

ANOTHER GRIM SEA TRAGEDY

Unknown Freight Steamer of
8000 Tons Believed to Have
Foundered in the North At-
lantic

NEW YORK, April 25.—Officers of the Norwegian steamship Romsdal, which is in drydock here today after a trip made off by fields of ice, believe that they witnessed the sinking of a freight ship of about 8000 tons in latitude 45.5, longitude 51.10, 400 miles north of the Titanic's grave, on March 26. The identity of the sunken ship is not known.

The Romsdal's attention was attracted to the distressed ship soon after nightfall, when the vessel began sending rockets, showing that help was wanted. Captain Hell ordered that the Romsdal be headed for the scene, and his ship ran into the icefield with as much speed as possible. She had not gone far, however, before she had six or seven holes in her hull, which allowed much water to enter the hold. All hands were ordered to the pumps, and the 19 men of the crew were able to keep the water from gaining until temporary repairs were made.

Meanwhile the rockets continued to ascend from the ship in distress, but the Romsdal was helpless, for she, too, was fast in the ice. About midnight the rockets from the other vessel stopped and soon afterwards her lights were seen to disappear beneath the waves.

When daylight broke those on board the Romsdal were unable to find any trace of the sunken vessel.

ASTRONOMY IS POPULARIZED

Capacity Audience Hears Mr.
F. Napier Denison of the
Other Worlds, and Assist
Titanic Relief Fund

The seating capacity of the auditorium at the Y.M.C.A. was taxed to its utmost limits last night by the audience which came together to listen to Mr. F. Napier Denison's lecture on "Other Worlds than Ours," the proceeds of which are to be devoted to the aid of the sufferers by the loss of the Titanic. Some ninety dollars was taken at the door, which will be available for the fund.

Mayor Beckwith, in a few opening remarks, expressed the gratification he felt at the number who attended, animated by a desire to relieve the suffering which must always follow such a disaster as that which had recently happened.

Mr. Denison rose to describe the first picture, which was of the house of the Astronomer Royal at Greenwich, a building which dated back to 1675. Then followed a photograph of the Mt. Wilson observatory in California, and another of its interior, with its enormous equatorial telescope and the complicated clockwork mechanism, which, once set going, can keep the lens trained on the moving bodies of the heavens, a very necessary provision when the high rate of revolution of anything near the equator, for instance, is remembered. Many other inventions have been perfected of late years in adjustments for temperature. The lecturer described the great aid which science has received from the use of photography, which obviated many weary hours of watching on the part of the astronomers and which, in conjunction with the clockwork mechanism, could be trusted to record accurately the changes from hour to hour in the face of the heavens.

The Sun and Its Spots
The first photograph of the sun, the "centre of our system," might with its "rice-grained" effect have struck the homeliest of us as a picture of a sun, a face of a ploughed field with water standing in the depressions. Mr. Denison reminded his hearers of the enormous size of the object they were looking at—one million miles in diameter, and taking 261.2 days to revolve on its axis. The sun spots, he said, were great whirlwind masses of activity, cyclones of fire, and in some cases of a million miles in diameter. In these the gases were blown to the outer rim, leaving a dark spot in the centre into which it was possible to look. There is constant change taking place in these spots but by their position it has been found possible to compute the speed of the sun's revolution. This year there is a minimum amount of activity, which will recur again in eleven years.

In a photograph of an eclipse of the sun by the moon it was pointed out how such an eclipse, by darkening the whole greater portion of the centre, makes it possible to examine the sun's edge and the upward and outward rush of gases from it. These gases have been measured to extend 150,000 miles away from the sun in ordinary years and indicate magnetic or electric motion, which at times extends up six million miles and of course exerts an influence over this earth. In Mrs. Maunders' photograph, taken in the Arctic regions, these magnetic or elec-

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the
Signature of *Dr. J. C. Watson*

trif rays may be seen extending as a corona from the poles to this latter enormous distance.

Pictures of Mars with its equatorial belts, were then thrown on the screen, showing its cap of ice at the poles. This planet is the one most like the earth, shows signs of changes of vegetation and of atmosphere, and may be inhabited by beings of highly developed intellects who, to counteract the rigidity of the central portions, probably have to bring water by some means from the more moist regions of the poles. Mercury and Venus, on the other hand, have so slowed down their revolutions around their own axes, that these now correspond with their revolutions round the sun. They therefore, always present the same surface to the sun and no form of life can possibly inhabit them.

