CITY ENGINEER'S REPORT ON BRIDGE

RECOMMENDS STEEL ARCHES AS THE BEST

Opinion of That Official on Strength of Present Structure—Quick Dispatch Given to Business.

In the transaction of routine the new council certainly display business capacity. It took the board less than an hour to dispose of all before it at the regular meeting last night, and this included no inconsiderable amount of work. Time was saved by members of the board not discussing matters which in any event had to be referred to the committee for report back to the council. In this way much dispatch was given to business generally.

First in the line of communications came a request from Lawrence Goodacre for an extension of the sewer up Cormorant street to connect with a residence. This was referred to the city engineer for report. The same course was followed respecting a complaint coming from Wm. McArthur for a certain improvement on Market street. Mr. McArthur also drew attention to a railway crossing at the corner of First and Market streets.

Ald. Grahame suggested that the railway company be made to live up to the letter of their agreement with the city, and the communication was referred to the city engineer and city solicitor for report.

Another letter from Mr. McArthur requested that a sidewalk be laid on the east side of First street as soon as possible. Referred to the city engineer for report.

The city clerk reported as follows:

Since the last meeting of the city council the following communications have been received and have been referred to the city engineer for report, viz.: B. W. Pearse re culvert on the east side of Clarke street from Devonshire road northwards.

George Simon re condition of Wallace street, and the cross road from Heywood avenue to Cook street, and requesting that a sidewalk be laid down on Wallace street.

J. T. C. Meyers re improvement of Chaucce street, between Simcoe and Niagara streets.

Arthur Linehan (with 13 others), petitioning to have Henry street, between Turner and Bridge streets, graded and put in good condition.

Thos. F. Gold (and 20 others), requesting that Powderly avenue be graded and that a sidewalk be laid down on the east side of Bean street, to the end of Powderly avenue.

Ronald Machin (and 16 others), requesting that a sidewalk be laid down on St. Charles street (west side), and calling attention to the condition of the box drain on said street.

City Engineer Topp, in a communication dealing with the bridge at Point Ellice, said:

In accordance with instructions, I have the honor to report upon the undermentioned subject, viz.:

Communications from Thos. C. Sorby, submitting design for stone bridge at Point Ellice, in this city, the same being referred to me as to comparative head room and probable cost, etc.

With regard to head room, I have compared the stone arch with our elevation of pier spacing, etc., which was approved at Ottawa, and find that while Mr. Sorby has shown a clear height of 27 feet at the centre of the arch, as against 24 feet, the number of square feet vertical area between the piers is considerably less than that of the city plan, the consequence being approximately as follows: Stone arch, 2,785 square feet; city steel bridge, 3,360 square feet.

With reference to cost, I have taken out the quantities of material and made an estimate (which was entirely from the plan before me as no specification has been furnished) of the probable cost of the stone arch bridge in question, the total of which is $210,667. This figure, of course, is intended to complete the entire structure ready for traffic, including filling, block pavement, concrete, sidewalks, etc.

In conclusion I might say, without giving my views on the form of stone arch submitted, I am strongly of opinion that if it is decided to build an arch bridge at Point Ellice, the most satisfactory scheme for the locality (everything considered) would be that of the concrete-steel construction for the arches, considerable information on which can be seen at my office. The bridge could be faced with granite, if desired, giving the exact appearance of solid masonry and affording more favorable facilities for navigation than a well designed stone arch.

Referred to the streets, bridges and sewers committee.

The city engineer further reported in reply to the letter received at the last meeting of the board, asking for information regarding the strength of the Point Ellice bridge. The structure, the city engineer stated, would be good for at least six months. The report was received and placed on file, Mr. Goward to be informed of Mr. Topp's opinion.

That official in still another report said:

I have the honor to report upon the following matters which have been lately referred to me:

Communication from R. T. Clanton, asking that a short piece of sidewalk be laid on the west side of Harrison street, southerly from Pandora avenue. After examination of the locality in question, I would recommend the request be granted. Estimated cost, $15.

T. B. Macabe, calling attention to the condition of an open drain on Simcoe street, James Bay. After making an examination of the above locality I find the request is a just one, and am of opinion the same should be boxed in at an early date. Total estimated cost, $50.

L. F. Wallenstein, re defective drainage on Green street. Upon looking into the above matter I find that drainage improvements are much needed in the locality. I would therefore recommend a pipe drain be laid at an early date. Total estimated cost (providing second class pipe can be obtained), $295.

