Canada-Mexico Steamer Line

Probable That Definite News Regarding Project Be Heard Soon.

General Shipping Intelligence of the Port and of the Coast.

(From Friday's daily.)

Something definite about the proposed new steamship line between Canada and Mexico is expected very shortly. It is understood that the vessels of the line are to be first-class, modern boats in every respect, and that they will maintain a quick and regular service between Victoria and the West Mexican ports. A report appeared some days ago in an Eastern paper to the effect that the line from Halifax to Vera Cruz would be put into operation first, and that the western line may not be started until some time later. No confirmation of this rumor can be obtained at present, but the distinct understanding was that the two branches of the line should start simultaneously and be operated together.

The announcement by Mr. Ralph Smith, M. P., that the vessels of the new line will call at Nanaimo, has excited a good deal of interest locally. It is expected, of course, that the vessels will take on their bunker coal for each round trip at Nanaimo and Ladysmith, which will be an acceptable addition to business for those busy ports.

Victoria merchants are looking forward with pleasurable anticipations to the opening of the new service.

SEALERS DEPARTING.

Yesterday the sealing schooners Teresa, Capt. Lund, and Ida Etta, Capt. O'Leary cleared for Behring sea. They will be followed soon by the Zillah May, Capt. Brown; Allie I., Alger, Capt. Geo. Heater; Oscar and Hattie, Capt. Deluchery; Dora Seiwerd, Capt. McKell; Victoria, Capt. Byers; Director, Capt. Macanlay; Carrie C. W., Capt. Gullen; Fawn, Capt. Olsson; Libbie, Capt. W. Heater; Rainbow, Capt. Jacobson; Umbrina, Capt. Blackstad, and the Jessie, Capt. Haan. These, with the Otto, which has already gone north, will compose the Behring sea fleet this year.

ICE IN BEHRING SEA.

Whalers Report a Larger Quantity Than for Many Years.

Advices from San Francisco to the effect that an unusual amount of ice was encountered in Behring sea by whalers prior to May 12 have caused no small amount of conjecture among shipping men as to the arrival of the Nome fleet at its destination. Captains of whalers arriving at Dutch harbor on the date mentioned above reported having seen more ice in Behring sea than at any time for ten years, and especially in the vicinity of the Pribilof islands.

It is uncommon to find much ice in the vicinity reported, which is not more than 100 miles from Unimak pass. Believing she could not get through, the steamer Corwin put back to Dutch harbor, leaving again on May 30.

The news regarding the conditions in Behring sea reached San Francisco via the steamer Redondo.

In breaking away from the shores of Seward peninsula the ice this season appears to have worked around to the eastward, drifting down along the Siberian coast. Since the discovery of Nome the first sailing vessels, especially those of light draft, have kept well in towards Bristol bay, and thence around over the Yukon flats. Time and again some of the vessels attempted to go out to the westward from Unimak pass, hoping to find a way up through the ice field along the Siberian side. Only in one or two instances did the craft attempting this route succeed in getting in on anything like time.

Though the Corwin may have encountered fields of ice stretching away for a hundred miles or more, it does not follow that there was not a safe opening through the floes the next day. Wind and tide often relieve a situation in a few hours.

The advices received make it reasonably certain that the steamers Duxbury, Corwin, Saidie and Nome City, which left this city from May 9 to May 25, did not reach Nome much in advance of the early June sailing vessels.

HISTORY OF LLOYD'S.

British Columbia Agent Forwards an Interesting Account.

C. Gardener Johnson, Lloyd's agent at Vancouver, has handed the press the following:

I am so often asked the question, "Who and what are Lloyd's, and who is Lloyd's agent?" that I am taking the liberty of asking you to give me space in your valuable columns to explain in the words of Lloyd's themselves who and what they are. This association prints every year an almanac called Lloyd's Almanac. This book sets forth fully different matters which would interest those who look for marine insurance, so fully that I cannot do better than quote from their own records, and consequently ask that you be good enough to print the following, which is a history of Lloyd's.

If you will allow me I shall follow this letter with another, pointing out the duties of and instructions to Lloyd's agent wherever he may be established.

"Lloyd's is an association of marine underwriters in the city of London.

