DECISION IN

TARTAR AND CHARMER WERE BOTH AT FAULT

Full Finding of Mr. Justice Martin. Assisted by Marine Assessors.

Mr. Justice Martin sitting as a court of investigation into the cause of the in the different accounts given by those ren and Captain David Llewellyn

noon. The following is the text.

Re the Canada Shipping Act. Court of investigation into the collision between the steamships Tartar and Charmer, on Oct. 17, 1907, before the Hon. Mr. Justice Martin, judge in ad-Charmer, on Oct. 11, 1901, other Hon. Mr. Justice Martin, judge in admiralty for British Columbia, and "Every vessel shall, in a fog, mist,"

delayed by the unexpected absence of the presiding judge on circuit.

at, it will not be necessary to follow at, it will not be necessary to follow as the circumstances of the case admit, in detail the voluminous evidence of the opposing parties; it will suffice to the opposing parties; it will suffice to with caution until danger of collision

First, then, as to the Tartar. Assuming the statement of her pilot (H. fine, light airs; cleared the Narrows at 4:40; just a mile off Point Grey at 5:06; and at 5:25 course set down the gulf, S. 20E, and proceeded thereon a distance of 5½ miles to the point of collision. From a considerable distance, over 5 miles, the pilot had seen the point of the conduct of the pilot had seen the point of the conduct of the pilot of the Tartance, over 5 miles, the pilot had seen the point of the pilot had seen the point of the pilot of the Tartance, over 5 miles, the pilot had seen the point of the pilot of the Tartance, over 5 miles, the pilot had seen the pilot had seen the pilot of the Tartance, over 5 miles, the pilot had seen the pilot of the Tartance, over 5 miles, the pilot had seen the pilot of the Tartance, over 5 miles, the pilot had seen the pilot of the Tartance, over 5 miles, the pilot had seen the pilot of the Tartance, over 5 miles, the pilot had seen the pilot of the Tartance, over 5 miles, the pilot had seen the pilot of the Tartance, over 5 miles, the pilot had seen the pilot of the Tartance, over 5 miles, the pilot had seen the pilot of the Tartance, over 5 miles, the pilot had seen the pilot of the Tartance, over 5 miles, the pilot had seen the pilot of the Tartance, over 5 miles, the pilot had seen the pilot of the Tartance, over 5 miles, the pilot had seen the pilot of the Tartance, over 5 miles, the pilot had seen the pilot of the Tartance, over 5 miles, the pilot had seen the pilot of the Tartance, over 5 miles, the pilot had seen the pilot of the Tartance, over 5 miles, the pilot had seen the pilot of the pilot of the Tartance, over 5 miles, the pilot had seen the pilot of t

ust upon entering the fog there was only with great caution." and "we immediately answered one short blast" and ported the helm one point. At 5:54 the Tartar heard two ing ahead, relying on the accuracy of short blasts on her port bow, upon his location of the Charmer by means which she stopped her engines, ported of said signals, nor upon his assumpa little more, according to the pilot, and answered with one short blast. Then, almost immediately, she heard by her. Had he stopped after he entwo short blasts from the other ship on the port bow, which were answered ahead of him, and ascertained the by one short blast, and then almost simultaneously and at 5:55 the Charmer's real position, before moving ahead, the collision would, in all propagations are supported by the engine years put full enged. upon the engines were put full speed astern and the helm hard aport, but too late to prevent the Charmer from the control of t

crashing into the Tartar's port bow.

There are, as might be expected, some justified in relying with certainty upon Slight Discrepancies

collision between the steamships on the Tartar's bridge, but substantially, that is her case. The only ad-Heads, Gulf of Georgia, on Oct. 17th ditional fact that need be mentioned is last with Captain J. D. War- that Pilot Jones had, as the signals came closer, satisfied himself that the approaching vessel was the Charmer, Jones, as assessors, gave a written decision in open court yesterday aftermust be inside of his course, for, as he

miralty for Brillian Columbs, master mar-James Douglas Warren, master mar-falling snow or heavy rain storms, go falling snow or heavy rain storms, go at a moderate speed, having careful re-Our decision has been unavoidably delayed by the unexpected absence of apparently forward of her beam, the view of the conclusions arrived which is not ascertained, shall, so far

tatements.

