

BAY HOTEL
B. C.
Class Accommodation
Proprietor.

NE ISLAND HOTEL
Pretty Summer Resort.
Fishing Boats Free.
\$1.00 per day, Children, Half Price.
R. C. P. R. or IBOQUOIS.
W. CAYZER, Prop.

PLAN, ROOM AND BOARD
\$25 and \$1.50 per day
RY PARTICULAR

HOTEL
C. & N. Railway Depot.
to Gassett P. O. 5x1

IA'S TOURIST RESORT

Stream Hotel
Under New Management.
A. SLATER, PROP.
DRIVE FROM THE CITY, 20
M. & N.; high class hotel; every
dinner and dinner a specialty.
LIQUORS, etc., of the best. Good

**ELEGANT
DINING AND
DRAWING ROOMS,
SUITES,
BATHS**

NCIS
RATES \$1.50
AND UP.
SPECIAL RATES
TO
FAMILIES.

proprietor

AKESIDE HOTEL
(Cowichan Lake)

WICHAN LAKE
Island. Excellent Fly
Tennis.
R. \$5.—good for 15 days.
rain daily at Duncan's
above popular resort.
ce good for 15 days \$5.00

**mpbell
River, B.C.**

ND B12 SALMON. Guides
modation. For particulars

ARRIS

**S, RAKES
DERS, ETC.**

Massey

RS

og Presses

Wine just imported

es to

CO., Ltd

oria, B. C.
ancouver

A Real Hero of the Sea

Capt. Apfeld Honored by Two Kings and a President



Captain G.C. Apfeld,
Hero



Led his Crew into the
Floating Hold of the Noordland



Four Days on the Bridge
without Sleep

Here at home on the rolling decks of the ship, Captain Apfeld, who had been at sea for 28 days, was as comfortable as a king. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

He had been at sea for 28 days, and he had been at sea for 28 days. He had been at sea for 28 days, and he had been at sea for 28 days.

most supernaturally calm. My voice, example, and even physical force when necessary, he directed the filling of the lifeboats and hurried on the work of rescue.

One reader of Mr. Payne's story of the wreck, who was especially impressed, was a wealthy New York merchant. He was so concerned over the loss of the Captain's fortune that he stated that if the story were true he would be glad to give the hero the \$10,000, or to buy him a home in this country so that he could carry out his hopes.

Since then, however, Captain Apfeld's wife has died at Antwerp, and his hope of establishing for her a home on this side the Atlantic has dissolved.

Captain Apfeld's "broken flower," his Flora, did not hemoan the loss of their money, but remained the same patient, saintly wife that she had been before the loss of the Waesland on March 6, 1902.

The cold fact, developed by official inquiry, is that Captain Apfeld, as a-ssistant, but through his own living, had all boats safely launched and saved all on board—excepting a man who jumped overboard and broke his head, and a child who was pushed from a boat in the rush. In the incredibly short time of twenty-eight minutes all on the Waesland were saved.

The deed was rewarded by King Leopold of Belgium with the knight-hood of the Order of Leopold. Later, the Captain was awarded a gold medal by the Royal Life Saving Society of Belgium.

It was on April 14, 1905, that the American liner steamship Friesland, Captain Apfeld in command, caught fire a thousand miles from the Delaware Capes, in voyage from Liverpool with 114 cabin and 638 steerage passengers for Philadelphia.

With the cry, "Come on, men, there's work to be done!" he seized a hose and swung himself into the fiery furnace, fed by bales of cotton and barrels of resin, paraffine and wax. In an hour the fire was conquered.

Not a life was lost, although Captain Apfeld and the brave men who followed him had their faces, hands and limbs blistered, and the captain's luxuriant hair and beard were shined black.

Resolutions of thanks were signed by the passengers, and this perfunctory honor was followed by the diploma of the Royal Humane Society of England, awarded personally by King Edward VII.

Many men become heroes in the face of sudden emergency, and aflame with inspiration, do things, from which, in cooler moments, perhaps, they would shrink.

Not such a hero is Apfeld, but one of the sustaining kind—a man of iron will, a constitution of steel, and a sense of duty nothing short of adamantine.

Such a type of heroism did he evince on the Friesland in November, 1903, when, with a big cargo, a crew of 148 men and 280 passengers, she was bound from Liverpool to Philadelphia.

Overwhelmed by a fog that defied the keenest eyes, Captain Apfeld stuck to the bridge of his big ship for 107 hours—five days and four nights—without a wink of sleep.

