ANOTHER FAST TRIP TO LINER'S CREDIT

Empress of Japan Makes Passage From Yokohama at Express Speed

Despite the heavy weather encountered coming across the Pacific, the speedy liner Empress of Japan, Capt. Davidson, which reached the outer wharf last night, made the last half of her one hundredth passage from Yokohama to Victoria in the remarkable time of eleven days and twenty-two hours. It is seldom that the white steamships complete the trip in less than twelve and a half days, but the Japan's machinery worked so smoothly and swiftly that she was enabled to make one of the fastest passages from the Orient that has been accomplished for some time.

While the wind was strong and the seas ran high throughout the voyage at times the weather was very boisterous. While she was riding out a terrific blow soon after leaving Yokohama a monster wave caught one of the lifeboats, tore it loose from the davits and smashed it to pieces against the side of the ship. In crossing the Meridian the wind was blowing with great force and the big liner was badly buffeted. As the coast of Vancouver Island was neared dense fogs were experienced and the navigating of the big vessel was rendered exceedingly difficult.

The Empress was speeding across the pond with one of the richest cargoes that has been brought here for some time. Her freight, which included 1130 bales of raw silk, 126 bales of silk goods, 157 bales of wild silk, 100 bales of waste silk, 62 bales of pongees, 113 bales of linens, was valued at nearly a million and a half dollars. Part of the silk shipment was received from the steamship Minnesota, which broke down on her way to the Sound.

Among the passengers who came across on the Empress was a party of Japanese architects, en route to England to be instructed in the construction of warships and to witness the building of the new Japanese battleship of 20,800 tons, recently ordered by the government of their native land. The party consists of M. Abe, T. Asashio, I. Ezaski, H. Shoda and T. Ono. Mr. Shoda is in charge of the Nagasaki dockyard owned by the Mitsu Bishi firm. He entered the service of that great shipbuilding concern shortly after its inception and through his wonderful skill as a builder has been given a high place of trust by the company.

The other passengers who arrived on the steamship were:

A. J. H. Carlill, of Messrs. Dodwell & Co., who made his 48th trip across the Pacific; Major N. S. Bertie-Clay, Lieut. F. Fay, Major A. Waller, British army officers; Capt. B. A. Rice, W. H. Clarge and wife, of the United States service; Rev. A. J. Weeks and family, missionaries from China; Dr. J. Bezdek, Mrs. M. Bouly, Mrs. B. W. Cadwallader and two children, Miss M. A. Campbell, W. H. Clarke and wife, Mrs. J. J. Dawe and child, A. Godbout, Mrs. W. E. Graves, E. J. Grist, A. Hashim, A. R. Lysaght and wife, Capt. G. S. Macilwaine, A. A. Helmsoth, A. H. J. Helmsoth, Miss A. McKinney, G. F. Merritt, A. E. Monro, B. Nagatani, H. D. Sinclair, W. C. D. Turner, F. Vas, Mrs. E. A. Vas, Miss Whittaker, E. H. Wilson, Tong Sang Wing, G. J. Woods, Mrs. G. J. Woods, J. F. Wright, and Paul Becker.

USING PURGATIVES INJURES HEALTH

What You Need in Spring is a Blood Building Tonic.

A spring medicine is an actual necessity to most people. Nature demands it as an aid in carrying off the impurities that have accumulated in the blood during the long winter months of indoor life. Unfortunately thousands of people who recognize the necessity for a spring medicine do not know what is best to take and dose themselves with harsh, griping purgatives. This is a serious mistake. Ask any doctor and he will tell you that the use of purgative medicines weakens the system, but does not cure disease. In the spring the system needs building up—purgatives cannot do this—they weaken you still more. The blood should be made rich, red, pure, and only a tonic medicine can do this. The best blood building, nerve restoring tonic medical science has yet discovered is Dr. Williams' Pink Pills. Every dose of this medicine actually makes new, rich blood. This new blood strengthens every organ, every nerve and every part of the body. This is why Dr. Williams' Pink Pills cure headaches and backaches, rheumatism and neuralgia, banish pimples and eruptions, and give a glow of health to pale and sallow cheeks. Men, women and growing boys and girls who take Dr. Williams' Pink Pills eat well, sleep well and feel bright, active and strong. If you need a medicine this spring—and most likely you do—try this great reviving tonic and feel the new life, new health and new strength it will put into you.