The Tartar is a single screw steamhip, length 376 feet, gross tonnage 4,- at the duty of the Tartar before Now, taking the facts to be as stated. 25, speed 11 knots.

The Charmer is a single screw steamship, length 200 feet, gross tonage 1,044, speed 11½ knots.

When then as to the duty of the Tartar before she entered the fog (and it should be noted that according to the decision of the court of admiralty in the Bernard Half (1902) 9 Asp. 300, she was, in the circumstances, before she actually en-tered it, already within the scope of suming the statement of her pilot (H. R. Jones) and officers (particularly Third Officer Winter) to be correct, she left Vancouver for Victoria en route left V for China. with about 152 passengers, on Oct. 17, 1907, at 4:10 p. m., weather fine, light airs; cleared the Narrows at 1,400 the control of of another vessel, fine on her part bow, i.e., nearly ahead of her, "the position the collision; he had only heard a

tance, over 5 miles, the pilot had seen a fog bank ahead, and as he approached it, about a mile and a half off, at 5:45, he heard ahead of him an indistinct whistle, the position of which neither he nor the third officer could determine, "it seemed to be ricochetting off the ragged edge of a fog" as he put it. At 5:50 he sounded his own fog whistle, and repeated it at 5:51, and 5:52, when the signal to "stand by the engines" was given, the Tartar being, as Winter says "then in somewhat of a mist, previous to entering the fog"; and as the lord these collision cases, and as the lord chancellor recently said in the Naworth Castle vs. the Vaderland, Smith's Leading Cases on Collision Regulations (1907) 152, and in the House of Lords on Nov. 25, 1907, (the Times, Nov. 27, 1907), "sounds in a Fog
has been repeatedly remarked upon in these collision cases, and as the lord chancellor recently said in the Naworth Castle vs. the Vaderland, Smith's Leading Cases on Collision Regulations (1907) 152, and in the House of Lords on Nov. 25, 1907, (the Times, Nov. 27, 1907), "sounds in a Fog
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Non-Alcoholic Tonic

of the day, made entirely of native

medicinal roots and without a drop

There are no secrets---all its ingre-

The "Golden Medical Discovery" by return mail on receipt of 50

not only builds up the strength of cents in stamps. Address Doctor the feeble, debilitated, languid, Pierce as below for it.

nervous and easily fatigued, wheth- In short "Golden Medical Diser young or aged, but it enriches and purifies the blood, thus making vigorates the whole system and thus

the improvement lasting.

It corrects and overcomes indiThe reason Why it cures such a

gestion, dyspepsia, biliousness, torpid liver, chronic diarrhea and kindred derangements of the stom-

ch, liver and bowels.

Bronchial, throat and laryngeal Buffalo, N. Y., and which he will

affections, attended with hoarseness, be pleased to send post-paid and

persistent cough, and all manner of entirely free to any who send him

In Chronic Nasal Catarrh, it is You can't afford to accept a sub-

well to cleanse the nasal passages stitute of unknown composition out freely with Dr. Sage's Catarrh for this non-secret MEDICINE OF

"Golden Medical Discovery" as a Dr. Pierce's Pleasant Pellets cure con-

constitutional treatment. Old obstipation. Constipation is the cause of many diseases. Cure the cause and you cure the disease. One "Pellet" is a

catarrhal affections are cured by the their names and addresses.

Remedy fluid while taking the KNOWN COMPOSITION.

dients being printed on the bottle-

of alcohol in its composition.

wrappers.

the improvement lasting.

ach, liver and bowels.

"Golden Medical Discovery."

thorough course of treatment.

speed in a fog. In a locality such as this round the Isle of Man, where plenty of traffic is to be expected, and with a whole lot of people on board, it seems to me terrible that so little care should be taken with regard to speed—that a vessel should go at that the accused that he had come from a very good family in Germany. When witness was asked the meaning of Freiherr, on the card of the accused, he said he thought it was either baron or count.

His Honor thought there was a wide difference between the two titles.

In the speed that he had too in the speed that he had the had the speed that he had the speed t The Great Restorative

what he hears when the whistle is fine

strongly, because, as it is well estab-lished that the direction is an uncer-

tainty, it is of no use trying to rely

upon it as a certainty by saying you

looked at the compass."