Petition from Marion Allen and several others re sewer extension on Collinson and Rupert streets. I may say I looked into the matter and find that sewer rental can be obtained from 16 houses. The total estimated cost of the work complete being $1,750; providing, however, the rock encountered does not exceed the amount estimated.

Trusting this will meet with your approval.

The report was referred to the streets, bridges and sewers committee.

E. J. Parsons and fifteen others, residents of First and Market streets, asked for the installation of a light at the corner of those thoroughfares, also for a sidewalk on the east side of First street.

The electric light subject was referred to the electric light committee, and the request for a sidewalk to the streets, bridges and sewers committee.

The finance committee recommended a renewal of the double guarantee fund to the Victoria Board of Trade, on the same conditions as formerly existed.

A further report from the same committee recommended the payment of accounts aggregating $9,467.73. Carried.

Ald. Worthington's motion to advertise for tenders for the purchase of supplies for the Old Men's Home was then introduced and carried.

Ald. Barnard's motion relative to the procuring of information concerning the number of houses not connected with the sewer system and the reason therefor was next brought up. The mover said that before the resolution was brought up he had visited the city engineer's department and was referred to a large book. He thought that the information should be obtainable without difficulty. At the time the Sewer By-law was up a number of voters refused to favor the proposed improvement because their residences were not connected. He thought that an explanation ought to be forthcoming.

Ald. Barnard's motion in regard to indemnity of the councilmen was left over for a week by request of the mover.

Ald. McCandless's motion in regard to the preparation of the annual assessment roll was then introduced and favorably voted on.

Ald. Cameron's motion for leave to introduce a by-law to be known as the Annual Loan By-law of 1902 was passed through its first and second readings. The mover explained that this was the annual by-law necessary to secure funds for the conduct of the city's business until the collection of taxes.

The council going into committee of the whole took up the by-law seriatim. The committee on rising reported the by-law complete; the report was adopted, the third reading was taken up and the by-law finally passed.

H. Dallas Helmcken, M. P. P., drew the council's attention to the meeting of the legislature in the near future, and suggesting that if the council desired to make any changes in the Municipal Clauses Act that they should give early notice of their intention to the legislative committee.

The communication was received and Mr. Helmcken thanked for his timely suggestion.

The council then adjourned.

FISHERIES COMMISSION.

A Number of Fishermen Gave Evidence Yesterday Afternoon.

Vancouver, Jan. 27.—At this afternoon's sitting of the fisheries commission, Ald. Wylie, formerly a fisherman, stated that he did not object to traps. If they gave fishermen a chance, he would like one. He thought the licenses for gill nets should be reduced to 2,000, all whites, and increased to 200 fathoms. He spoke of the flagrant violation of the regulations. He knew of white union fishermen fishing with three nets, and, although the law said there must be 250 yards between nets, there was no space at all.

J. Mitchell, fisherman, thought licenses should be reduced to 2,000, and the size of the net left the same. The trap question was not serious, in his opinion, as there were only one or two sites on the coast of Vancouver Island that were any good. He agreed with the previous witness, that canners utilized their licenses for aliens only. He thought fish would be cheaper if there were fewer licenses.

Captain Anderson, fisherman, thought licenses should be reduced; that the government was getting $47,000 and the fishermen making nothing, and the country getting very little of the $47,000 back.

Mr. Maxwell said that the government were paying out more than they got from the fisheries, and that if the fishermen said the word they would wipe out the licenses and make it $2.50, but fishermen that he had seen had said the license should be more rather than less.

Prof. Prince said that the government did not want to make any revenue out of the fishing. If the fishermen wanted the license cut down, it would be cut down.

Mr. Maxwell was strongly opposed to traps.

H. McLean, fisherman, approved of traps, and thought there were numbers of good sites on the West Coast. The question was, what chance the fishermen would get. He thought 20 or 30 fishermen could club together and put in $300 each for a trap. He thought the number of gill net licenses should be reduced. The canners or the fishermen were making no money as it was now, and as long as the fishermen were protected, the Yankees should not be allowed to get the best of the trap question.

E. K. Collett thought British Columbia traps would ruin the business of the fishermen, as six men would replace 600 where the traps are allowed.

The peasantry of Russia have a guitar called the torban, having thirty strings, the body shaped something like a mandolin.