Sold by all medicine dealers or by mail at 50 cents a box or six boxes for $2.50 from the Dr. Williams' Medicine Co., Brockville, Ont.

"LAND REGISTRY ACT."

To the Legal Representatives of Frederick Tuke, Deceased, Registered and Assessed Owner of Lot 8, Block "B," Strawberry Vale Park, Map 361, Lake District.

TAKE NOTICE that an application has been made to register Robert Percy Clark as the owner in fee simple of the said Lot under a Tax Sale Deed from the Assessor of Victoria District, and you are required (if you think fit so to do) to contest the claim of the Tax Purchaser within 30 days from the first publication hereof.

Dated at Land Registry Office this 4th day of March, 1911.

S. Y. WOOTTON,
Registrar General.

ROYAL WARRANT IS GRANTED YACHTSMEN

Annual Meeting of Royal Victoria Yacht Club—Club House Sites

The members of the Victoria Yacht club assembled last night at the annual meeting, in the Pioneer hall, and departed as members of the Royal Victoria Yacht club. The retiring commodore, Granville Cuppage, stated that he had made it known to the admiralty several months ago that the club was eligible in every way to fly the blue ensign, and a few days ago, the royal warrant arrived. This was read at the meeting. The distinctive sign chosen by the club for their ensign is very pretty, being composed of the letters V and I, standing for Vancouver Island, surmounted by a crown.

The enthusiasm aroused by the commodore's announcement having subsided, the main business of the evening was brought up. This was the selection of a new site for the club house. The selection committee reported on three different sites, but although the discussion lasted for over an hour, nothing definite could be settled, owing to the divergence of opinion. It was decided to leave the matter in the hands of the committee for a while longer, and have them report at a meeting to be called as soon as they are sure of being able to secure any one location.

There was a question whether it would not be better to go to Esquimalt harbor or Cadboro Bay. Two plans are feasible in regard to the former site, one the obtaining or a piece of land close to the old naval club, and the other the buying of the hulk "Glory of the Seas" and reconstructing her as a floating club house.

J. Musgrave reported that the company in possession of the Uplands Farm subdivision, Cadboro Bay, are almost certain to donate an acre, or at least a half acre to the Victoria Yacht club. The objections raised by some of the members were that the Bay was too shallow, that it was exposed to the wind from the southeast, and that it was not handy to the racing course.

In answer to these arguments J. S. Gibb and Alderman Lanzley replied that they did not think the bay was unduly exposed, and, in any case, it would not be at all impossible to build a small marine railway by means of which the boats could be hawled on to the shore in winter, the season to be feared. They also said that in the present prosperous financial condition of the club, and from the money which would be returned from the sale of the old site, a power boat might be purchased, which, if necessary, could tow the boats to the race course. They were sure the car line would be built long before the club could become settled at Cadboro Bay.

The fact that the "Glory of the Seas" would constantly depreciate in value, while the land at Cadboro Bay would, as time went on, become more valuable, was another point in favor of the latter. Also the reconstructing of the hulk would cost in the neighborhood of $4,000. Someone asked what the club would have in two or three years if the decision went in favor of the hulk, and one of the members answered facetiously: "the hulk."

The Victoria Autumobile Association had hinted that if the site at Cadboro bay was secured they would affiliate with the Yacht Club and form a large country club. Here again there was dissention. Some of the members thought that they should remain absolutely independent while others said the plan was an ideal one. It was explained to the doubtful ones that the Autumobile Association would have to join the Yacht Club and not vice versa. It would still be the Royal Victoria Yacht Club.

A tribute to the memory of the late Capt. James, who was a victim of the Sechelt disaster was put upon record. Capt. Jarvis made the motion and it was unanimously carried. It is as follows: "That the officers of the Royal Victoria Yacht Club do deeply lament the death of their greatly esteemed helper and member, Capt. Harold Victor James, whose manly Christian character and example endeared him to all who were privileged to know him and whose ability and zeal in promoting the interests of the R. V. Y. C. merited for him the highest appreciation and warmest thanks of the entire club."