And see to the same effect the Reso-

lution (1889) 6 Asp. 363; the Cathay

(1899) 9 Asp. 35 ,and the Ebor (1886),

s considered in its various aspects by

Then as to the Charmer. Her mas-

ter admits that on her customary run from Victoria to Vancouver from the

time he left Active Pass, Gossip reef

at 4:34 p. m., on a course N.W.

by N. 1/4 N. to clear the Sandheads,

she, with 55 passengers, ran full

speed, 11½ knots through the dense fog, till 5:44, when he heard the bell

of the Sandheads lightship, which was abeam, whereupon he allowed the course to N. by W.½W., and continued

the fog signal of another vessel, close too, bearing about a point and a half to two points on the starboard bow,

Reversed His Engines

tar, viz., that the Charmer should have been stopped on not hearing a

second whistle from the other vessel

add that article 16 was further violated

by running through the fog at full speed, in regard to which we content

outselves by citing the following re-

court in the case of the Empress (Nov.

cent observations from the admi

11 P.D. 25, wherein, at p. 27 the matter

the court of appeal.

knots at least—it may have been a litmoney was loaned, and had not been
the more—in a fog which was so thick
returned. Mr. Schafer also said he

strictness of the rule requiring caution in a fog."

Further, with respect to the fog signals blown by the Charmer, we are Not Satisfied that the prolonged blasts were of the duration required by the regulations viz., from four to six seconds.

The necessity of carefully conforming to the regulations in this respect is obvious, though we are aware that a laxity of usage exists, which makes it desirable to draw attention to the matter.

With respect to the helm signals given by the Charmer, presumably under article 28, when in the fog and out of sight of the Tartar, and responded to by the Charmer, presumably under article 28, when in the fog and out of sight of the Tartar, and responded to by the Charmer, presumably under article 28, when in the fog and out of sight of the Tartar, and responded to by the Tartar, and responded to the tar

our decision is that both vessels were in fault, and contributed to the ollision; but the Charmer was More to Blame

han the Tartar, having infringed artcle 15, as well as 16. With respect to the consequences for the failure of certain officers to perform their duty, we are of the opinion that the case is not one that requires the cancellation or suspension of cerificates, for the following reasons: (1) No injury to life or limb resulted, nor any damage, other than to the owner; (2) the vessels being owned by the same company, there are no conflicting nterests; (3) the good seamanship displayed after the collision, and (4) we recognize that it has been heretofore ore or less generally understood that

she entered it, (as Chief Officer Davis | the rule is not to keep two ships per- | But in the future, all concerned should says), her engines then giving her a speed of 11 knots, were put to slow.

Just upon entering the fog there was only with great caution." winter gives it in his note book, cle the pilot of the Tartar was not tection of the public, the regulations justified in the circumstances in go-must be strictly observed.

Bearing in mind the foregoing ex-

tenuating circumstances, The Judgment we think proper to pronounce is tion as to the course usually pursued (1) That William Henry Whitely, master of the Charmer, should be and

> of the Tartar be, and he is hereby (3) That Archibald Heurtley Reed naster of the Tartar, be and he is perebly exonerated from all blame, and commended for the prompt assistice given to the Charmer after the

Dated at Victoria this 29th day fanuary, A. D. 1908. ARCHER, MARTIN J. J. D. WARREN, DAVID LLEWELLYN JONES.

ZAM-BUK CURES PILES

NO RETURNS OF TROUBLE. This distressing complaint is successfully dealt with by the Zam-Buk treatment. The agony of Piles is as excru-caiting as the disease itself is weakening, and every sufferer should lose no time in giving Zam-Buk a thorough trial. Zam-Buk subdues the pain, allays the inflammation and enables rest and comfort to come to the worn-

out sufferer. Mrs. E. Boxall, of 75 Scott street, St Thomas, Ont., writes: "I consider it my duty to write of the benefits derived from using Zam-Buk. For some months I was a constant sufferer from bleeding piles. I had used a great many ointments but got no relief until I had tried Zam-Buk. It cured me and I at full speed till 5:54, when he heard have had no return of the trouble. Since my cure, I have advised others suffering with a similar complaint to use Zam-Buk, and in each instance have heard satisfactory reports."