The picture of Jupiter showed the number of asteroids that fill the heavens, all in a state of activity and by which, if it were not for our atmosphere, we should be bombarded unceasingly. So great, however, is their velocity that on coming into contact with the atmosphere they are mostly destroyed by the friction and only a small percentage reach this earth.

Saturn and the Moon

A hum of applause went up when the beautiful picture of Saturn and its rings appeared, these latter again being evidence of the gaseous activity that is ever continuing to change the aspect of the heavens and the state of the different worlds about us. Then followed several photographs and enlargements of the surface of the "dead world," the moon, pitted with its extinct craters, the biggest of which would hold Mont Blanc with room to spare, though the one spot of light was pointed out which leads to the belief that gaseous activity has not totally ceased.

Striking pictures of recent comets travelling at a rate which no earthly projectile can ever hope to approach, and those vast and distant systems which exist around other suns than our own, and from which the light may take anywhere from eight, and a half years, in the case of the Dog Star, to as much as 80 years, in that of the Great Bear, to reach the earth.

Worlds in the Making
These nebulae are new worlds in course of creation, and as Mr. Denison suggested, the realization of how small a part they play in the scheme of creation may bring home to man his own mortal insignificance. He said that the earth is gradually cooling off and drying up, but at the same time the sun is gradually becoming more and more incandescent, so that the sun's life will be impossible to maintain for some millions of years must elapse before life will be impossible to maintain on this globe. The last slide shown was the Union Jack, with brave Captain Smith's last injunction to his crew, "Be British," and the National Anthem was sung at the close.

Mr. Denison concluded by an expression of his hope to return to the Y.M.C.A. for the free use of the hall, and to Mr. H. H. France, who kindly brought and operated the lantern, "Be British," and the National Anthem was sung at the close.

CHIEF OF HOTEL SYSTEM IN SIGHT

Mr. Hayter Reed and Staff
Touring the Western Division
on Inspection—Gratified
With Condition of Empress

Mr. Hayter Reed, the chief of the C. P. R. hotel system, accompanied by several members of the executive staff, arrived in Victoria on Wednesday on a tour of inspection of the constructional works at present in progress in the western division. Under the superintendence of Mr. Jackson, the manager of the local hotel, the party was conducted through the building, and heard what is being done in the new wing as well as in the renovating of the basement.

Mr. Reed expressed his gratification at the progress of the work and commended the local management for its efficiency. Mr. Reed is accompanied on his present trip to the coast by Mr. F. L. Hutchinson, the assistant chief of the hotel staff, Mr. J. Brewster, of Banff, and Mr. J. O'Dowd, secretary to the chief.

In the course of a brief conversation with the local press, Mr. Reed stated that the object of his visit at this time was to see that the various works which had been authorized before the end of last year, were under way. These included the extensive improvements on the hotels at Banff, Mount Louise, and Glacier, as well as Vancouver and Victoria, and of visiting all of these he was able to state that everything was progressing satisfactorily. The present condition of the additional new wing of the Empress pleased him greatly, and he was not slow in showing his appreciation. With regard to the internal alterations on the basement, he stated that they would be a great improvement and would greatly enhance the appearance of the hotel.

On being asked as to prospective developments of the C. P. R. in relation to hotel building along the line of route from east to west, Mr. Reed stated that at the present time he was not in a position to make any statement beyond expressing the idea that the company was fully alive to the requirements of the situation, and that the development of the wonderful development that is being experienced all over the country, and in the west, was being met by the company by getting ready for the greater rush, which he believed would take place within the next few years to the west.

He considers that with the new wing in use the Empress will be in a position to accommodate all the traffic that is likely to come, although he conceded that if the city continued to grow at its present rate, it would be able to take advantage of the new wing in the future. He stated that the time will speedily arrive when even the Empress will not be big enough for the purpose of accommodating all the traffic.

Inspecting Intercolonial

OTTAWA, April 25.—Hon. Frank Cochrane leaves for his inspection of the Intercolonial and transcontinental railways in Quebec and the Maritime provinces. He will be away for about a month and will afterwards visit and inspect the canals of the Dominion.

DENUNCIATION OF MR. ROOSEVELT

President Taft Replies to At-
tacks—Sees Disaster in a
Third Term at the White
House

BOSTON, April 25.—President Taft, during his fighting clothes today, unwound his policy of silence under the attacks that Col. Theodore Roosevelt has made upon him, and upon his administration, and for the first time since Mr. Roosevelt announced his candidacy, launched into a bitter denunciation of the former president.

