in the abundance of work, which renders the workmen independent, knowing that they can get employment wherever they go.

Ask for Amherst solid leather footwear.

ESTATE OF W. A. MILLER, LATE OF CHEMAINUS, B.C.

TAKE NOTICE that all persons having claims against this estate are required to deliver full particulars of claim, duly verified on or before the 18th June, 1907, to Miss Ellen B. Thomas, sole executrix of the will of the deceased, of which probate has been granted to her, or to the undersigned, her solicitors.

After the 18th June, 1907, the assets of the estate will be administered by the executrix having regard only to the claims of which the executrix shall have received notice.

All persons owing money to the said estate are notified to pay the same to Miss Ellen B. Thomas forthwith.

Dated 18 April 1907.

CREASE & CREASE,
Solicitors, Victoria, B.C.
apl 19

NOTICE is hereby given that, sixty days after date, I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to purchase one hundred and sixty (160) acres of land situated in the Kitsumkalum District, Range V., Coast District, B.C., commencing at an initial post marked "Percy M. Wilson's southwest corner," planted at the northwest corner of Baillie's pre-emption; thence running north forty chains; thence east forty chains; thence south forty chains; thence west forty chains to point of commencement, containing one hundred and sixty (160) acres more or less.

Located April 9, 1907.

PERCY M. WILSON,
Locator.
apl. 19 Per C. F. A. Green, Agent.

NOTICE is herbey 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 Wetminster District:

Commencing at a stake situated at the northeast corner of Lot 1610, on Powell Lake, thence south 20 chains, thence east 20 chains, thence south 2 chains, thence east 11 links, thence 41 chains and 30 links, thence south 40 chains, thence west 100 chains, thence north 60 chains, to shore of lake, thence along lake shore to point of commencement.

Claim No. 2. Commencing at the northwest corner of Claim No. 1, thence running south 80 chains, thence west 40 chains, thence north 40 chains, thence west 100 chains, thence north 23 chains and 10 links to shore of lake, thence along shore of lake to point of commencement.

Victoria, B. C., April 15, 1907.

J. A. SAYWARD.
apl19

NOTICE is hereby given that 30 days after date I intend to make application to the Hon. the Chief Commissioner of Lands and Works, for a special license to cut and carry away timber from the following described lands, situated in Rupert District:

No. 1. Commencing at stake marked James R. McDonald Co. No. 1 Post planted at the southwest corner of Timber Limit 7181; thence north 40 chains; thence west 80 chains; thence south 40 chains; thence east 40 chains; thence south 20 chains; thence west 20 chains; thence south 40 chains; thence east 80 chains; thence north 60 chains to commencement; 640 acres.

Located 1st April, 1907.

No. 2. Commencing at same post as No. 1; thence south 60 chains; thence west 40 chains; thence south 40 chains; thence east about 100 chains to L. 186; thence north about 100 chains along line of L. 186 and Crown Grant 292 to southeast corner of T. L. 7181; thence west about 40 chains along south line of T. L. 7181 to commencement, 640 acres more or less.

Located 2nd April, 1907.

No. 3. Commencing at a post planted at the southwest corner of No. 2 claim marked James R. McDonald Co. No. 3 Post; thence west 40 chains; thence south 80 chains; thence east 80 chains; thence north 80 chains along west line of L. 172; thence west 40 chains to commencement, containing 640 acres.

Located 3rd April, 1907.

JAMES R. McDONALD TIMBER & LOGGING CO.,
Enoch A. White, Agent.
apl 19

NOTICE is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum on the following lands, namely:

No. 1. In Rupert District, Vancouver Island, commencing at a post planted at or near the northeast corner of Section 20, Township 2, marked "B. J. Perry's Northeast Corner," thence southerly about 65 chains; thence westerly about 80 chains; thence westerly about 80 chains; thence north about 60 chains, and thence easterly about 80 chains to the point of commencement, being the northerly three-quarters of Section 20, Township 2, containing 475 acres more or less according to the official map of Rupert District.

No. 2. In Rupert District, Vancouver Island: Commencing at a post planted at the northeast corner of Section 17, Township 2., marked "B. J. Perry's Northeast Corner," thence southerly 120 (one hundred and twenty chains; thence westerly 40 (forty) chains to the southwest corner of Section 19; thence northerly about 180 chains to the sea shore; thence southeasterly about 80 (eighty) chains to the point of commencement, being Lot 17 and the westerly one-half of Section 19 Township two (2), Rupert District, and containing five hundred and ninety (590) acres more or less according to the official map of Rupert District.