"I'll stay here till it's over," he said to the executive officer, mounting the bridge. "And he did."

Two days passed, and still the fog. Sleep fought with duty. "It must lift soon," consoled the captain to himself. But it didn't. On Thursday the officers begged the captain to snatch a wink of sleep.

"These lives are in my care and I shall be responsible for them," was his stoical reply. When, that night, the desire to sleep grew almost irresistible, Apfeld cried, "Coffee; bring me coffee! I must stay awake."

It was late on the fifth afternoon when some one shouted, "The sun! The sun!" Relaxing his strong vigil, the Captain smiled at the sight of the sun. The next minute he had flung himself on his bunk.

Typical of the other side of his nature—the woman's side—is a little incident that is told of him. A passenger, the captain's cabin boy, on the gruffly berating his cabin boy on the first day of a he shrank out of the day after the gruff captain's heart softened, and he said:

"Wait, I tell you. How is your mudder, boy? She was pretty sick last voyage; you tells me."

However successfully disguised—and he tries his best to hide it—this softer side of Apfeld's nature is ever present.

When the Noordland, from Philadelphia to Paris, was making fast speed in order that her passengers might spend Christmas at home, a vessel laden with the Christmas day, about the Christmas day to come, Captain Apfeld commanded that a lifeboat should go to the ship in distress.

It proved to be the Unique, of Nova Scotia, and when nothing in the way of saving her was possible, she had been driven out of its course. Fuel and provisions were given by Captain Apfeld, and the Noordland went on her way almost a day later, but followed by the Christmas blessings of the crew.

Another child, strangely calm, was attempting to adjust a life preserver. The strings seeming to be short, she asked a man—a great hulking creature—to assist her. Instead he snatched the preserver from the child and placed it upon himself.

In the midst of all this confusion and terror Captain Apfeld was almost supernaturally calm. My voice, example, and even physical force when necessary, he directed the filling of the lifeboats and hurried on the work of rescue.

One reader of Mr. Payne's story of the wreck, who was especially impressed, was a wealthy New York merchant. He was so concerned over the loss of the Captain's fortune that he stated that if the story were true he would be glad to give the hero the \$10,000, or to buy him a home in this country so that he could carry out his hopes.

Since then, however, Captain Apfeld's wife has died at Antwerp, and his hope of establishing for her a home on this side the Atlantic has dissolved.

Captain Apfeld's "broken flower," his Flora, did not hemoan the loss of their money, but remained the same patient, saintly wife that she had been before the loss of the Waesland on March 6, 1902.

The cold fact, developed by official inquiry, is that Captain Apfeld, as a-ssistant, but through his own living, had all boats safely launched and saved all on board—excepting a man who jumped overboard and broke his head, and a child who was pushed from a boat in the rush. In the incredibly short time of twenty-eight minutes all on the Waesland were saved.

The deed was rewarded by King Leopold of Belgium with the knight-hood of the Order of Leopold. Later, the Captain was awarded a gold medal by the Royal Life Saving Society of Belgium.

It was on April 14, 1905, that the American liner steamship Friesland, Captain Apfeld in command, caught fire a thousand miles from the Delaware Capes, in voyage from Liverpool with 114 cabin and 638 steerage passengers for Philadelphia.

HOW HE WON THE MARATHON RACE AND A FORTUNE



Sherring in the
Triumphal Procession
at Toronto.



Sherring Winning the
Marathon Race.



W.P. Sherring

"Two months before the great Olympic games I arrived in Greece," said Mr. Sherring, telling of his feat in mastering the world's dearest runners.

"I had no manager, no trainer, no assistant, but through my own living, during that time on Greece and I am."

"On most of the days the thermometer stood about 80 degrees, and on the day of the race it felt to me like 90. Steadily I kept at my training, following simple rules that appealed to my judgment and watching the other fellows enjoying the advantages of trainers, pacers and the like. The night before the race I slept on a floor."

"It was the toughest race I was ever in. Fifty-eight of us started, at the beginning eight broke away very fast, and went well into the lead. I felt it was too fast to keep up, so I did not stay with them."

"The roads were pretty even for the first few miles, but we ran in a scorching sun, with the dust six inches deep and a strong wind blowing in our faces."

"I jogged along, going easy and keeping my strength for the difficult hills I knew we would encounter toward the end. When we had covered ten miles, Blake, who seemed the most dangerous, was half a mile ahead of me. Then he showed signs of distress, and I knew I had him beaten."