Before. After. **Wood's Phosphodine,**

The Great English Remedy. Sold and recommended by all druggists in Canada. Only reliable medicine discovered. *Six packages guaranteed* to cure all forms of Sexual Weakness, all effects of abuse or excess, Mental Worry, Excessive use of Tobacco, Opium or Stimulants. Mailed on receipt of price, one package $1, six, $5. *One will please, six will cure.* Pamphlets free to any address.

The Wood Company, Windsor, Ont.

Wood's Phosphodine is sold in Victoria by all responsible Druggists.

MUTE TIDINGS OF CRUISER CONDOR

BOAT FOUND WITH THE BROAD ARROW ON IT

Description of Other Wreckage That Has Drifted Ashore Along the West Coast of Island.

Now that a boat has been found on the West Coast indentified beyond all question as belonging to a warship, there can be little doubt of the Condor having been wrecked in the storm of December 3rd. The boat referred to, found five or six miles off Ahousett, has the broad arrow on its stem, an emblem which positively establishes the fact that the craft belongs to the British navy or is "a government boat." The broad arrow is a royal mark of British government supplies of every description, and to wilfully obliterate or deface it is considered a felony, punishable by a fine not exceeding £200.

But in addition to the mark there are other signs by which the vessel can be recognized.

Owing to the lateness of the hour in which the steamer Queen City arrived yesterday afternoon it was impossible to give all these in detail in last evening's Times. These included the letter "C," in brass and mounted on a dark piece of wood on the boat's side, the Roman numerals "XIV," with the letters "S I I B" or "SHB"—which the officers of the steamer were unable to definitely determine, owing to the cross bar of the "H," if such letter it was, being obliterated—beneath. Below this again were the letters "Sh 98." There were two gripes in the boat made of galvanized iron and a galvanized ring about six inches in diameter and four short pieces of chain. On the ring were the letters "M T" and "S R." The boat was white, as previously described, and copper fastened. It will doubtless fall into the possession of the Egeria, she having sailed yesterday afternoon for the purpose of examining any wreckage which might have been found or reported by the Indians. Whether or not this was the government wreckage reported by the United States cutter Grant or whether other wreckage has been found, of which the Queen City brings no news, has yet to be learned. The Grant was in at Eucluelet when the Queen City passed south on her return trip to Victoria; but Capt. Townsend was not in communication with the ship. All the officers had at once formed the opinion that the boat belonged to the Condor, and in fact there is little doubt entertained by any of the arrivals on that vessel but that it was. Up till the present the officers of the navy have held out the most sanguine hope for the safety of the Condor, and notwithstanding the information which came to hand yesterday a number of the officers of the Egeria, which sailed in the afternoon, said that they still had a very strong conviction that nothing very serious has happened to the ship.

The wreckage picked up off Long Beach, Clayoquot, suggesting that something in the way of a disaster overtook the British ship Red Rock was fully described in yesterday's Times. It consisted of the life-buoy, with the name of the vessel on it, the hard wood stanchions, a couple of cases of salmon and a number of house doors. Since the news of the finding of this was published considerable comment is heard in shipping circles of the condition of the vessel when she left here. All concur in the fact that she was a fine, able vessel, well found for the voyage. When leaving here, however, her boats are said not to have been securely lashed. One stevedore asserts that they were in no position for the ship to proceed to sea, and he attaches little significance to the discovery of a number of cases of salmon. On the other hand the house doors and hard wood stanchions are ominous, and until something is heard of the salmon carrier much uneasiness will be felt for the ship.

The wreckage which came ashore off Cape Beale consisting of a gold watch and chain, a ship's chronometer and a portion of the name board of a vessel, would seem to indicate that some vessel had foundered, and that the chronometer and watch and chain hanging in the pilot house, as one interested in shipping theorizes, floated away from the ship together. The name board, too, would probably come from about the same part of the ship. This bore the letter O, the rest of the name having been broken off. The color in which this letter was painted, those on the Queen City cannot remember. The articles are now in charge of Mr. Patterson, the lighthouse keeper at Cape Beale, and a full description will be sent to Victoria.

Mr. Lockwood, a passenger on the steamer, was one of those who had seen the wreckage. He says the watch is an open-faced, gold time-piece, with Bartlett movement. Its number was 5,833. There was a gold-linked chain with heavy square bar and a charm in the shape of a Maltese cross containing a green agate. The chronometer was English made, but more than this Mr. Lockwood does not remember.