No. 3. In Rupert District, Vancouver Island: Commencing at a post planted at the northeast corner of Lot 9, Township two (2), marked "B. J. Perry's Northwest Post," thence east along the shore about 40 chains to the northwest corner of Lot 28; thence south about 40 chains; thence west about 40 chains; thence north about 40 chains to the point of commencement, and containing 160 (one hundred and sixty) acres more or less and described upon the official map of Rupert District as the Indian Reserve.

No. 4. On Malcolm Island, Rupert District, Vancouver Island: Commencing at a post planted near the shore line about three chains to the west and a little southerly of the southwest corner of Section 16 (sixteen) and marked "B.J. Perry's Southwest Post," thence north 80 (eighty) chains; thence east 80 (eighty) chains; thence south eighty (80) chains, and thence west (80) eighty chains to the point of commencement and containing six hundred and forty acres more or less according to the official map of Malcolm Island and thereon described as section 16 (sixteen), Malcolm island, or a portion thereof and of the fraction lying south thereof and a portion of section 15 (fifteen), Malcolm Island.

No. 5. On Malcolm Island, Rupert District, Vancouver Island: Commencing at a post planted near the shore line and about three chains to the west and a little southerly of the southeastern corner of Section 15 (fifteen), marked "B. J. Perry's South Corner," thence north 80 (eighty) chains; thence west (80) eighty chains; thence south about 80 (eighty) chains, and thence east 80 (eighty) chains to the point of commencement, and containing six hundred and forty acres more or less according to the official map of Malcolm Island and thereon described as section 15 (fifteen), Malcolm Island or a portion thereof, and of the fraction lying south thereof.

Victoria, B.C., 1st April, 1907.

apl 19 B. J. PERRY.

April 15th, 1907.

NOTICE is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber on the following described land, situate on the west side of Flores Island, Clayoquot District.

No. 1. Beginning at a post planted on beach near southwest corner of Indian Reserve, "Sydney Inlet known as "Cluise Coose" on west side of Flores Island, thence 160 chains west, thence 40 chains south, thence 160 chains east, thence following beach to point of commencement.

Located April 7th, 1907.

JAMES W. JONES.

No. 2.—Beginning at a post planted about 40 chains east southeast of Indian Reservation No. 1, thence 40 chains south, thence 160 chains west, thence 40 chains north, thence 160 chains east to point of commencement.

Located April 7th, 1907.

JAMES W. JONES.

No. 3. Beginning at a post planted at the southeast corner of Location No. 2, thence 40 chains south, thence 160 chains west, thence 40 chains north, thence 160 chains east to point of commencement.

Located April 7th, 1907.

JAMES W. JONES.

No. 4. Beginning at a post planted on the southeast corner of Location No. 3, thence 40 chains south, thence 160 chains west, thence 40 chains north, thence 160 chains east to point of commencement.

Located April 7th, 1907.

JAMES W. JONES.

No. 5. Beginning at a post on the southeast corner of Location No. 4, thence 40 chains south 80 chains west, 40 chains north, thence 160 chains east to point of commencement.

Located April 7th, 1907.

JAMES W. JONES.

No. 6. Beginning at a post planted on the southeast corner of Location No. 5, thence 40 chains south, thence 160 chains west, thence 40 chains north, thence 160 chains east to point of commencement.

Located April 7th, 1907.

JAMES W. JONES.

No. 7. Beginning at a post planted 40 chains east from southeast corner Location No. 6, thence 40 chains south, thence 160 chains west, thence 40 chains north, thence 160 chains east to point of commencement.

Located April 7th, 1907.

JAMES W. JONES.

No. 8. Beginning at a post planted at the southeast corner of Location No. 7, thence 40 chains south, thence 160 chains west, thence 40 chains north, thence 160 chains east to point of commencement.

Located April 7th, 1907.

JAMES W. JONES.

No. 9. Beginning at a post planted at the southeast corner of Location No. 8, thence 40 chains south, thence 160 chains west, thence 40 chains north, thence 160 chains east to point of commencement.

Located April 8th, 1907.