Another matter discussed was whether or not the club should unite with the International Power Boat Association, which arranges handicaps and all details of long distance motor boat races and in return for this charges each club a fee of 25 cents per member. When the motion was put it carried.

Concerning the international regatta to be held here from July 1 to 6 it was decided that each club taking part be written to, explaining that the expenses would run up to about $1,750 and asking them to forward their share before the meet took place.

In recognition of the valuable service he has rendered the club in many ways and particularly in securing the royal warrant, Granville Cuppage was made a life member. Mr. Cuppage explained that Capt. Clive Phillips-Wolley had greatly assisted him in this work, upon which it was unanimously agreed that Capt. Wolley also be made an honorary member.

The following officers were elected: Commodore, J. Musgrave; vice-commodore, Walter Adams; rear-commodore, Mr. O'Reilly; secretary-treasurer, H. G. Jarvis; committee of management, Mr. Beatson, Dr. Harper, C. Bennett Thompson, W. A. Turner, G. Temple, E. S. Wise, W. D. O. Rochford and H. T. Barnes.

—Arrangements have been made for a regimental smoker to be held at the drill hall next Friday night by the Fifth Regiment. A good programme has been provided, and it is expected there will be a large gathering of the local artillerymen.

Benedictine is one of the most ancient liqueurs, and is said to date from A. D. 985.

LINER FINISHES CENTURY VOYAGE

EMPRESS OF JAPAN IS MOST WONDERFUL SHIP

Has Defied Rough Elements of Pacific on Way to Orient for Twenty Years

Ploughing through the waters of the rough Pacific for nearly twenty years, battered by terrific seas during the winter months, and being the participant in many exciting incidents during her career on this coast, the R. M. S. Empress of India, Capt. Davidson, which arrived in port Thursday from Hongkong and Yokohama, completing her one hundredth trip to the Orient, still holds a position in the front rank of the class of most graceful steamships afloat. Although she has been on this coast for such a long length of time she has not yet met with a disastrous accident, which speaks well for those who have been entrusted with the charge of navigating the crack liner.

On the last leg of her century passage from the Orient the Empress was given a taste and reminder of the days that have gone by, for she was held in the teeth of heavy gales almost all the way across. Undaunted and undismayed, however, she has poked her nose into the heaviest weather that has swept the Pacific, and although badly battered about has always emerged from the fray victorious and steamed into port, connecting with her schedule with the regularity and punctuality of a train.

Never has the white liner known in her long career the time when she has been forced to remain in port owing to the stress of weather outside. Staunch, trim and steady, she has awaited the sound of the bell in her engine room which would send her forth once more on the long trip across the pond. With the trains carrying the overseas mails arriving a day late, the Empress has always been looked upon to pick up that time, and she has seldom failed in the attempt. Her marvellous engines have worked throughout these years without a groan, and are still competent to drive the big vessel to any corner of the world at a 15-knot clip.

She flaunts defiantly in the face of steamship of all other lines the remarkable record which she holds for covering the distance between here and the Orient. Some ten years ago the white liner favored with fine weather made the trip across in ten days and ten hours, a record which has never since been equalled by any of the steamships. Propelled by twin screws, with cylinders of 32, 51, 82 and a stroke of 54, the Empress of Japan can make fifteen knots. She has travelled over a million and a quarter miles since entering the Pacific run, or approximately 50 times the distance around the world. The Empress is a royal naval reserve ship, a percentage of her officers having done training aboard ships in his Majesty's service, and as a proud distinction flies the blue ensign of the R. N. R.

The Empress of Japan as well as the other Empresses, was built at Burrow-in-Furness, England, by the Naval Construction Company, as auxiliary cruisers, and can, if necessary, ship several quick-firing guns. She left the Mersey river in the year 1891 for this coast, and her appearance here with the other white liners practically revolutionized the shipping trade on the Pacific. She is 455 feet 6 inches in length, 51 feet 2 inches in breadth, 33 feet 1 inch in depth, and has a registered tonnage of 30.39.

CUSTOMS RECEIPTS.

(Special to the Times.)