"Its name is derived from a coffee-house kept by Mr. Edward Lloyd in Tower street in the seventeenth century, where underwriters met to transact business. In 1692 Lloyd's coffee-house was removed from Tower street to Lombard street; and in 1774 Lloyd's left the coffee-house in Lombard street for premises in the Royal Exchange, where it has since remained. The wars which lasted from 1775 with but short pause until 1815 tended to attract marine insurance to Great Britain from all parts of the world, and raised Lloyd's to the high position it has since held.

"In 1810 Parliament appointed a committee to inquire into the affairs of the institution. From this inquiry Lloyd's emerged with credit, and has continued to assist in the promotion of every measure which might aid in the preservation of life at sea, the prevention of fraud in connection with marine insurance, and the rapid collection and distribution of maritime intelligence.

"In 1871 Lloyd's was incorporated by act of parliament, but does not, as a corporation, undertake insurance business. This is conducted solely by its members on their own account, and so long as they conform to the rules of the society, they are free to follow their individual views. Lloyd's is, in fact, a great market for insurance. Candidates for election as members are required to satisfy the committee as to their means, and in all cases to deposit in the names of trustees a sum of not less than £5,000 as additional security for all liabilities incurred on account of marine and transport risks. The aggregate amount thus placed at the disposal of the committee of Lloyd's is very large, but in no way represents the total capital possessed by the underwriting members of Lloyd's. The business of Lloyd's as a corporation, and of the committee as its executive, is to conduct the affairs of Lloyd's in its corporate capacity, and to guard, as trustees, the corporate funds and property.

"Lloyd's is also an immense organization for the collection and distribution of marine intelligence which is published daily in Lloyd's list. This paper, originally established in 1696 as Lloyd's News, dates from 1726, and is the oldest newspaper in Europe, with the exception of the London Gazette. The intelligence department has developed continually under the influence of steam and electricity, and this process keeps pace with the opening of new ports and the increased means of communication. The information is supplied by Lloyd's agents on every coast in the world, who, in written lists or by telegram, report the arrival, departure or casualties of vessels within their districts. In this connection the value of Lloyd's signal stations is very great, not only to underwriters, but also to merchants and shipowners, as it is frequently an advantage that a vessel should be intercepted off the coast, and ordered to its port of destination. Shipowners in this way often have the earliest intimation of the arrival of their ships. Vessels arriving off outlying signal stations often bring important intelligence as to derelicts and wrecks passed on their voyages, as well as information of vessels in distress requiring assistance, and overdue vessels arriving on long voyages are reported at these stations. Not one vessel in ten bound to ports in the United Kingdom from distant ports arrives at her terminal port without first being reported from one of Lloyd's signal stations. This corporation of Lloyd's now holds a similar position, with regard to signal stations, to that occupied by the corporation of the Trinity House with regard to lighthouses. These valuable aids in the preservation of life and property are one of the latest developments of the corporation."

COAL FIND IS A VALUABLE ONE

Deposits at Wulffsohn Bay Are Said to Be of Great Importance.

J. H. Christie, who has just returned to Vancouver from a twelve-days' visit to the country contiguous to Wulffsohn Bay, on which the McLeod brothers staked their claims two years ago, spoke optimistically of the discovery. In an interview he said:

"I consider it one of the most valuable finds of coal ever made in Canada. The only mystery to me is how it ever happened that such an immense carboniferous deposit lay so long undiscovered, almost at the doors of this city. I suppose it is largely to be explained by the fact that a great portion of the district covered by it is very heavily timbered, and not even the timber has been very greatly disturbed.

"While on the ground I followed the formation for fifteen miles. The whole outlook is the most satisfactory I have ever seen. I may say that I have for the past 33 years followed prospecting and largely in coal. I have had intimate knowledge of the coal lands of East Kootenay and also spent a year in the Peace River district, where I located samples of the finest coal ever discovered in Canada at its destination. Captains of whalers arriving at Dutch harbor on the date mentioned above reported having seen more ice in Behring sea than at any time for ten years, and especially in the vicinity of the Pribilof islands.

"There is both coal and oil in the district. The facilities for shipping are unsurpassed. The property is right on tide-water, where the biggest vessels may anchor. Wharfage is easily constructed, and from the nature of the valley in which the deposit occurs, it being a vast tableland with an easy and very gradual rise.