From the time Mr. Taft entered Massachusetts and made his first speech at Springfield, shortly after noon, until late tonight, he hammered away at Col. Roosevelt. The president made close to a dozen speeches. In all he made it clear that he is unalterably opposed to Mr. Roosevelt that he saw disaster in a third term in the White House and that he did not believe Colonel Roosevelt had given him a square deal. He spoke to good sized crowds in cities where he made set speeches, and at the towns and villages where his train stopped briefly, the people flocked around his private car and listened with close attention.

The president spoke at Springfield and Palmer, twice in Worcester and at Natick, South Framingham and several smaller towns. In the beginning he seemed to utter his attack on Col. Roosevelt with reluctance.

"This wrenches my soul," he said once. As the day wore on, however, and he made speech after speech in which he denounced Mr. Roosevelt again and again, Mr. Taft grew more aggressive in manner, emphasizing his words with gestures and apparently laid aside any feeling of regret he felt at this evidence. The long friendship with his former chief was broken.

His principal address was delivered in the arena to a large crowd, but before retiring to his private car he spoke briefly to an overflow meeting. His speech in the arena was delivered from a manuscript prepared during the last few days in Washington, carefully gone over by members of his cabinet, and containing a detailed answer to many of Mr. Roosevelt's charges.

President Taft left Boston at 12:01 o'clock this morning. His special car was attached to the Shore Line train of the New York and Hartford and New Haven railroad for New York.

MISSIONARIES ON TAMBA MARU

Many Churchmen Among Pas-
sengers of Japanese Liner
Bound to Convention to Be
Held in Minneapolis

Missionaries from Korea, and China, mostly Methodists en route to a conference to be held at Minneapolis were many of the passengers of the steamer Tamba Maru, Captain Wada, of the Nippon Yusen Kaisha line, which reached the outer wharf yesterday morning, after a pleasant passage from Yokohama. There were 35 sailors, 21 second class, and 143 steerage of whom 20 Chinese and 53 Japanese left the vessel here.

The sailors passengers included Bishop M. C. Harris, head of the Methodist Episcopal church in Japan and Korea, who has been engaged in the Orient for about forty years, and for the past few years in Korea. Another delegate from Korea was Dr. Syngman Rhee, a Korean who was a participant in the official happenings which marked the beginning of the Chino-Japanese war and Japanese progress toward the absorption of Korea. He was imprisoned for seven years in a Seoul prison until the progressive took control and he was released to make his way to the United States, where he was a graduate of George Washington, Princeton and Harvard colleges. He is bound to Minneapolis to represent the Y. M. C. A. of Korea at the convention.

From Fuchow came another picturesque party, Rev. and Mrs. H. Caldwell, Dr. Skinner, Dr. Li Bi Gu, a Chinese woman, and Rev. Dr. G. W. Wong and Li Dong Cui, Chinese brothers of the Methodist church, engaged in flowing silk gowns. Other missionary arrivals were Rev. Dr. C. Kerr from Chai Rhayong, Korea, Dr. and Mrs. Sterling, and Mr. and Mrs. W. E. Prescott, who are bound to Toronto. They are returning from a tour around the world. Other passengers were Mrs. T. Yamamoto, wife of the chancellor of the Japanese legation at Vancouver, Lieut. R. H. Hart, wife and child, from Manila, Messrs. G. Spaulding, O. B. Burrell and W. L. Parrish, all from the Philippines.

The Cargo
The Japanese steamer discharged over 600 tons of general freight at the outer wharf. This was made up as follows: Raw silk, 20 bales; silk robes, 18 cases; rice, 4,720 bags; sugar, 1750 bags, beans, 225 bags, bean oil, 500 cases; oyster shell, 250 packages, pine apples, 700 cases; Chinese wine, 164 cases; pickles and provisions, 148 tubs, Raisin, 125 bags; Wessel skin, 7 packages; merchandise, 1096 packages. For Seattle the cargo was manifested as follows: Raw silk, 1031 bales; waste silk, 100 cases; silk and linen goods, 148 cases; gunnies, 622 bales, fire crackers, 5424 packages; matting and matting, rugs, 1802 rolls; peanuts, 250 bags; straw bales, 96

cases; porcelain, 360 cases; ground nuts, 1090 bags; beans, 77 bags; rice, 1788 mata, antimony, 150 cases; bean oil, 150 cases; bean oil cakes, 4988 pieces; "Miso," 484 tubs; "Shoyu," 370 tubs; "Sake," 155 tubs pickles, 14 tubs; tin, 547 alabs, buckwheat, 400 bags; millet, 400 bags; merchandise, 1098 packages.