whereupon he starboarded his helm one point, blew two blasts and slowed down Zam-Buk also cures cuts, burns, scalds, ringworm, itch, barber's rash, the engines, and kept on that course for four minutes without getting anblood poison, bad leg, salt rheum, abraisons, abscesses and all skin inother signal, and blowing his own fog signals every ten seconds, till he sighted the other vessel at 5:58 broad on his juries and diseases. Of all stores and Buk Co., Toronto, post-paid for price 3 boxes for \$1.25.

second blast from the steamer just as DEFENCE OFFERED IN GASSENDORF'S CASE

Accused Gave Evidence on

His Own Behalf in Police Court. (From Friday's Daily.) Ernest Schafer was the first and 1, 1906) Smith's Leading Cases on Collisions, supra, 91-2, wherein it was

only witness called for the defence in the Gassendorff trial this morning "It does not require more than a When cross-examined by J. A. Aikstatement of the defendants' case to statement of the defendants' case to show what a hopeless case theirs was, business on Douglas street, and had that their navigation was negligent.

Here you have a steamer of high in his store on his return from Seattle. power, whose full speed, I am told, is 18 knots, and which had on aboard at this store on his return from Seattle.

A suit of clothes had been ordered by Gassendorff, and witness had met Apply Skull Johnson, Maywood P. O. this time a crew of 46 hands all told, and 100 passengers. On her own case she was steaming at 10 knots in a very dense fog. That is positively about the accused before his arrest, wheeling to my mind and I think it is very dense fog. That is positively about the accused before his arrest, shocking to my mind, and I think it is and had said Gassendorff had quite a a gross breach of article 16, which requires vessels to proceed at a moderate informed by the accused that he had

In answer to F. Higgns, the witness And in the Nereus (1907) Smith's said the suit of clothes which had been Leading Cases, supra, 159, it was held ordered by the accused was not paid

for, nor an overcoat which also had been furnished him, and also some from the accused had been responsible for \$12, which the accused had borrowed from the sidence for that reason."

And the lord chancellor ends his judgment in the Naworth Castle case, supra, by saying, "No qualification ought, however, to be allowed in the strictness of the rule requiring caution in a fog."

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And the lord chancellor ends his judgment in the Naworth Castle case, supra, by saying, "No qualification of the been told by the accused that he had a letter of credit from a bank in Germany, and that he served in the strictness of the rule requiring caution in a fog."

And the lord chancellor ends his judgment in the Naworth Castle case, supra, by saying, "No qualification of the northwest corner of Section 12, Township 1 (Map 552), Comox District.

Notice is hereby given that it is my intention, at the expiration of one month from the first publication hereof, to issue a Duplicate Certificate of Indefeasible Title to said lands, issued to "The Brunette Sawmill Company, Limited Lia-billy, and the expiration of one month from the first publication of the continuation, at the expiration of one month from the first publication hereof, to issue a Duplicate Certificate of

cusing them with those that are elsewhere authorized, e.g., under article 5, particularly if they are not given with accuracy.

| Cused wrote to himself on a letter head of the Vancouver hotel, and signed the name of the German consul or a name to the commencing at a post planted about one mile north of Nahwitti Lake, and acknowledge and said he had done.

lunch. The case is being continued at 2.30 this afternoon.

west 80 chains, thence north 80 chains, thence east 80 chains to the point of companying and containing \$40 cases.

Black Remarkable for richness Watch and flavor. The big black plug chewing tobacco.

EX-PRESIDENT OF G. T. R.

London, Eng., Jan. 30.-Sir Henry Fyler, Chairman of the West-Brake Company, and deputy chairman of the Great Eastern Railway Company, died to-day. He was born in 1827. From 1877 to 1895 he was president of the Grand Trunk Railway of Canada.

SCALDED TO DEATH.

Comber, Ont., Jan. 30.-A flue of the oiler of a Michigan Central locomo frightfully scalding Fireman McNish death ensuing shortly afterwards.



You can save money by buying your BUGGIES, CARTS, WAGGONS, IN-CUBATORS KITCHEN CABINETS, from

> D. HAMMOND 1423 DOUGLAS ST.

P. O. Box 194 VICTORIA, B. C.



OUR ASSORTMENT of Ladies' Hand-Horn Back Alligator, Ice Bear, Pebbled oat, etc. A Christmas gift appreciated by any lady. Ask us to show them to you.

CYRUS H. BOWES CHEMIST. G OVERNMENT ST.