Ottawa, March 31.—Customs returns of the Dominion for the fiscal year ending to-day will, when all returns are in, show an increase of over $13,000,000, compared with the preceding year. The returns received to noon show total receipts of $72,343,866, an increase of $12,280,939, and this will be further increased by about $1,000,000 when the books for the year are finally closed.

NEW COMPANIES.

Certificates of incorporation have been issued by the registrar of joint stock companies to the following companies: Advertisers' Corporation of British Columbia, Ltd., Canadian Amusement Co., Ltd.; Columbia Collieries, Ltd.; Contractors' Material Company, Ltd.; Great Northern Hotel Company, Ltd.; Home Estate Trust Corporation, Ltd.; R. A. McCullough Contracting Co., Ltd.; Steamboat Extension Gold Mines, Ltd. (on-personal liability); Steamboat Mountain Mining Corporations, Ltd. (non-personal liability); Stewart & Mobley, Ltd.; University Club of Vancouver, Ltd.; Vancouver Springs and Indian River Park Co., Ltd.; Vancouver-Quesnel Navigation Co., Ltd.

Extra-provincial companies licensed or registered: Edinburgh Life Assurance Company, Nisbet & Auld, Ltd.; Redcliff Milk & Elevator Co., Ltd.; Crane & Gedway Co.; Mottiet Lode Sheep Creek Mining Co.

MET ACCIDENTAL DEATH.

North Vancouver, March 30. — The jury at the inquest into the death of a Japanese named Youai, decided that the man had been killed accidentally while felling trees in Lynn valley.

KIDNAPPERS STEAL BOY FROM MOTHER

Child Held Until Parents Pay $12,000 — Kidnappers Make Their Escape

(Times Leased Wire.)

Albuquerque, N. M., March 31.—Details of a coup by which four masked kidnappers stole the grandchild of Judge H. L. Waldo, general counsel for the Santa Fe railroad, and returned him, only after a ransom of $12,000 had been paid, were revealed here to-day with a beginning of a hunt for the criminals.

The kidnapping occurred at East Las Vegas and the baby victim was Waldo, two-year-old son of Attorney A. T. Rogers.

On Wednesday night at midnight, while Rogers was away from his home, four masked men appeared at the Rogers' villa, covered Mrs. Rogers with a revolver and ordered her to take her child from the crib, dress him and deliver him to them. Frenzied with apprehension for her baby, Mrs. Rogers offered the kidnappers all her jewels and silver if they would spare the child. Her pleas were curtly refused and the kidnappers handed her a typewritten letter demanding $12,000 in bills of no greater denomination that $10 by at least midnight of Thursday, failing payment, they said the child would be killed.

Mrs. Rogers was told to display a red light from the rear of her house at 11 o'clock Thursday night if it was decided to pay the ransom.

All day Thursday the mother of the kidnapped child endured the killing suspense and at the appointed hour that night the red light flamed from the designated window.

According to instructions, William Rogers, the child's uncle, then left in an automobile for Onama, 15 miles east of Las Vegas, where he had been instructed to pay over the money.

When Rogers arrived at the designated spot the four masked men stepped out of their concealment and ordered him to keep his hands on the steering gear wheel of his machine. Then they searched his pockets, got the $12,000 in cash and the letter of instructions they had left. Rogers was instructed to go to Kearney's Gap, 15 miles in another direction, where he was told how to find the child.

Rogers complied to the letter and found the child asleep in an arroyo in the mountains. The baby had been carefully covered with a blanket and, screened from the chilly winds, was sleeping soundly.

Putting on all speed, Rogers at once returned to East Las Vegas and delivered the baby to his mother. He then gave the alarm and within an hour the hunt was on for the kidnappers.

One of the kidnappers is said to have been partially identified as Dennis Hart, bank robber and escaped convict, who recently escaped from jail at Albuquerque.

RECOMMENDATION BY ENGINEER C. H. TOPP

Storage Reservoir South of Shawnigan Lake Would Give Early Supply to City

C. H. Topp, the engineer appointed by the Council to make the survey to Sooke in connection with the Sooke Lake water system, and whose appointment was vetoed by Mayor Morley, wrote a letter to the council, read Friday, saying the field work on which he was engaged is almost completed, in connection with the tunnel line from the north at Sooke Lake to the Saanich Arm, and that he has discovered a large valley, lying to the south of Shawnigan Lake, between Sooke and the Saanich Arm, in which is a stream of clear water.