He also saw when coming down to Victoria the schooner derelict previously reported. The vessel has been drifting about Cape Beale for some time. For a while it was held fast off shore apparently by the masts, which, breaking with the first heavy blow, allowed it to drift closer in towards land. It finally grounded in the gap at Cape Beale between the main island and the little islet. The hull still remains bottom up. It is painted a copper colored green and looks to have been a vessel of 90 or 100 tons. Mr. Lockwood thought that she had been in the coal carrying trade, but says that there were no marks of identification. Could she be righted again her identity might be learned, and possibly some clue obtained as to the fate of the crew, who either perished in her or who met disaster after taking to the life boats. There is a probability, however, that the vessel turned turtle before anyone had time to make their escape, and if there is anything in this theory the bodies of some of her crew may still be in her hold.

H. M. S. Phaeton arrived at San Francisco on Monday five days from Esquimalt, having found no traces of the Condor. Capt. Fleet, after consultation with the British consul, decided to remain in port until after the arrival of the steamers China and Sierra, both of which were due on Monday from Honolulu, and either of which was expected to bring news of the Condor. If nothing favorable was heard the Phaeton will sail at once for Honolulu. While at the Bay City the Phaeton renewed her coal supply.

DOMESTIC FOUND DEAD.

Body of Chinaman Employed by Dr. Fagan Discovered in Bed This Morning.

A Chinese domestic named Lee, employed by Dr. Fagan, secretary of the provincial board of health, was found dead in his bed this morning. He occupied a room in his employer's residence just off the kitchen, and retired last night about 10 o'clock. This morning E. Geiger, plumber, who had been engaged to do some plumbing work, had occasion to enter the Chinaman's room and saw the domestic lying dead in his bed.

Dr. Fagan was notified, and the police communicated with. Sergeant Walker went to the house, and after ascertaining particulars had the body removed to the morgue. The cause of death is unknown, but possibly the post mortem will throw some light on it. The Chinaman complained of a touch of rheumatism yesterday, but otherwise was in his usual health. He had been with Dr. Fagan for some time and was about twenty-two years of age. He has several cousins employed as domestics in the city.

A coroner's inquest will be held tomorrow.

Panama, Colombia, Jan. 29.—The Colombian war vessels returned here yesterday evening, after an indecisive engagement with the revolutionary ships at Yegnala.

"Poor Health"

Is the worst kind of poverty. However rich a woman may be, if her health is "poor" she is poor indeed. She has no appetite for food and the choicest dishes cannot tempt her. She turns and tosses through a restless night on a couch which might woo an empress to slumber. She has no strength for household cares, no delight in social pleasure. She sits "perked up in a glistering grief wearing a golden sorrow." She is a wife and mother. But she has no happiness in either relation. She knows her husband's life is set in tune and time to the minor music of her own misery. If her child laughs or cries her nerves quiver with pain.

Ask such a woman if she would like to be well; to be her husband's comrade, her child's playmate. Could there be but one answer?

Such a woman can get well if she will. All her symptoms indicate a diseased condition of the delicate womanly organism. Cure that condition and the woman will be lifted up to the full enjoyment of health.

In ninety-eight cases out of every hundred Dr. Pierce's Favorite Prescription will cure womanly diseases, will restore the womanly health. It has cured tens of thousands of women many of whom had been given up by physicians and friends. It is essentially a medicine for woman's ills. It dries enfeebling drains. It heals inflammation and ulceration. It cures female weakness and bearing down pains. It tranquilizes the nerves, restores the appetite and gives refreshing sleep.

"Favorite Prescription" differs from almost all other medicines put up for woman's use in that it contains no alcohol and is entirely free from opium, cocaine and all other narcotics. It is in the truest sense of the term a *temperance* medicine.

A Constant Sufferer.