"No large seams outcrop, so far as I saw, but there are numerous small outcrops along the Moodyville river, which we waded across and up for several miles. We followed the formation, finding it true carboniferous all the way. In my opinion, it is simply a continuation of the carboniferous beds of Vancouver Island existing at Comox, which is immediately opposite. It is, so far as my samples show, a heavy lignite, hardly to be classed as true lignite. It will certainly be found to be bituminous with development.

"Water-soaked as the samples are which we brought out, all being practically secured with the prospector's pick, we have had an analysis, which shows 72½ per cent. of fixed carbon and combustible matter in it.

"Another feature which impressed me," said Mr. Christie, "is that there is not a sign, so far as I saw, except in one instance, of any disturbance of any kind. In that one place only is there to be noted any upheaval of the bed of coal which lies elsewhere as it was deposited. In this place the intrusion of the granite by some upheaval has interrupted the coal seam.

"The discoverers have a good thing," said Mr. Christie, in commenting on the find. "So have we, too. We have staked twelve square miles and I intend going right back now that I have recorded my claims and will make a thorough exploration."

PROMISING OUTLOOK FOR COAL COMPANY

A. C. Flumerfelt Tells of the Fine Prospects at Coleman, Alta.

(From Friday's Daily.)

Among the passengers from the Mainland on the Princess Victoria yesterday evening was A. C. Flumerfelt, who has just concluded a visit East. Mr. Flumerfelt was appointed the delegate of the Victoria Board of Trade to be one of the deputation to interview the government regarding an import duty on lumber from the United States, but as he was in New York he found it impossible to be in Ottawa when the other Western representatives met Sir Wilfrid Laurier and the other members of his cabinet.

Mr. Flumerfelt is president of the International Coal & Coke Company, and Coleman is the name of the latest coal mining town which has sprung into existence in the Crow's Nest Pass country by the operations of his company.

"Two hundred tons of coal will be taken daily from these mines from now on," Mr. Flumerfelt said. "Operations have steadily increased since last December, when 100 tons were taken out daily, and the average until this week has been 3,000 tons per month. This figure will be doubled from now on, which is pretty good seeing that the mine was only staked in October last. Coleman, as you are aware, is situated just over the British Columbia border in Alberta, and the town is rapidly expanding. In a short time we expect to see it one of the most prosperous of that district. Our supply of coal is practically inexhaustible, in fact Mr. James R. Elliott, of Elliott & Baton, consulting coal engineers of Pittsburg, Pa., pronounced our coal measures the largest he had ever seen. The large seam in the Connelsville region, in Pennsylvania, is nine feet thick, while ours range from 20 to 22 feet, and what is more, has no slate."

Interesting to Farmers:—W. C. Grant, secretary of the Fruit Growers' Association, has agreed to give practical demonstrations of commercial packing of fruit during the progress of the fall exhibition. This will be conducted in connection with the commercial exhibit and will no doubt raise considerable interest in fruit raising.

Irascible Old Gentleman (to cab driver)—I say, Cabby, we're not going to a funeral. Cabby (promptly)—No, and we ain't going to no bloomin' fire, either.—Illustrated Bits.

"What do you like most about going to Sunday school, my little man?" asked the benevolent stranger. "Coming home," promptly replied the little man.—Philadelphia Record.

News of the Army and Navy

The Company of Amphion Parade at Portsmouth As "Horse Marines".

Naval Ratings Ordered to Join Squadron on the Pacific Station.

(From Our Own Correspondent.)

London, June 5.—The crew of the Amphion, which recently returned home from the Pacific station, was paid off at Portsmouth this week. When general leave was given the crew celebrated it by hiring all the horses that could be got at Portsmouth and holding a field day as veritable "horse marines."

Russians Advancing.

London, June 17.—The correspondent of the Daily Mail at the Japanese headquarters cables from Antung under date of June 16, and says that the Russians are advancing and have occupied Jongyenpu, Sumengtsu and Sanchiatsu, and that a battle is expected immediately.

The sailors learned to ride whilst on the Pacific shores. Two petty officers acted as admirals and roared out their orders such as "sixteen points to port," "single column line ahead," and other technical phrases of naval invention. The Amphion is to be got ready again for the pennant in home waters.

The royal commission on the militia and volunteers has just issued its report. It is a non-committal one, finishing up with a mild recommendation of conscription, by which it calculates an army of 360,000 men could be produced for home defence. The commission believes that the auxiliaries could beat off small raiding parties on our coasts, but are too weak in numbers and under-trained to meet the picked troops of an invading force.