Engineer Topp recommends that this valley be used as a storage reservoir. To do this, he says, will save a large sum of money at the present time. He advises that the eastern end of the tunnel be constructed from Saanich Arm to the valley in question, and that the water shed of this valley can be used to supply the city with water immediately, and that the other tunnel to Sooke Lake need not be constructed until the city has exhausted the temporary system proposed by the engineer. If his plan is carried out, he says, only half the tunnel work will be needed at present.

The council last night referred the communication to the water commissioner and the city engineer for report in full to the incoming council.

DISCHARGES RECORD CARGO OF FREIGHT

Steamship Queen Brings Over 300 Tons for This Port—Largest for Some Time

(From Friday's Daily.)

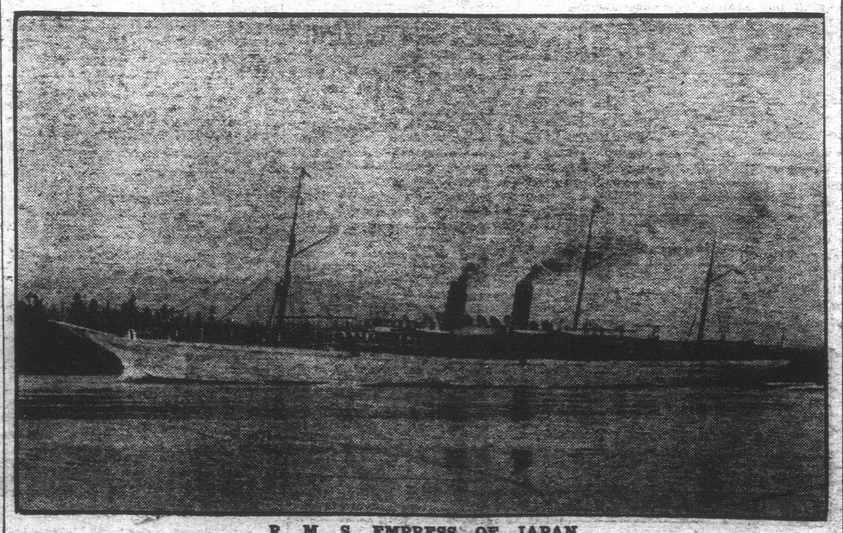
With the largest cargo that has been brought to this city from San Francisco for many months, the Pacific Coast steamship Queen, Capt. Reilly, arrived at the outer dock at 5 o'clock this morning, from the Golden Gate, and did not leave for the Sound until noon. The vessel discharged 320 tons of freight, which is a record cargo for this port.

Several large items were included in the freight list, which made the cargo for this port so large. There was 100 tons of fertilizer, consigned to the Victoria Chemical Works, and a shipment of nearly 100 tons of wood pulp for the Hamilton Powder Co. The remainder of the freight consisted of the general line of goods shipped north from 'Frisco, including vegetables, fruit, and manufactured articles.

Capt. Reilly was in command of the Queen this trip, Capt. George Zeh, her former skipper, having been transferred to the steamship Senator, which has left for Honolulu to secure a colony of natives for the Alaskan canneries. The officers of the vessel report that they had a fine trip up the coast, although a little heavy weather was experienced off Cape Mendicine.

Among the passengers who arrived on the Queen was Capt. Folger, master of the sealing schooner Umbrina, which was sunk by the U.S.S. Collier Saturn. He has been in San Francisco filing a claim for damages through the collision. The other passengers were: Ben Bandin, Henry Norlen, A. J. Stevenson, Mrs. A. J. Stevenson, Geo. A. Moyer, James A. Wilson, Herbert W. Caudds, Chas. Francis, Francis T. Caswell, Gordon S. Caswell, Lars Netland, Nelson Ireland, Edward Anderson, Hy. L. Van Nyck, A. L. Frampton, Ella V. Ash, J. P. Ash, Ralph Crothers, Wm. Walt, Mrs. Anna Cameron.

Germany boasts the healthiest army in Europe, Belgium comes second, and Great Brit third.