Mouth Inward 723

Although the steamer had a good run from Japan the officers reported a steady voyage on the last trip homeward from this port. The steamer was badly damaged, cabins and holds were flooded and one sailor passenger had a very narrow escape from losing his life. He was asleep in his berth on one of the upper deck staterooms when a sea swept along the deck, staying in the stateroom. Another sea filled the room, lifting his berth with him in it, and he was washed overboard against the railing, getting light to the rails. He had a thrilling time before some of the crew reached him and assisted him to a safer cabin below. Three seamen of the crew were badly injured and had to be landed for hospital treatment.

To Annex Manchuria

According to advice brought by the Tamba Maru an agitation has been begun in Japan demanding that steps be taken without delay to annex southern Manchuria. Dr. Tomlin, M. P., one of the vigorous seers of the future, became known as a proponent of the Russo-Japanese war and later insisted on a Japanese advance to take Baku, the prime mover. He urges that this move will prevent recourse to arms at the expiration of the lease twelve years hence. Dr. Tomlin in a manifesto says Japan has missed several opportunities for the annexation of that part of Manchuria and should defer action no longer. He said:

"Our right to lease of South Manchuria for 25 years, which we inherited from Russia, is the only fruit of the war in which Japan lost a huge number of her sons and spent a great deal of money. Only 12 years remain in which Japan can enjoy the lease and, no matter whether she likes it or not, she must solve the question then if not before. No one expects that she can settle it peacefully with China after the 12 years have passed. It is better for her, therefore, to avail herself of the present excellent opportunity, when she can accomplish her task without much difficulty."

"The annexation of South Manchuria, however, does not mean in any sense the shutting out of Manchuria from the trade of the other Powers. On the contrary, Manchuria being an undeveloped country, Japan should welcome the maintenance there of the open door, and equal opportunity in the matter of commerce, thus promoting the development of Manchuria."

Crew of the Strategist Kept on Board by Use of Firearms at Hastings Mills

Face to face with the muzzle of a loaded revolver—one shot from which had been fired over their heads to frighten them—twenty-three Chinese who were opposed by Captain Wilson in their attempt on Tuesday night to leave the steamer Strategist, now loading lumber at the Hastings mill, thought discretion the better part of valor and returned to their quarters, where they were locked in while the story of the inept mutiny was communicated to the police. There are several stories as to the cause of this exciting happening, the chief being that the Chinamen, hearing that wages were much better ashore, had determined to get there by hook or by crook and first tried to effect their purpose individually. Had one of these Chinamen got ashore Captain Wilson would be liable for the \$500 head tax.

CRASHES INTO SEATTLE PER

S. S. Alameda, Traveling at
Full Speed, Wrecks Colman
Dock and Sinks Steamer
Telegraph—Three Injured

SEATTLE, April 25.—Several persons were injured, the Sound Steamer Telegraph was sunk and the Colman dock, one of the finest passenger piers on the Pacific Coast, was wrecked late tonight when the Alaska Steamship company's steamer Alameda got beyond control as she was being taken into her berth at pier No. 2, and ploughed through the Colman dock. As far as known no lives were lost.

The injured include the following: Mrs. George B. Lynch, Anacortes, Wash., bruised and cut. Miss Emma Anderson, Seattle, ankle broken. Mrs. J. W. Pace, Seattle, bruised.

The Alameda, in command of Captain J. O'Brien, sound pilot for the Alaska Steamship company, was returning to her berth on the south side of pier 2, from the Standard Oil wharf where she had gone to take on oil fuel. As the big steamer approached the pier Captain O'Brien signalled the engine room for slow speed to enable the vessel to make the sharp turn into the pier. Either through a misunderstanding of signals or because of the fault of the engine room telegraph the Alameda, started full speed ahead toward the Colman dock. Capt. O'Brien saw that the alch could not be averted and tied down the whistle to warn the people in the waiting room of their danger. The long blast brought men and women to the windows, who immediately turned and fled for shore. The women injured were crushed in the panic-stricken throng that struggled at the doors leading from the waiting room to the exit gallery. By the time the Alameda struck the pier the waiting room was empty. Captain O'Brien dropped both port and starboard anchors in an effort to stop his vessel but she ploughed her nose into the wooden structure and sliced off 100 feet of the end of the pier, emerging on the other side with her deck covered with wreckage.