The suggestion of conscription in a mild form raised quite a sensation, but Mr. Arnold-Foster said that the government had no intention of acting on the recommendation. In other words, politics and expences just now outweigh the half forgotten lessons of the late war.

This morning the Dunera, transport, landed the 2nd West York regiment and the 1st South Stafford regiment at Queenstown from Cape Town. The West Yorks, who were in all the heavy fighting for the relief of Ladysmith, went on to Belfast, and the South Staffords to the Curragh.

In the House of Commons last night Earl Percy said that no representations have been made to the belligerents in the Far East on the subject of naval mines outside the territorial area of the war, but that the subject was receiving the careful attention of the government and so it will, without any delay, until some fine liner like the Empress of India is blown sky high.

Some naval ratings have been ordered to proceed next month to join the ships of the Pacific squadron.

The dream of Cecil Rhodes, the Cape to Cairo railway, is slowly but surely maturing. According to latest intelligence, the line has been laid as far as Victoria Falls, on the Zambesi. There is still a tremendous hiatus of 3,000 miles between the Zambesi and Khartoum to be filled up, but no doubt it will be accomplished. What a change it will be when our troops stationed in Egypt and South Africa will be able to change quarters by rail.

WEEKLY WEATHER SYNOPSIS.

Victoria Meteorological Office,
June 8 to 14, 1904.

The weather during this week has been generally fair and warm throughout the province. A copious and much-needed rainfall occurred on the 8th and 9th over Vancouver Island and the Lower Mainland. This was caused by an ocean low barometer area spreading across the province from the Rockies. On the other hand, the rainfall in Cariboo has amounted to practically nothing, while during the same period last week rain fell upon every day. The summer type of high barometric pressure has prevailed on the coast, while between the ranges the barometer has remained abnormally low. These conditions have caused a large proportion of cool westerly winds and particularly on the Straits of Fuca and Georgia. The average daily amount recorded here amounted to over 9 hours and the greatest daily amount was 14 hours on the 14th.

The warmest day in this vicinity was Sunday, the 12th; it was caused by the barometer being higher to the northward of this, which permitted the dry and warm northerly winds to prevail over Vancouver Island.

The weather in the Territories has been moderately warm and showers or thunderstorms have been of frequent occurrence; while in Manitoba the rainfall amounted to over one inch.

Victoria—Amount of bright sunshine recorded was 65 hours and 48 minutes; rainfall .46 inch; highest temperature 71.4 on the 12th; lowest 43.2 on 11th.

New Westminster—Rainfall .66 inch; highest temperature 78 on the 13th; lowest 40 on the 9th.

Kamloops—Rain .14 inch; highest temperature 76 on the 13th; lowest 42 on 12th.

Barkerville—Rain only a trace; highest temperature 70 on 13th; lowest 28 on 10th.

Fort Simpson—Rain 1.10 inches; highest temperature 58 on 10th and 11th; lowest 40 on 11th.

Dawson—Rain .20 inch; highest temperature 70 on 14th; lowest 38 on 13th.

The following is the summary of the weather for the month of May, 1904:

Precipitation in Inches.

	Inches.
Victoria, V. I.	.49
Beaver Lake	.76
Goldstream	2.01
Sooke Lake	1.53
Alberni	2.68
Nanaimo	.93
Cowichan	1.21
Thetis Island	1.19
New Westminster	1.83
Point Garry	1.33
Chilliwack	2.71
Kamloops	.04
Barkerville ....snow 8.00; total	1.23
Quesnel	.56
Vernon	.46
Nelson	.55
Port Simpson	5.26
Port Essington	5.30
Naas	5.94
Rivers Inlet	5.42

Highest temperature 82.2 on 12th; lowest 26.9 on 1st; mean 52.5.

Nanaimo—Highest temperature 72.0 on 24th; lowest 30.4 on 4th; mean 52.4.

Cowichan—Highest temperature 72.8 on 12th; lowest 30.5 on 4th; mean 51.0.

Thetis Island—Highest temperature 70.9 on 24th; lowest 32.1 on 4th; mean 56.0.

New Westminster—Highest temperature 76.9 on 12th; lowest 36.0 on 1st and 11th; mean 52.3.

Point Garry—Highest temperature 68.0 on 27; lowest 34.5 on 27th; mean 51.6.