H. M. S. EMPRESS OF JAPAN

Which completed her one hundredth voyage to the Orient Thursday night. For nearly 20 years this crack liner has been traversing the waters of the Pacific, and with her sister ships is looked upon as one of the finest and most graceful vessels afloat.

DURABILITY

STRENGTH, DURABILITY and VALUE are characteristic of the IRONCLAD OVERALL. Manufactured for the trade only by

Pauline & Company

VICTORIA, B. C.

NOTICE OF SLACK WATER IN PASSES

Marine and Fisheries Department Issues Guide for Benefit of Mariners

At the local offices of the marine and fisheries department a large number of notices dealing with the slack water in Seymour Narrows and other dangerous passes between Vancouver Island and the mainland have been received. Any mariners or persons who wish to secure a copy of them may do so by calling at the department's office on Wharf street. They read as follows:

The northern passes between Vancouver Island and the mainland of British Columbia include Seymour Narrows, the Yuculta, and several other narrows in the complex channels and passages between the islands, in which rapids occur during the run of the tide. A knowledge of the time of slack water in these is of the first importance to the lumber industry, as well as for navigation in general.

The rapid current in these passes, amounting to 10 or 12 knots, is due to the difference in the time of the tide to the north and to the south. The difference is five hours, or practically the tidal interval; and consequently, high water at the northern end of the straits leading to the narrows is simultaneous with low water to the south in the Strait of Georgia and vice versa. There is thus a difference of level in the two directions equal to the whole range of the tide, which may well account for the swiftness of the current.

The time of slack water in these passes has now been ascertained correctly from observations and investigations made by the tidal and current survey, under Dr. W. B. Dawson, the superintendent. It has thus become clear that the attempt formerly made to refer these passes to Port Townsend is far from satisfactory; and for the half tides the result is so far out as to be misleading.

Observations of the turn of the current in Seymour Narrows were obtained by the United States coast survey in 1897. Further observations were obtained by the Canadian tidal survey in 1910, taken simultaneously at Seymour Narrows and the Yuculta, by two observers in camp for five months, with chronometers for accurate time.

The reduction of these observations has proved difficult. In the first place, the relation of slack water to the time of high and low water in the locality is very irregular; the time interval between them varying from ten minutes to four hours. A comparison with simultaneous observations at Sand heads in the Strait of Georgia also shows a wide variation in time, amounting occasionally to 1¼ hours earlier or later than the average value. Investigation has proved, however, that the time of slack water is more closely related to the tide of the open Pacific than to any type of tide found within Vancouver Island. From this clue, a practical method has eventually been discovered; as satisfactory results can be obtained by the use of the differences with Port Simpson given below; provided that the difference for low water is subtracted from the next following tide at Port Simpson. The relation of the time of slack water to the tide when worked out in any other way is so variable as to be quite uncertain. Differences with the tide tables for Port Simpson are as follows:

For high water slack add to time of high water, as under: Seymour Narrows, add 3hr. 54 min.; Yuculta; at southern end of Stuart Island, add 2hr. 58 min.

For low water slack subtract from time of low water, as under: Seymour Narrows, subtract 8 hr. 37 min.; Yuculta, subtract 9hr. 27 min.

Full tables for slack water in Seymour Narrows are in preparation for next year's tide tables; and in their calculation a further improvement in accuracy will be obtained by distinguishing the lower low water from the half tides.

Seymour Narrows and the Yuculta are the two extreme passes, next Vancouver Island and next the mainland. Information regarding the intermediate passes has been obtained from captains having long experience in the region; and the best time relations with the other passes are being ascertained by a most careful digest of this information.

The results will be published in the Tide Tables for 1912. Meanwhile it may be stated that slack water in these northern passes is everywhere within an hour earlier or later than the Yuculta; Seymour Narrows being the latest, and Whirlpool Rapids in Wellbore Channel the earliest.

A BOOK FOR MOTHERS

Every mother is naturally anxious for information that will enable her to keep the little ones in good health. The Dr. Williams' Medicine Co. have issued a little book which contains a great deal of information on the care of babies and young children that every mother ought to know. The book will be sent free to any mother who will send her name and address, with the name of this newspaper, to the Dr. Williams' Medicine Co., Brockville, Ont.