Near Yates St. from one to twenty stumps in one pull. Most surprising to all who have seen it work and is just what the farmer and can be removed with ease in thirty min us of 330 feet round without moving; can be removed with ease in thirty minutes; it doesn't matter whether your land is hilly or covered with green or old stumps. Those having land to clear should have one of these, Apply 466 Burnside Road.

COAST LAND DISTRICT.

DISTRICT OF BELLA COOLA.

Take notice that I, T. H. Thorsen, of Bella Coola, B. C., by occupation a farmer, intend to apply for permission to purchase the following described land: Commencing at a post plantee at the 'S. E. corner of H. Thorsen's pre-emption, Section 39, Township I, thence S. 20 chains, W. 20 chains, N. 20 chains, thence E. 20 chains along H. Thorsen's south boundary to post of commencement, containing 40 acres more or less.

T. H. THORSEN. T. H. THORSEN. Jan. 20th, 1908.

"LAND REGISTRY ACT."
In the Matter of an Application for a Dunlicate Certificate of Indefeasible Title to the Northwest ¼, N. E. ¼ and Adjcining Fraction on the East of Section 29, the S. E. ¼, Fractional ¼ and N. E. Fractional ¼ and S. W. ¼

in fun.

The court adjourned at 1 o'clock for No. 24, thence south 80 chains, thence mencement, and containing 640 acres more or less.

Staked December 19th, 1907. 5. Commencing at a post planted about one and one-half miles north of the west

TENTS

Quotations furnished promptly to Contractors and Storekeepers. ALL WEIGHTS AND SIZES

J. Piercy & Co.

MANUFACTURERS & WHOLESALE DRY GOODS VICTORIA, B. C.

BUIDERS' HARDWARE

BUILDERS AND CONTRACTORS, we call your attention to our YATES ST. SHOW WINDOW, which is dressed with a complete line of YALE & TOWNE'S BUILDERS' HARD. WARE, which ranks second to none on the market. We are now ready to give estimates on buildings from the

smallest to the largest.

B. C. HARDWARE. CO. Phone 82. COR. YATES and BROAD STS. P.O. Box 683

Fresh Vegetable Are Scarce

TOMAT-DES. 2-lb, tins, 2 for 25c. PUMPKIN, per tin 15c ASPARAGUS, 35c. and .. 25c

F. P. WATSON 623 Yates St.

west end of Nahwitti Lake, on or about and containing northwest corner of Section 31, Townstaked Decrip 25, thence east 80 chains, thence west 80 chains, thence west 80 chains, thence north 80 chains to the point of cement, and containing 640 acres

thence north 80 chains to the point of commencement, and containing 640 acres more or less.

Staked December 19th. 1907.

8. Commencing at a post planted three niles north of the northwest corner of Timber License No. 12,888, on or about the northwest corner of Section No. 1, Township No. 36, thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains, thence west 80 chains, thence north 80 chains, to the Point of commencement, and containing 640 acres more or less.

Staked December 23rd, 1907.

9. Commencing at a post planted three miles north of the northwest corner of Timber License No. 12,888, on or about the northeast corner of Section No. 2, Township No. 36, thence west 80 chains, thence south 80 chains, thence east 80 crairs, thence north 80 chains to the point of commencement, and containing 640 acres more or less.

Staked December 23rd, 1907.

10. Commencing at a post planted three miles north of the northwest corner of Timber License No. 12,888, on or about the southeast corner of Section No. 11, Township No. 36, thence west 80 chains, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence east 80 chains, thence onth 80 chains, thence east 80 chains, thence south 80 chains to the point of commencement, and containing 640 acres more or less.

Staked December 23rd, 1907.

11. Commencing at a post planted three miles north of the northwest corner of Timber License No. 12,888, on or about the southeast corner of Section No. 12, Township No. 36, thence east 80 chains, thence north 80 chains, thence south 80 chains to the southeast corner of Section No. 12, Township No. 36, thence east 80 chains, thence north 80 chains, thence south 80 chains to the southeast corner of Section No. 12, Township No. 36, thence east 80 chains, thence north 80 chains, thence to the southeast corner of Section No. 12, Township No. 36, thence east 80 chains, thence north 80 chains, thence to the southeast corner of Section No. 12, Township No. 36, thence east 80 chains to th

Township No. 36, thence east a characteristic thence north 30 chains, thence south 30 chains to the point of commencement, and containing 340 acres more or less.