Chilliwack—Highest temperature 84.0 on 12th; lowest 36.0 on 5th and 11th.

Kamloops—Highest temperature 78.9 on 20th; lowest 30.0 on 5th; mean 54.9.

Barkerville—Highest temperature 62.0 on 12th and 30th; lowest 18.0 on 5th and 9th; mean 40.3.

Quesnel—Highest temperature 77.0 on 30th; lowest 24.0 on 5th and 11th; mean 50.2.

Vernon—Highest temperature 78 on 20th; lowest 28 on 5th.

Nelson—Highest temperature 83.0 on 20th; lowest 29.0 on 7th; mean 53.3.

Enderby—Highest temperature 83.5 on 21st; lowest 28.0 on 5th.

Port Simpson—Highest temperature 58.0 on 1st; lowest 45.6 on 5th; mean 41.3.

Rivers Inlet—Highest temperature 66.2 on 20th; lowest 32.2 on 9th.

Amount of sunshine recorded at Nanaimo was 223 hours.

TRAIN HELD UP.

Northern Pacific Eastbound Passenger Caught by "Road Agents."

Missoula, Mont., June 16.—The Northern Pacific passenger train No. 2, eastbound, has been held up at Bear Mouth. No particulars are yet obtainable. This is the spot where Engineer O'Neill was killed in a hold-up two years ago.

REPORTS MUCH TRAVEL.

E. J. Coyle, Western traffic manager of the Canadian Pacific railway, with offices in Vancouver, B. C., was in the city yesterday, says Thursday's Post-Intelligencer. He stated that his road was having the best year in its history as regards tourist travel westward. The Canadian Pacific, he states, also has all the St. Louis business it can comfortably handle at the present time.

MILITIA INSPECTION.

Target Firing at Camp Today—Sham Fight on Monday.

Colonel English continued his inspection of the Fifth Regiment on Wednesday evening. In order to judge of their efficiency in infantry movements a little sham fight was held in which No. 6 Company succeeded in capturing a position held by No. 5 Company. Yesterday the Colonel held an oral examination of non-commissioned officers.

On Monday a sham battle will take place at Rodd hill between the Fifth and Sixth Regiments. The work will commence about 8 o'clock in the morning. Target practice will be held tomorrow.

NEEDLESS ALARM OF SOUND CANNERS

Ottawa Denies Story That Export Duty on Salmon Is Intended.

The Colonist some few week's ago chronicled the fact that British Columbia cannerymen were petitioning the Ottawa authorities to enact a law prohibiting the export of salmon caught in trap nets. For justification of this act it was argued that Sound cannerymen were likely to invade the British Columbia market and demoralize prices. It now appears that the Ottawa authorities have decided to meet the wishes of the Fraser river cannerymen for the Seattle Post-Intelligencer, in its issue of yesterday gives great prominence to the following special despatch from its Washington correspondent:

"This despatch which is or greatest significance to canners' interests on Puget Sound has been received from John G. Foster, the United States consul-general at Ottawa:

"The Dominion government has ordered that the export for the purpose of manufacturing of fresh salmon captured in trap nets in the waters of British Columbia is prohibited."

If, as seems likely, this regulation practically prohibits the export of all fresh salmon from British Columbia to the State of Washington, it will be a hard blow to cannerymen on the Sound, who have depended to any large extent on a supply of British Columbia fish for their business.

Early in April last Senator Fulton, of Oregon, hearing that such a regulation as this was already in force in Canada, proposed to introduce a resolution in congress to enact a similar prohibition against the exportation of fresh salmon from the United States to British Columbia. Mr. Fulton's object was frankly one of retaliation against the Canadians.

The secretary of state, however, at Mr. Fulton's suggestion, asked the consul general to inquire at Ottawa as to the exact form and purport of the Canadian law. The reply came from Ottawa that no such regulation was in force. Thereupon the Fulton resolution was dropped.

It now looks as if the Dominion government waited until congress adjourned before putting the regulation in force, so as to avoid the threatened danger or retaliation on the part of the United States.

Enquiry of the Colonist's Ottawa correspondent elicits the information that a ministerial denial is given the statement that the government has decided to put an export duty on salmon.

THOUGHT TO BE CLALLAM VICTIM

Description of the Corpse Which Was Found on Triangle Island.

(From Friday's Daily.)