VICTORIA LAND DISTRICT.

DISTRICT OF SAYWARD, VALDEZ ISLAND.

Take notice that I, Thomas Knox McRae, of Vancouver, clerk, intend to apply for permission to purchase the following described lands: Commencing at a post planted on Upper Valdez Island, in a small bay in Okshollow Channel, south side, thence north 80 chains, thence west 80 chains, thence south 80 chains, more or less to beach, thence in an easterly direction to point of commencement, containing 480 acres more or less.

Dated January 28, 1911.

THOMAS KNOX McRAE.

VICTORIA LAND DISTRICT.

DISTRICT OF SAYWARD, VALDEZ ISLAND.

Take notice that I, Robert Samuel Smyth, of Vancouver, clerk, intend to apply for permission to purchase the following described lands: Commencing at a post planted on the west shore of Upper Valdez Island on the northwest corner of the old Hastings lease, thence east 80 chains, thence north 80 chains, thence west 80 chains, thence south 40 chains, thence west 40 chains more or less to beach, thence along the beach to point of commencement, containing 480 acres more or less.

Dated January 28, 1911.

ROBERT SAMUEL SMYTH.

VICTORIA LAND DISTRICT.

DISTRICT OF SAYWARD, CORTEZ ISLAND.

Take notice that I, Alexander Charles Smith, of Vancouver, clerk, intend to apply for permission to purchase the following described lands: Commencing at a post planted at the southeast corner of the Indian Reserve at Squinell Cove, thence south 80 chains, thence east 40 chains, thence north 70 chains more or less to the beach, thence along the beach in a westerly direction to point of commencement, containing 300 acres more or less.

Dated Jan. 27, 1911.

ALEXANDER CHARLES SMITH.

VICTORIA LAND DISTRICT.

DISTRICT OF SAYWARD, CORTEZ ISLAND.

Take notice that I, William Elijah Brink, of Ashcroft, miner, intend to apply for permission to purchase the following described lands: Commencing at a post planted on a point on the east end of Squinell Cove, thence north 40 chains more or less to the line of Timber License 36,204, thence east 40 chains more or less to beach, thence in a southwesterly direction along the shore to point of commencement, containing 60 acres more or less.

Dated January 27, 1911.

WILLIAM ELIJAH BRINK.

VICTORIA LAND DISTRICT.

DISTRICT OF SAYWARD, CORTEZ ISLAND.

Take notie that I, John Thomas Smyth, of Edmonton, timber dealer, intend to apply for permission to purchase the following described lands: Commencing at a post planted at the east side of a mountain situated about one mile and a half south of the Indian reserve at Squinell Cove, thence 40 chains north, thence 40 chains east, thence 40 chains south, thence 40 chains west to point of commencement, containing 160 acres more or less.

Dated January 27, 1911.

JOHN THOMAS SMYTH.

LAND ACT.

GOLDSTREAM LAND DISTRICT.
DISTRICT OF GOLDSTREAM.

Take notice that Bedlington Harold John, of Victoria, B. C., broker, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the western shore line of Finlayson Arm, at the intersection of the northern boundary of Section (6) six, Golds'ream District, thence east 120 twenty chains, thence north 40 chains, thence west 40 chains more or less to the western shore of Finlayson Arm, thence south along the shore line to the place of commencement.

BEDLINGTON HAROLD JOHN.
March 14th, 1911.

LAND ACT.

DISTRICT OF COAST RANGE III.

Take notice that Saumarez Le Coque Grant, of Bella Coola, farmer, intends to apply for permission to purchase the following described lands: Commencing at a post planted at the northwest corner of Crown Grant Lot 4, on the south side of North Bentick Arm, thence south 20 chains, thence west 20 chains, thence north 20 chains more or less to the shore line, thence east 20 chains along shore line to point of commencement, containing 40 acres more or less.

SAUMAREZ LE COQUE GRANT.
R. PILLIP JACOBSEN.
January 17, 1911.

Great Britain's coal output during 1910 amounted to the enormous total of 263,774,318 tons, an increase on the previous year of 1,245,517 tons.

An elephant has only eight teeth altogether. At fourteen years the elephant loses its first set of teeth, and a new set grows.