Staked December 23rd, 1907.

WILLIAM S. THYNG.

BYRON WELLER, Agent.

Staked December 20th, 1907.

3. Commencing at a post planted about one mile north of the northwest corner of Timber License No. 16,186, on or about the southwest corner of Section 10, Township No. 33, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to the point of commercement, and containing 640 acres more or less.

Staked December 20th, 1907.

Staked December 20th, 1907.

4. Commencing at a post planted about one mile north of the northwest corner of Timber License No. 16,186, on or about the southeast corner of Section No. 9, Township No. 32, thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to the point of commencement, and containing 640 acres more or less.

Staked December 20th. 1907.

Staked December 20th. 1907.

5. Commencing at a post planted about one mile west and one mile north of the northwest corner of Timber License No. 16,196, on or about the southwest corner of Section No. 8, Township No. 33, thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to the point of commencement, and containing 640 acres more or less.

Staked December 20th, 1907.

CARSON MORROW.

BYRON WELLER, Agent.

DISTRICT OF RUPERT.

Take notice that Samuel Inman, of St.
Joe, Idaho, merchant, intends to apply
for a special timber license over the following described lands:
Commencing at the commencing of the commencin for a special timber license over the following described lands:
Commencing at a post planted about one mile north of the northwest corner of Timber License No. 16,195, on or about the northwest corner of Section No. 1, Township No. 33, thence south 30 chains, thence east 120 chains, thence north 40 chains, thence west 80 chains, thence north 40 chains, thence west 40 chains to the point of commencement, and containing 640 acres more or less.

Staked December 20th. 1907.

SAMUEL INMAN.

BYRON WELLER, Agent.

December 20th, 1907.
FRANK G. HAVERTY,
BYRON WELLER, Agent

Take rotice that Ike M. Foster Spokane, Washington, merchant, in to apply for a special timber license

DISTRICT OF RUPERT. Take notice that Arihur E. Peat, fisscula, Montana, merchant, intends pply for a special timber license on the following described timber lands: Commencing at a post planted about the profile of the control of the control of the profile of the control of the profile of the control of the control of the profile of the control of the profile of the control of the control of the profile of the control of the profile of the control of the profile of the control of the co

DISTRICT OF RUPERT.

Take notice that Culibert Peat, of Missoula, Montana, merchant, intends to apply for a special timber license over the following described lands:
Commencing at a post planted about one mile west and one mile north of Timber Licerse No. 16,196, on or about the northwest corner of Section No. 5. Township No. 33, thence east 80 chains, thence south 80 chains, thence north 80 chains to the point of commencement, and containing 640 acres more or less.

Staked December 20th, 1907. DISTRICT OF RUPERT

CUTHBERT PEAT.
BYRON WELLER, Agent. DISTRICT OF RUPERT.

DISTRICT OF RUPERT.

Take notice that John Wourms, of Wallace, Idaho, attorney, intends to apply for a special timber license over the following described lands:

1. Commencing at a post planted about one mile north of the northwest corner of Timber License No. 16,195, on or about the northeast corner of Section No. 2. Township No. 33, thence west 90 chains, thence south 50 chains, thence cast 90 chains, thence north 80 chains to the point of commencement, and containing 640 acres more or less.

Staked December 20th. 1967.

2. Commencing at a post planted about one mile north of the northwest corner of Timber License No. 16,186, on or about the northwest corner of Section No. 3. Township No. 33, thence east 80 chains, thence south 80 chains, thence west 90 chains, thence north 80 chains, thence west 90 chains, thence north 80 chains, thence west 90 chains, thence morth 80 chains, thence west 90 chains, thence morth 80 chains, thence west 90 chains, thence morth 80 chains, thence west 90 chains, thence were north 80 chains, thence west 90 chains, thence were north 80 chains, thence west 90 chains, thence were north 80 chains, thence west 90 chains, thence were north 80 chains, thence west 90 chains, thence were north 80 chains to the point of commencement, and containing 640 acres more or less

of commencement, acres more or less.
Staked December 20th, 1907.
Staked December 20th, WOURMS.
BYRON WELLER, Agent.

DOMINION HOTEL, Victoria, B. C. Maintained on the highest standard: rates \$1.50 to \$2.50 per day. Free bus.