Cut in Two
The Telegraph which had just discharged her passengers from Everett, was in the path of the Alameda and was cut in two. The little vessel sank slowly and the crew had time to escape by jumping into the water. It is believed that all were picked up. The Telegraph was pushed across the slip against the Grand Trunk Pacific dock and those of her crew who were on board clambered on to the wharf before the little vessel went down. Captain O'Brien lowered one life boat from the Alameda to pick up the men in the water.

The steamer Sioux which had just arrived from Bellingham, with fifty passengers and was preparing to enter her berth at the Colman dock, lowered three life boats but they were not needed. If the accident had happened a few minutes later the Sioux would have been tied up to the pier directly in the path of the Alameda.

C. Christensen, a sailor on the Alameda, told of rescuing a woman whose name he did not know. He said he saw the woman among the wreckage in the water and leaped from the deck of the steamship and brought her ashore, she was hurried to her home by friends. The damage to the Colman dock is estimated at \$100,000.

The Alameda was only slightly damaged. She lost her topmast, her wireless rigging and fifty feet of rail on the port and twenty feet on the starboard side.

The Telegraph was a wooden steamer of 285 gross tons. She was built at Everett in 1903, at a cost of \$60,000, and was owned by the Inland Navigation Co. She carried a crew of 13 men. The Alameda is a vessel of 3168 tons and carried a crew of 52 men.

An Unlucky Vessel
SAN FRANCISCO, April 25.—The a.s. Alameda for a time was on the Honolulu run from this port. On September 30, 1895, she ran ashore in a fog at Fort Point, one of the projects which formed the Golden Gate and stuck there for four days. Her passengers were taken off.

Empire Problems
WASHINGTON, D.C., April 25.—British Ambassador Bryce and Mrs. Bryce left Washington today for San Francisco, from whence they will sail for New Zealand. The ambassador's purpose is to study at first hand the political and sociological conditions of a part of the British Empire he has never before visited. He will be away about three months, leaving the embassy in charge of Alfred Mitchell Innes, the counselor.

Infant Mortality
MONTREAL, April 25.—According to a statement given out by Dr. L. Laberge, city health officer, 4,278 children died last year, out of a total mortality of 9,976. These figures show that infants less than a year old constitute 42.8 per cent. of the death rate of Montreal.

A contract has been awarded for the erection of a new six-story building for the Molsons Bank on East Hastings street, Vancouver.

Canada Gives \$10,000 to Fund
OTTAWA, April 25.—The Dominion government today voted a contribution of \$10,000 towards the Titanic relief fund.

Linseed Compound
is a reliable old English Home remedy for
COUGHS, COLDS,
Asthma, Bronchitis,
all Lung & Throat Troubles.

COLLEGIATE SCHOOLS FOR BOYS

The Laurels, Rockland ave., Victoria, B.C. Headmaster, H. D. Mudgett, Esq., assisted by J. L. Mollitt, Esq., B.A., Oxford. Three and a half acres extensive recreation grounds, EMINENT, cadet corps. Xmas term commences September 18th. Apply Headmaster.

LAND NOTICES
Victoria Land District—District of Coast Range One
Take notice that I, Ida Handy, of Coquitla, B.C., intend to apply for permission to purchase the following described lands: Commencing at a post planted on the north side, and about 3/4 mile east of N.E. corner of lot 10, thence north 40 chains along the shore of the salt lagoon, thence west 20 chains, thence south 20 chains to place of beginning, containing 40 acres.

IDA HANDY,
Harry E. Handy, Agent.
Dated March 4th, 1912.

Sayward Land District—District of Sayward Range One
Take notice that Panny Murphy of Toronto, occupation farmer, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the west boundary on lot 490, thence north 40 chains along the shore of the salt lagoon, thence west 20 chains, thence south 20 chains to point of commencement, and containing 80 acres more or less.

PAFFY MURPHY,
W. H. Robertson, Agent.
Dated April 2nd, 1912.