The almost fleshless remains of the body of a shipwrecked man were discovered on Monday last on Triangle island, off Cape Scott, by Capt. Freeman, master of the fishing steamer New England. It is thought the body is that of one of the victims of the Clallam disaster.

Beside the body was a battered up vegetable straw life-preserver of the style carried by coasting steamers. It was so worn and stained by the disintegrating action of water and weather that any identifying name it ever bore could not be made out. The body was partially covered by sand, rocks and boards, as if it had been at one time interred as well as could be done among the sand and rocks on the shore. It was again covered up by the New England's men.

The body was covered by one trouser leg and on one foot there was a tan boot, otherwise the remains were bare of any covering. The style of life-preserver which had at one time encased the body and the presence of a tan boot on one foot precluded the belief that the body could have been that of a member of the crew of any deep sea ship as vegetable straw life-preservers are seldom carried on such craft, and deep sea sailors are not given to practice of wearing natty tan boots. It is, therefore, unlikely that the body could have come from the lost British ship Lamorna.

It is conceded as much more probable that the body was that of some man who lost his life in the foundering of the steamer Clallam in the Strait of Juan de Fuca on January 8 last. The set and direction of the winter currents from the Strait are such that an unrecovered body from the Clallam wreck would be carried out along the west coast of Vancouver island till it found lodgement either on that coast or Cape Scott islands or one of the many islands of the Queen Charlotte group.

"Arabella," said old Billyuns, as he finished his dinner, "I am going to ask you to do me a favor. I want you to give your young man, Mr.—Mr. Whatshisname—a message from me."

Arabella blushed and looked down at her plate.

"Tell him," the bluff old millionaire went on, "that I don't object to his staying here and running up my gas bills, but I do object to his carrying the morning paper away with him when he leaves."

After that Mr. Willington went home earlier.—Pearson's.

Bright Prospects At Siwash Creek

Extensive Works Being Carried Out on Fraser Canyon Above Yale.

Rich Ore Found In One of the Claims Now Being Worked.

Money is a general order on the good things of a material civilization, and as at present gold is the basis of money, it necessarily follows that fresh discoveries of gold mean further orders and greater prosperity. British Columbia and gold mining are inseparably associated. It was the discovery of gold on Hill's bar, two miles from Siwash creek, by James Moore and Hill which led to the opening up of the country. It is not surprising that further discoveries of gold should be made adjacent to the famous Hill's bar. A report in the News-Advertiser last week stated that fourteen samples, when assayed, gave $150 gold to the ton. Accordingly our correspondent went to Yale to further investigate on the spot. He interviewed Mr. Frank Richards, who some years ago owned over twenty claims on the creek. He and his friends now own one mile and a half of the creek under a concession from the government. No one is better able to give information about the new field. Mr. Richards is a well-known British Columbian and a magistrate for the province, and any statement he makes is generally accepted as correct and reliable. He maintains a conservative attitude, and although he was the first to extensively exploit the creek in recent years he has always discouraged any efforts to boom it until the result of present efforts are known. He has a great belief in the future of the diggings, but says that it is unwise to take such large figures as $150 to the ton. It is his opinion that the properties in question are both good low-grade propositions. The mine at the Forks is said to contain between eight and nine million tons of free milling ore, and although some of it assayed over $500 to the ton and five sample gave an average of over $40 to the ton for all practical commercial purposes; it was considered safer to calculate it at $3.00 only to the ton, and this gives a probable output of over twenty-five million dollars. He has seen some extraordinary specimens from the claims referred to in bullion, metals, and all products of smelting of every nature and description:

(6.) To construct dams and improve river streams, lakes, and to divert the whole or any part of the water of such streams and rivers as the purposes of the Company may require:

(9.) To clear, manage, farm, cultivate, irrigate, plant, build on, or otherwise work, use or improve any land which, or any interest in which, may belong to the Company; to deal with farm or other products of any lands of the Company:

(10.) To establish, operate and maintain stores, trading posts, and supply stations for the Company and its employees and the supplying goods to any of its employees or the occupiers of any of its lands, or any other persons, and for bartering or dealing in the products of mine and forest, and the carrying on of the general business of traders and merchants:

(11.) To undertake and carry into effect all such financial, trading, or other operations or businesses in connection with the objects of the Company as the Company may think fit:

(12.) To acquire and carry on all or any part of the business or property, and to undertake any liabilities of any person, firm or association, or company possessed of property suitable for the purposes of this Company, or carrying on any business which this Company is authorised to carry on, or which can be conveniently carried on in connection with the same, or may seem to the company, and as the consideration of the same to pay cash or to issue any shares, stocks, bonds or other obligations of this Company:

(13.) To enter into partnership or into any arrangement for sharing profits, union of interests, co-operation, joint adventure, reciprocal concessions, or otherwise, with any person or company carrying on or engaged in, or about to carry on, or become engaged in any business or transaction capable of being conducted so as to benefit this Company, or benefit this Company; and to lend money to, guarantee the contracts of, or otherwise assist any such person or company; and to take or otherwise acquire shares and securities of any such company; and to sell, hold, re-issue, with or without guarantee, or otherwise deal with the same:

(14.) To sell or dispose of the undertaking of the Company or any part thereof, for such consideration as the Company may think fit, and in particular for shares, debentures or securities of any other company having objects, altogether or in part, similar to those of this Company:

(15.) To promote any company or companies for the purpose of acquiring all or any part of the property and liabilities of this Company, or for any other purpose which may seem directly or indirectly calculated to benefit this Company:

(16.) Generally to purchase, take or lease or in exchange, hire, or otherwise acquire, any real or personal property, and any rights or privileges which the Company may think necessary or convenient for the purposes of its business:

(17.) To borrow or raise money for any purpose of the Company, and for the purpose of securing the same and interest, or for any other purpose, to mortgage or charge its undertaking on all or any part of the property of the Company, present or after acquired, or its uncalled capital, and to create, issue make, draw, accept and negotiate perpetual or redeemable debentures or debenture stock, promissory notes, bills of exchange, bills of lading, warrants, obligations and other negotiable and transferable instruments:

(18.) To enter into any arrangements with any Government (National, Dominion or Provincial) or any authority, municipal, local or otherwise, that may seem conducive to the Company's objects, or any of them, and to obtain from any such government or authority any rights, privileges and concessions which the Company may think it desirable to obtain, and to carry out, exercise and comply with, or, if deemed advisable, dispose of any such arrangements, rights, privileges and concessions:

(19.) To obtain any Act of Parliament or Legislature for enabling the Company to carry any of its objects into effect, or for effecting any modification of the Company's constitution, or for any other purpose that may seem expedient, and to oppose any proceedings or applications which may seem calculated, directly or indirectly, to prejudice the Company's interests:

(20.) To take or otherwise acquire and hold shares in any other Company having objects altogether or in part similar to those of this Company, or carrying on any business capable of being conducted so as directly or indirectly to benefit this Company:

(21.) To distribute any of the property of the Company among the members in specie:

(22.) To pay out of the funds of the Company all expenses of or incidental to the formation, registration, and advertising of the Company, and to remunerate any person or company for services rendered or to be rendered in placing or assisting to place, or the guaranteeing the placing of any of the shares in the Company's capital, or any debentures or other securities of the Company, or in or about the formation or promotion of the Company or the conduct of its business:

(23.) To sell, improve, manage, develop, exchange, lease, mortgage, dispose of, turn to account, or otherwise deal with the undertaking, or all or any part of the property and rights of the Company, with power to accept as the consideration any shares, stocks, or obligations of any other company:

(24.) To engage in the business of common carriers, both by land and sea, and to that end to buy, purchase, lease, own, or acquire in any manner whatsoever, and to operate, construct, and maintain a line or lines of railway to be operated either by steam, electricity, or such other motive power as may be deemed best, and to lease, charter, buy, construct, operate, or maintain any boats or ships for the furtherance of the purposes and objects of these powers:

(25.) To lease, buy, construct, operate and maintain such line or lines of telephones and telegraphs as may be deemed advisable:

(26.) To do all such other things as are incidental or conducive to the attainment of the above objects, and which would advance and develop any of the powers herein given and granted, whether specified herein or not.

TAKE NOTICE that 60 days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described lands at Bella Coola: Commencing at a post marked J. Simister's S. E. corner, thence north 11 chains, thence west 80 chains, thence south to the shore, thence following the shore east to point of commencement; containing 22 acres more or less.

J. SIMISTER.

Bella Coola, June 1, 1904.

NOTICE.