NOTICE.

mencing at a post planted alongside of the northwest corner post of Lot 297, am marked "M. W. Bonthrone's northeas corner," thence west 80 chains, south 8 chains, east 80 chains, and north 80 chain to point of commencement. M. W. BONTHRONE, BARCLAY BONTHRONE, Agent.

COAST LAND DISTRICT.

Coola, farmer, intends to apply ission to purchase the following the days: Commencial

VOL. 46

CONCLUSION OF SEALING

MR. JUSTICE MARTIN RESERVED JUD

Hearing of Against Schooner Ca Cox Completed Yest

The case against the Car he sealing schooner that is cuted for illegal sealing, been seized by the U.S. rev Rush, was concluded yester on before Mr. Justice Mar the admiralty court. His fter hearing the remainder nce and the summing up ided to reserve judge onday next at 10.30. Upon resuming court yester on Captain Ainsworth was He put in a certificate of ntment, and also a lette S. government, authorizi

lly to seize any vessels sealing in the prohibited a The telegram received at iled out as not proved, it ng signed by the telegraph ox, took strong objection struction which he claimed eral one, dealing with U. S. having nothing to do with E sels. There was no proof president of the United Stat horized the sending of the or that the fact had been con

the King of England, n the Behring Sea award. "Have you anything from

The captain was silent. "Where have you any uthorizing you to dare pu British ship?" "They are not there," repli

tain.
"Why did you do it then are your instructions? Produsaid the counsel in an imperi The captain took little ver, treating the queries Mr. Justice Martin ruled ence should be allowed to Before calling witnesses said that extraordinary given authorizing war ve untry to seize vessels of is incumbent upon a nation put this into force, to follow

regulations exactly.
Some years ago a vesse red handed and taken to she was handed over to a She was then prosecuted prisoned. The Behring S damages against those "Now." said Mr. Pete bring the vessel to the adn No. They handed her ov er to deal with her than

Continuing, Mr. Peters s his intention to produce cept as to the illegality At the same time he wou in connection with the log was not kept, that Davie ruled contraventi as to keeping a log was against the ship, but on

master personally. Captain Hackett, of D. was engaged in the ligh He was never in the navy hing to do with naval had nothing whatever to ing affairs.

When the Rush arri

Simpson the captain bro pers and asked him to t will take her and send he toria." The captain ther his papers, and these w Victoria. He gave the Carlotta Cox a letter wi

to deliver himself up Customs Inspector New He had no commiss toms inspector, but wa minister of customs tha as a customs officer. In summing up, Mr. he had already pointed seize a British ship.

defence. He claimed Ainsworth had no righ The ship was 100 miles other nations were fishin Under these circumstan cumbent upon the United had not been done, fo f vidence whatever to president had designate this work and com

to the King of England The sealer had not be to a British customs of Canadian officer. The to the Behring Sea awar The log which had be dence showed that the

killed during the open acknowledged that thi

one and one-half miles north of the west end of Nahwitti Lake, on or about the northwest corner of Section No. 5, Township 40 chains, thence west 160 chains, thence south 40 chains to the point of commencement, 1907.

Staked December 19th, 1907.

Commencing at a post planted about one-half mile north of the west end of Nahwitti Lake, on or about the southeast corner of Section 6, Township 24, thence and containing 640 acres more or less.

Staked December 19th, 1907.

Take notice that Frank G. Haverty, of Missoula, Montana, merchant, intends to apply for a special timber license over the following described timber lands: Commencing at a post planted one-half mile north and one mile west of Timber License 16,196, on or about the southeast corner of Section 7, Township 33, thence west 40 chains, thence east 80 chains, thence south 80 chains to the point of commencement, and containing 640 acres more or less. thorough course of treatment.

Through enriching and purifying the blood, the "Discovery" cures scrofulous affections, also blotches, pimples, eruptions, and other ugly affections of the skin. Old open affections of the skin. Old, open, tiny sngar-coated granules—easy to running sores, or ulcers, are healed take as candy. pleasing by taking the "Golden Medical Discovery" internally and applying Dr. Pierce's All-Healing Salve as a local dressing. The Salve can cloth-bound copy. Address Dr. Pierce asters are expected to try and make connections without at all times having be had of druggists, or will be sent as above. due regard to the state of the weather.