"I had been a constant sufferer from uterine disease for five years," writes J. A. Steorts, of Yankee Dam, Clay Co., West Virginia, "and for six months previous to taking your medicine I was not out of my room. Could not walk or stand, as there was such pain and drawing in left side and bearing down weight in region of uterus, accompanied with soreness. I suffered constantly with headache, pain in back, shoulders, arms and chest; had palpitation, nervous prostration, constipation, dizziness, ringing in ears; could not sleep, and breathing was so difficult at times I could not lie down. Words fail to describe my sufferings when I wrote to you for advice. In a short time I received a kind letter from you telling me I would be greatly benefited, if not entirely cured, by the use of Dr. Pierce's Favorite Prescription. When I had taken one bottle of the 'Prescription,' together with Dr. Pierce's Pleasant Pellets and the local treatment which you advised, I could walk (with the support of a cane), the drawing and pain in side and bearing down weight were not so bad, and when I had taken three bottles of the medicine the periods were regulated, I was not so nervous, could sleep well, and the pain in side and bearing down had vanished. I have taken six bottles of 'Favorite Prescription,' two of 'Golden Medical Discovery' and four vials of 'Pellets,' and my health is better at this time than it has been in five years.

"With grateful thanks for your kind advice, and with best wishes."

Dr. Pierce's Pleasant Pellets are a most effective laxative for women. They cure biliousness and sick headache.

WRECKAGE FROM A GOVERNMENT BOAT

GRANT SECURES SOME FRESH INFORMATION

Buoy Marked "Red Rock," Some Cases of Salmon and Other Flotsam Found Off Clayoquot.

Independent of the search now being made by the United States cutter Grant, Capt Tozier, on the West Coast of this Island, for information concerning the man-of-war Condor, H. M. S. Egeria, Capt. Simpson, goes out this afternoon to make similar investigation in the same waters. She was to have gone out at 1 o'clock this afternoon, but these plans were changed in view of the steamer Queen City being on her way up from the coast with news of additional wreckage having been found. This intelligence is supposed in part to concern the navy.

The Grant has learned from Indians of wreckage having been discovered in the vicinity of Alberni which belong to a government vessel. What this wreckage is could not be learned up to the time of writing, but it is thought that it pertains to the Condor, she being the only ship of such a description missing. The Grant's expedition is entirely independent of the British co-operation, and should the Egeria leave, her tour will be along the same route as that taken by the American cutter. She will cruise down the coast as far as the northerly point of the island, making her first investigations at Alberni, and being guided in her quest by the information which will be received on the Queen City. The latter passed Otter Point at 12 o'clock, and will arrive about 3. She made Alberni last night, and, according to an Associated Press dispatch, reported there the finding of a white boat and a life buoy near Clayoquot. The buoy bore the name "Red Rock," while the dispatch says that there is reason to believe that the boat belonged to the Condor.

Whether the boat is the same as has previously been reported now in possession of Mr. Hayes, of Village Island, remains yet to be told. This boat has been proved not to be the Condor's. It is not clinkered, while the naval boats are.

As for the life buoy, it undoubtedly belongs to the ship Red Rock, a well found and staunch vessel which was towed to sea from the Royal Roads on the 29th of November. The ship loaded on the Fraser river two days previously with a full load of salmon, consigned to London, England, and loaded on account of Robert Ward & Company, of this city.

Another dispatch says that cases of salmon, stanchions and house doors were found together with the wreckage named, which would indicate that the ship had come to grief. There is not much likelihood, however, that the wreckage reported by Lighthouse Keeper Daykin, from Carmanah, after the storm of the 25th of last month, belonged to the same wreck, for it was found on an entirely different part of the coast, and was evidently the creation of the big blow on Christmas night.

That the Red Rock suffered disaster hardly seems conceivable, and possibly the worst that has happened is that being caught in the heavy gale of December 3rd, the storm which is no doubt responsible for the Condor's disappearance, she was obliged to jettison cargo, while her life buoy was washed overboard by a heavy sea.

The Red Rock was an iron ship, and the shipping journals received to-day contain no mention of her having been reported. The vessel was in command of Capt. Peter, an Irishman, who has written several stories on sea life, as also considerable poetry. The ship is one of the Rock line, of Glasgow, and is owned by James Cornfoot & Co., of Glasgow. She has a cargo of 80,164 cases, valued at $320,656.

Should she have been lost her crew, in all probability, have gone to the bottom with her, for had they have made their escape they would have had time in the interim between now and the storm of December 3rd to have reached Victoria from almost any part of the coast.

Egeria Sails.

H. M. S. Egeria left Esquimalt at 2:30 o'clock this afternoon to search for the missing ship Condor. She will cruise around Barkley sound and will doubtless be away a week.

Queen City Arrives.