"Daly, the Australian, was going behind him; Cormack, the Irishman, was third; Regnault was fourth, and I was fifth. I passed Blake finally after running twelve miles. Going by, I stopped, shook hands with him and said: 'Good-bye, old man, sorry to leave you.'"

"At fifteen miles I looked back the road for a mile and a half, and I could not see a soul. At eighteen miles out I was quite a bit ahead, and I thought there was no use in killing myself, so I stopped running and walked a quarter of a mile."

"I did not have to walk; I could have kept the pace up all day; in fact, I feel I could have run the race seven minutes faster if I had tried."

"Prince George of Greece ran with me at the end of the race."

FAITHFUL TRAINING WINS.
"What advice would you give as to training athletes who may desire to duplicate your achievement?" Sherring was asked.

"Those who hope to win must go to work with that determination that brings success in every walk of life," responded the champion runner.

"Faithful training is, of course, of first importance. The runner should go to bed early and abstain from all intoxicating liquors. If any young man has athletic ability and observes these very simple rules, success is assured in the end."

That Sherring followed the rules laid down by himself is attested by his record. He is a champion runner, is seen to be lithe of limbs and as clean cut as a thoroughbred. He has long legs, and runs with an easy, graceful stride.

He was probably the smallest man in the race, standing only 5 feet 7 inches. Dressed for action, Sherring is seen to be lithe of limbs and as clean cut as a thoroughbred. He has long legs, and runs with an easy, graceful stride.

Sherring weighed 112 pounds when he showed his heels to the finest long-distance athletes the world produced. He has no affectations or mannerisms; is cool, not mock-mod-

est or unduly elated over his triumph, although he appreciates the importance of his feat.

Well-poised, alert and businesslike, Sherring impresses one as possessing sufficient self-reliance to win his way. Only once upon the entire trip was he dejected, and that, strangely enough, was upon nearing the shores of home, returning from his victory.

He had left Hamilton about the end of February, and had been at the scene of athletic battle ever since early March. Sherring's occupation was that of a railroad gateman and brakeman, and he was not well provided with money. It was by dipping into his scanty savings and through the aid of friends that he got together sufficient to make the trip.

That he had none too much is shown by the fact that, although he had lived frugally, when he reached New York on his return he had only \$3 in his pocket and no ticket to his home in Canada.

This caused him, he said, to feel very much "down in the mouth." Memory of his triumph faded before the peremptory demands of the present.

It was an immense relief, when he saw waiting for him upon the steamship pier a number of friends from his native town.

Since then he has encountered the good fortune that attends the conquering hero. The King of Greece has sent him sufficient money to repay all his training expenses, and has also forwarded to him a handsome statue of the ancient Greek goddess Minerva.

A large statue of Hermes, a gift from the people of Greece, is also on its way to his home. Sherring is seen to be lithe of limbs and as clean cut as a thoroughbred. He has long legs, and runs with an easy, graceful stride.

Public and private testimonials to the runner have amounted to more than \$7,000.

The citizens of Hamilton contributed \$3,600 to a purse, which was among the earliest presented. From the Ottawa government came an appropriation of \$500; from the City Council of Hamilton another of

equal amount; the people of Toronto gave \$400, and the Toronto baseball club contributed \$1,270.

The Canadian Government declined to make any cash grant to the Sherring fund, but, instead, gave him a position in the Hamilton custom house, with an initial salary of \$80 a month.

This salary will increase with promotions, if Sherring proves as good a government official as he is a runner.

All this is great good fortune to the man who as a railroad brakeman and gateman earned a salary of \$38 to \$40 a month.

Money is still coming in to swell the testimonial fund. When the returns are all in, Sherring will look about for a suitable investment.

Sherring is unmarried and of sober habits; the extent of his "indulging" being a good cigar, preferring a large one. He is an only son of Mr. and Mrs. John Sherring, humble and rather poor people.

A more devoted son parents never had. The white-haired father greeted the son with great affection on his return.

Sherring is one of a coterie of long-distance runners who have made Hamilton noted throughout America, and he had now spread her fame throughout the world. He has been running since 1896, when he made his debut in a five-mile event at Bartonville county fair and finished fourth.

He ran in several short-distance events, but he did not become prominent until he participated in a road race, in 1897, when he finished third in a field of runners. After that he began to be looked upon as a comer.

One of the greatest races in which he ever ran was one in 1899. That year Jack Caffery was a slight favorite over Sherring, but the latter won after a desperate struggle, beating Caffery by 1 minute 17 seconds. He was twice beaten by Caffery in 1900.