Sayward Land District—District of Sayward Range One
Take notice that Elia Jones, of London, occupation nurse, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the north boundary of section 45, Cortes Island, thence north 40 chains, thence west 40 chains, thence south 40 chains to point of commencement, containing 160 acres more or less.

ELIA JONES,
W. H. Robertson, Agent.
Dated April 2nd, 1912.

Sayward Land District—District of Sayward Range One
Take notice that Florence Murphy, of Toronto, occupation farmer, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the south side of the Salt Lagoon, thence north 40 chains, thence west 40 chains, thence south 40 chains to point of commencement, containing 160 acres more or less.

FLORENCE MURPHY,
Harry E. Handy, Agent.
Dated March 31st, 1912.

Sayward Land District—District of Sayward Range One
Take notice that Howard Murphy, of Toronto, occupation merchant, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the south side of the Salt Lagoon, thence north 40 chains, thence west 40 chains, thence south 40 chains to point of commencement, containing 160 acres more or less.

HOWARD MURPHY,
W. H. Robertson, Agent.
Dated April 2nd, 1912.

Rupert Land District—District of Coast Range One
Take notice that James L. Reese, of Vancouver, occupation farmer, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the north side of the Salt Lagoon, thence north 40 chains, thence west 40 chains, thence south 40 chains to point of commencement, containing 160 acres more or less.

JAMES L. REESE,
Per David A. Spence, Agent.
Dated March 15th, 1912.

Rupert Land District—District of Coast Range One
Take notice that Henry J. Williams, of Vancouver, occupation farmer, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the north side of the Salt Lagoon, thence north 40 chains, thence west 40 chains, thence south 40 chains to point of commencement, containing 160 acres more or less.

HENRY J. WILLIAMS,
Per David A. Spence, Agent.
Dated March 17th, 1912.

Sayward Land District—District of Coast Range One
Take notice that James L. Lee, of Vancouver, B.C., occupation barber, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the shore of Cranberry Lake, at the S.E. corner of T.L. 1747, thence north 40 chains, thence west 40 chains, thence south 40 chains to point of commencement, containing 160 acres more or less.

JAMES L. LEE,
Per David A. Spence, Agent.
Dated March 14th, 1912.

Rupert Land District—District of Coast Range One
Take notice that James J. Todd, of Vancouver, occupation farmer, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the south side of the Salt Lagoon, thence north 40 chains, thence west 40 chains, thence south 40 chains to point of commencement, containing 160 acres more or less.

JAMES J. TODD,
Per David A. Spence, Agent.
Dated March 17th, 1912.

Rupert Land District—District of Coast Range One
Take notice that David A. Spence, of Vancouver, occupation farmer, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the north side of the Salt Lagoon, thence north 40 chains, thence west 40 chains, thence south 40 chains to point of commencement, containing 160 acres more or less.

DAVID A. SPENCE,
Per David A. Spence, Agent.
Dated March 15th, 1912.

Rupert Land District—District of Coast Range One
Take notice that Andrew Holcomb, of Vancouver, occupation farmer, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the south side of the Salt Lagoon, thence north 40 chains, thence west 40 chains, thence south 40 chains to point of commencement, containing 160 acres more or less.

ANDREW HOLCOMB,
Per David A. Spence, Agent.
Dated March 19th, 1912.

Rupert Land District—District of Coast Range One
Take notice that Adolph Johnson, of Vancouver, occupation farmer, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the north side of the Salt Lagoon, thence north 40 chains, thence west 40 chains, thence south 40 chains to point of commencement, containing 160 acres more or less.

ADOLPH JOHNSON,
Per David A. Spence, Agent.
Dated March 17th, 1912.

Rupert Land District—District of Coast Range One
Take notice that Amos Griffith, of Vancouver, occupation farmer, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the north side of the Salt Lagoon, thence north 40 chains, thence west 40 chains, thence south 40 chains to point of commencement, containing 160 acres more or less.

AMOS GRIFFITH,
Per David A. Spence, Agent.
Dated March 16th, 1912.

Rupert Land District—District of Coast Range One
Take notice that John H. Spencer, of Vancouver, occupation farmer, intends to apply for permission to purchase the following described lands: Commencing at a post planted on the north side of the Salt Lagoon, thence north 40 chains, thence west 40 chains, thence south 40 chains to point of commencement, containing 160 acres more or less.

JOHN H. SPENCER,
Per David A. Spence, Agent.
Dated March 16th, 1912.

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