Steamer Queen City, which arrived in port this afternoon at 3:30 o'clock, reported that a boat was picked up on the 6th about four or five miles off Ahousett. The boat was painted white and copper fastened. On the stem the letters "X I V" were discerned, while below were the letters "S H B" or "S I I V," the captain was not certain which. Below these again they could make out the letters "S H" and the figure "98." Attached to the boat was a ring about six inches in diameter, with four pieces of chain. On the ring were the letters "M T" and "S R."

The lighthouse keeper at Cape Beale also picked up two cases of salmon, a chronometer and gold watch and chain. The number of the watch was 5,833. No characters were discerned on the salmon cases as far as the officers of the Queen City were aware.

CHARGED WITH HOMICIDE.

New York, Jan. 29.—Moses Epps, the negro who was in charge of the dynamite at the 40th street shaft of the rapid transit tunnel on Monday when the explosion occurred, in which there was loss of life, was arraigned to-day, charged with homicide. Epps said there were 12 boxes, each containing 75 sticks of dynamite in the dynamite house the day of the explosion. He said they used 500 sticks a day and got a fresh supply each day.

900 DROPS

CASTORIA

A Vegetable Preparation for Assimilating the Food and Regulating the Stomachs and Bowels of

INFANTS CHILDREN

Promotes Digestion, Cheerfulness and Rest. Contains neither Opium, Morphine nor Mineral. NOT NARCOTIC.

Recipe of Old Dr SAMUEL PITCHER

Pumpkin Seed
Alx. Senna
Rochelle Salts
Anise Seed
Peppermint
Bi Carbonate Soda
Worm Seed
Clarified Sugar
Wintergreen Flavor

A perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and LOSS OF SLEEP.

Fac Simile Signature of Chas. H. Fletcher. NEW YORK.

At 6 months old 35 DOSES—35 CENTS

EXACT COPY OF WRAPPER.

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Castoria is put up in one-size bottles only. It is not sold in bulk. Don't allow anyone to sell you anything else on the plea or promise that it is "just as good" and "will answer every purpose." See that you get C-A-S-T-O-R-I-A.

The fac-simile signature of Chas. H. Fletcher. is on every wrapper.

SPRING, 1902.

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Provide comfort and make yourself happy by using some of our cold weather specialties.

JOHNSON'S FLUID BEEF, 1 lb. bot. .$1.00
CLAM NECTAR, 2 tins ..... .25
CONDENSED CLAMS, jar..... .25
WATSON'S SCOTCH 1.00
NATIVE PORT ..... .25
All make a delicious hot drink.
MORGAN'S EASTERN OYSTERS, tin. .75

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Belladonna and Capsicum Porous Plasters, 25c

Useful for Chest Affections.

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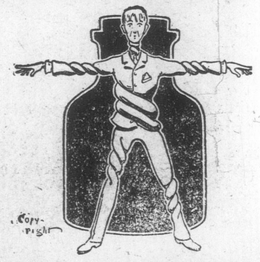

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High Prices. Prompt Returns.

WRITE FOR PRICE CIRCULARS.

LAND REGISTRY ACT.

To Norman H. Van Buren:

Take notice that an application has been made to register Frederick B. Pemberton as the owner in fee simple, under a Tax Sale Deed from the Mayor and Corporation of the City of Victoria to him dated 25th October, 1901, of the easterly ½ of Lot 287, Block 15, Victoria City. You are required to contest the claim of the tax purchaser within 60 days from the date of this notice, and in default of a caveat or certificate of lispendens being filed within such period you will be forever estopped and debarred from setting up any claim to or in respect of the said land, and I shall register the said Frederick B. Pemberton as owner thereof.

Dated at Victoria, B. C., this 14th day of S. Y. WOOTTON.
Registrar-General.

FOR SALE—Three good dairy cows; newly calved. Apply R. Stuart, Hatley Park.

MINERAL ACT.
(Form F.)

CERTIFICATE OF IMPROVEMENTS.

NOTICE.

"Ptarmigan" and "La Tosca" Mineral Claims, situate in the Skeena River Mining Division of Cassiar District. Where located: On Kitsalas Mountain, Skeena River, about 5 miles east of Kitsalas Canon.

Take notice that I, J. Herrick McGregor, acting as agent for S. Arden Singlehurst, Free Miner's Certificate No. 56523B, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining Crown Grants of the above claims.

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

Dated this 31st day of December, 1901.
J. HERRICK M'GREGOR.