JAMES W. JONES.

No. 10. Beginning at a post planted at the southeast corner of Location No. 9, thence 40 chains south, thence 160 chains west, thence 40 chains north, thence 160 chains east to point of commencement.

Located April 8th, 1907.

JAMES W. JONES.

No. 11. Beginning at a post planted at the northeast corner of Location No. 10, thence 80 chains north, thence south 2 chains east, thence 80 chains south, thence 80 chains west to point of commencement.

JAMES W. JONES.

Located April 8th, 1907.

No. 12. Beginning at a post planted at the southeast corner of Location No. 2, thence 40 chains east, thence 160 chains south, thence 40 chains west, thence 160 chains north to point of commencement.

Located April 8th, 1907.

JAMES W. JONES.
apl. 19

NOTICE is hereby given that, 30 days after date, I intend to apply to the Hon. the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands, in Coast District, Range One: Commencing at a post planted at the southwest corner of T. L. 4,612; thence south 80 chains; thence east 80 chains; thence north 80 chains; thence west 80 chains to point of commencement.

Staked April 12th, 1907.

E. B. MARSH.
Vancouver, B.C. apl19

NOTICE IS HEREBY GIVEN that, sixty days after date, we intend to apply to the Honorable the Chief Commissioner of Lands and Works, under the Rivers and Streams Act, to obtain a license with plans and notes filed, for the right to improve the Kennedy River, situate in Clayoquot District, for the purpose of facilitating the passage, driving, storing, sorting and booming of logs, rafts and crafts, and the dumping of lumber thereon, and also for the right to collect tolls thereon. The only land affected is Government land and an Indian Reserve, and land owned by the Clayoquot Sound Canning Company, Limited.

DATED this eighteenth day of March, 1907.

SUTTON LUMBER & TRADING COMPANY, LIMITED.

IN THE MATTER of Chapter 115 of the Revised Statutes of Canada, 1906;
and
IN THE MATTER of the Improvement of Campbell River, Vancouver Island.

TAKE NOTICE that the International Timber Company has on this day, in pursuance of section 7 of the Navigable Waters Protection Act, chapter 115 of the Revised Statutes of Canada, 1906, filed a plan and description of the proposed site with the Minister of Public Works at Ottawa, and a description thereof in the Office of the Registrar of Titles for the District in which such work is proposed to be constructed;

AND TAKE NOTICE that, on Friday, the 17th day of May, 1907, application will be made to the Governor-General-in-Council for approval thereof.

DATED this 10th day of April, 1907.

BODWELL & LAWSON,
Solicitors for the International Timber Company.

NOTICE is hereby given that, 30 days after date, I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following described lands in Salmon Arm District:

No. 1.—Commencing at a post 32.50 chains east of Salmon Arm on the North Boundary Line of Limit 1283; thence east about 120 chains; thence south to the North Boundary of Limit 1283; thence west and north following the North Boundary Line of Limit 1283 to point of commencement.

Dated April 12, 1907.

W. M. GILFOY.
Al. Smith, Locator.

No. 2.—Commencing on the North Boundary Line of Limit 1283 at southeast corner of No. 1; thence east and north following Boundary Line of Limit 1283 to the northwest corner of same limit; thence west 40 chains; thence south 40 chains; thence west 40 chains; thence south to place of commencement.

Dated April 12, 1907.

W. M. GILFOY.
ap19 Al. Smith, Locator.

NOTICE IS HEREBY GIVEN that, 30 days after date, I intend to apply to the Hon. the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands situated on Herbert Arm, Clayoquot District:

No. 1. Commencing at a post planted at the mouth of Goose Creek, West shore of Herbert Arm, thence West 160 chains, thence South 40 chains, thence East to shore line, thence Northerly along the shore line to place of commencing, containing 640 acres, more or less.

No. 2. Commencing at the Northeast corner of No. 1, thence West 80 chains, thence North 80 chains, thence East to shore line, thence Southerly, following shore line to place of commencing, containing 640 acres more or less.

No. 3. Commencing at a post on the West shore of Herbert Arm and about 80 chains North of No. 2 post marked "O. S." Southeast corner post to No. 3 claim, thence west 160 chains, thence North 40 chains, thence East to shore line, thence Southerly along the shore line to place of commencing, containing 640 acres more or less.