Is hereby given that sixty days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described tract of land situated on Kaien Island, Tuck's Inlet, commencing at post marked J. Campbell's northwest corner, thence running south 80 chains, thence east 40 chains, thence north 80 chains, thence west 40 chains to the point of commencement and containing 320 acres, more or less.

JOHN CAMPBELL,
Kaien Island, April 18, 1904.

IN THE MATTER of the companies' Winding Up Act, 1898, and Amendments thereto

and

IN THE MATTER of the Canadian Development Company, Limited.

The Canadian Development Company, Limited, having gone into voluntary liquidation pursuant to the above named act, and having appointed Mr. W. Broderick-Cloete, of London, England, their liquidator, notice is hereby given that the creditors of the above named Company and all others having claims against the said Company, having its Head Office in the City of Victoria, Province of British Columbia, are on or before the first day of October, 1904, to send by post, (prepaid) to Bodwell & Lawson, Solicitors, for the said liquidator, at their office, No. 2 Broughton street, Victoria, B. C., their Christian and surnames, addresses and description, the full particulars verified by oath of their claims and the nature and amount of securities (if any) held by them, and the specified value of such securities, or in default thereof they will be peremptorily excluded from the benefits of said Winding Up.

Dated at the City of Victoria, the first day of June, 1904.

W. BRODERICK-CLOETE,
Liquidator.

NOTICE.

IS HEREBY GIVEN that, thirty days after date, I intend to make application to the Hon. the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands, situated on Hobiah Lake, Barclay District, Vancouver Island, B. C.:

Commencing at a post on north side of Hobertson Lake, two miles from east end of lake (S. W. corner), thence 40 chains north (N. W. corner), then 160 chains east (N. E. corner), then 40 chains south (S. W. corner), then along shore of lake 160 chains west to point of commencement.

W. P. DAYKIN.

Dated at Nitinat, Vancouver Island, B. C., May 20, 1904.

NOTICE.

IS HEREBY GIVEN that, thirty days after date, I intend to make application to the Hon. the Chief Commissioner of Lands and Works, for a special license to cut and carry away timber from the following described lands, situated on the Nitinat River, in Sec. 49:

Commencing at a post (writing obliterated) situated between the Nitinat main river and the west fork of Nitinat, about 3 miles up the river from the lagoon, said post being N. E. corner, then 80 chains (N. W. corner), then south (S. W. corner), then 80 chains east (S. E. corner), then 80 chains north along surveyed line to point of commencement, being section 17, township 1, Renfrew District.

C. T. DAYKIN.

Dated Nitinat, Vancouver Island, B. C., May 22, 1904.

NOTICE.

Is hereby given that thirty days after date I intend to apply to the Honorable the Chief Commissioner of Lands and Works for a Special License to cut and carry away timber from the following desdribed lands situated on the North Shore and at the West end of Lake Hoberton, on the Hoberton River, Barclay District, Vancouver Island, commencing at a post on the North side of the lake, one mile from the head of the lake; S.E. corner J. L. Leigh, running North eighty chains to N.E. corner; thence Westerly eighty chains to N.W. corner; thence South eighty chains to shore of the lake; thence along the shore of the lake eighty chains to place of commencement.

J. L. LEIGH.

Dated at Victoria, B. C. May 10th, 1904.

NOTICE.

IS HEREBY GIVEN, that thirty days after date, I intend to make application to the Hon. the Chief Commissioner of Lands and Works, for a special license to cut and carry away timber from the following described lands, situated on the West end of Hobertson Lake, Barclay District, Vancouver Island, B. C.

Commencing at a post on the West end on the South side of Hobertson Lake, marked P. C. Daykin, S. E. Corner Post, then 160 chains W. (to S. W. Corner), then 40 chains N. to N. W. Corner, then 160 chains E. (N. E. Corner), then 40 chains S. to point of commencement.

P. C. DAYKIN.

Dated at Carmanah, Vancouver Island, B. C., May 20, 1904.

NOTICE.

Is hereby given that sixty days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described tract of land situated on Kaien Island, commencing at a post near the southwest corner of the land applied for by D. M. Moore and marked R. G. Vernon's northwest corner, thence running south 80 chains, thence east 40 chains, thence north eighty chains, thence west 40 chains to the point of commencement and containing about 320 acres.

F. G. VERNON.
(Per J. R. S.)
Kaien Island, April 25, 1904.