No. 4. Continuing on East side of Herbert Arm, commencing at a post planted on East shore of Herbert Arm and South of Nicholas Creek marked "O.S." Northwest corner post to No. 4 claim, thence East 80 chains, thence South 80 chains, thence West 80 chains to shore line, thence North 80 chains, following shore line to place of commencing, containing 640 acres more or less.

No. 5. Commencing at Northwest corner of No. 4, thence East 80 chains, thence North 80 chains, thence West 80 chains to shore line, thence Southerly, following shore line to place of commencement, containing 640 acres more or less.

No. 6. Commencing at a post planted on East shore of Herbert Arm and about 60 chains South of Cedar Creek, thence East 80 chains, thence South 80 chains, thence West 80 chains to shore line, thence Northerly 80 chains, following shore line to place of commencing, containing 640 acres more or less.

No. 7. Commencing at a post planted on East shore of Herbert Arm and South of Cedar Creek, thence East 10 chains, thence East 160 chains, thence South 40 chains, thence West 160 chains to shore line, thence following same Northerly to place of commencing, containing 640 acres more or less.

No. 8. Commencing at Northwest corner of No. 7, thence East 160 chains, thence North 40 chains, thence West 160 chains to shore line, following same Southerly 40 chains to place of commencing, containing 640 acres more or less.

No. 9. Commencing at a post planted at Mouth of East River and on East side of Mort River, Clayoquot District, running thence East 80 chains, thence North 80 chains, thence West 80 chains, thence South 80 chains to place of commencing, containing 640 acres more or less.

No. 10. Commencing at the Southwest corner of No. 9, thence South 80 chains, thence East 80 chains, thence North 80 chains, thence West 80 chains to point of commencement.

No. 11. Commencing at the Northeast corner of No. 10, thence South 80 chains, thence East 80 chains, thence North 80 chains, thence West 80 chains to place of commencement.

Dated April 8, 1907.

GERWALD STIEL,
By D. W. Gardner, Agent.

NOTICE IS HEREBY GIVEN that, 30 days after date, we intend to make application to the Hon. the Chief Commissioner of Lands and Works, for a special license to cut and carry away timber from the following described lands, situated in Rupert District:

No. 5. Commencing at a stake planted at Southeast corner of License No. 3, thence South 80 chains, thence East 80 chains, thence North 80 chains, thence West 80 chains back to commencement; 640 acres.

No. 6. Commencing at a post planted at the Northeast corner of License No. 4, thence South 80 chains, thence East 80 chains, thence North 80 chains, thence West 80 chains back to commencement; 640 acres.

No. 7. Commencing at a post planted at the Northwest corner of lot No. 176, Marble Creek, thence North about 40 chains to Lot 2, thence Northeast 80 chains along line of Lot 2, thence South about 80 chains to Lot 176, thence West 20 chains, thence North 20 chains, thence West 20 chains to commencement; 640 acres more or less.

Dated March 26, 1907.

The WHITE TIMBER & LOGGING Co.,
A. White, Agent.

April 16 first insertion.

NOTICE IS HEREBY GIVEN that, thirty days after date, I intend to apply to the Hon. Chief Commissioner of Lands and Works for Special Licenses to cut and carry away timber from the following described lands situated on Moresby Island, Queen Charlotte Group:

No. 71. Commencing at a post planted at the Northwest corner of John MacMillan's Claim No. 22, thence East 120 chains, thence North 80 chains, thence West to shore line, thence along shore line Southwesterly to point of commencement.

Located March 9, 1907.

No. 72. Commencing at a post planted at the Northwest end of South Island, Skidegate Inlet, and embracing the whole of said Island, containing 640 acres more or less.

Located March 9, 1907.

No. 73. Commencing at a post planted near the Southwest corner of John MacMillan's Claim No. 50, thence North 80 chains, thence West 80 chains, thence South 80 chains, thence East 80 chains to point of commencement.

No. 74. Commencing at same location post as No. 73, thence South 80 chains, thence West 80 chains, thence North 80 chains, thence East 80 chains to point of commencement.

No. 75. Commencing at a post planted at the Southwest corner of John MacMillan's Claim No. 61, thence South 80 chains, thence East 80 chains, thence North 80 chains, thence West 80 chains to point of commencement.

No. 76. Commencing at Location Post of No. 75, thence South 80 chains, thence