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Discussing Incorporation

Dawson Wants to Be a Full Fledged City—Emma Creek Proves Rich.

Fire at Sitka—Alaskan Pioneer Thought to Have Been Murdered.

According to advices received from the North by the steamer Dirigo, which has arrived on the Sound, the town of Sitka narrowly escaped destruction by fire on January 2. The fire started in a carpenter shop, and a high wind carried the sparks to other buildings, setting fire to them. The Greek church was on fire several times, but was put out each time. The fire department, assisted by the United States marine corps of 56 men, in command of Capt. J. H. Pendleton, after several hours' fighting succeeded in saving the city from destruction. Capt. Pendleton was severely burned, and several members of the department were more or less injured. The loss is estimated at from $5,000 to $7,000. There was no insurance.

News of the death at Sitka of Capt. Baranoff, a pioneer Russian resident of that place, was also brought down by the Dirigo. It is believed that he was murdered by Indians as a result of the ill-feeling now prevailing between them and the whites.

As told by Purser Baker of the Dirigo, the story of the supposed murder is as follows:

Baranoff, who was about 76 years old, was travelling in a canoe among the islands near Sitka on the afternoon of December 31. The next day his canoe was found floating empty on the tide, with a bullet-hole through the side and blood-stains on the bottom. At first it was believed that he had accidentally shot himself and fallen overboard.

Just before the Dirigo sailed from Sitka, January 3, Purser Baker says it was reported that a boy who lives in that town had seen two Indians on the shore of one of the islands shooting at Baranoff in the canoe. Search parties were out looking for the body of the missing man and for his supposed murderers at the time the Dirigo left Sitka.

"I only heard a very meagre report of the matter," said Purser Baker, "but from what I could learn the Captain's death was due probably to the ill-feeling now entertained by the Indians toward the whites. The missing man had lived at Sitka for a number of years, and was very well known there. The canoe was found by Indians, who brought it back to Sitka."

Dawson is discussing the subject of forming a municipal corporation. At a recent meeting of the Yukon council the matter was brought up, and Mr. Wilson said he proposed at the next meeting to have the secretary directed to call a public meeting of citizens to discuss the question.

Governor Ogilvie said he thought it was not in the province of the council to call such a meeting. Mr. Wilson did not take direct exception to Mr. Ogilvie's point, but he thought a conference might be held or some such action taken in regard to the matter. Mr. Ogilvie stated that the matter of incorporation was before the council some time ago, and that it was deferred for a few weeks for the people to express themselves, and the people did nothing in regard to the matter.

The long-neglected hillsides of Eureka creek, in the Yukon country, are proving rich, according to statements of Frank Slavin and George Dunnett to the Dawson News. There are now 87 men working on the two forks of the river, which breaks all previous records.

The paystreak developed is reported as being 100 feet wide. Slavin and Dunnett say that the reason the discovery was not made before was because attention was given to the creek only, and too far down at that. The best pay is now found on hillsides or a sort of little raise running back from the creek about 3,000 feet. It starts just below the forks and runs up the right fork. No. 7 on the right fork above is the best claim so far. Slavin and Dunnett say they took out 82 cents to the pan last summer, and this winter have got over $2 to the pan. From $3.50 to $9 has been rocked a day.

Along the Waterfront

Southeaster of Yesterday Morning Delayed Shipping.

A heavy southwest gale prevailed Thursday morning last, and more wind was expected, for late Thursday afternoon the storm signals were in evidence on the custom house, the drum being shown above the inverted cone, which is the signal that the wind will blow at a greater velocity than 35 miles an hour. This it did yesterday morning, the wind for a time reaching a velocity of 40 miles an hour. No damage was done by the storm, as far as could be learned, but local shipping was delayed. The Utopia was not able to start for the Sound until shortly after noon; and the sealing schooners Arietis and Otto, which were to have sailed on their coast sealing cruise yesterday, were unable to leave. The schooners will probably leave to-day if the weather is favorable, together with several other schooners which are now ready. The fleet expected to sail includes the schooners Viva (Capt. McPhee), Victoria (Capt. R. Balcom), and Geneva (Capt. Byers). Other schooners are about ready, and quite a fleet will sail next week.

SHIP MASTERS' PETITION.

Some Important Adjuncts to Successful Navigation Asked.

A petition from the Vancouver Ship Masters' Association will shortly be presented to Hon. Sir Louis Davies, minister of marine and fisheries, praying that the following aids to navigation be established on the coast of this province, as there is urgent need that such be done:

1—A lightship to replace the light now on the flats at the mouth of the Fraser river.

2—A lighthouse at Portiere pass, Galiano island.

3—A lighthouse on Maude island at Seymour narrows.

4—A lighthouse on Scarlet point, Balaklava island, at the entrance to Queen Charlotte sound.

A request is also embodied in the petition that fog signals be established at all the principal lighthouses, as such are a particular necessity for the safe navigation of narrow channels during thick weather.

DUNREGGAN READY.

Repairs Completed and the Bark Prepared to Leave For the Sound.

Capt. Clift, surveyor, of Tacoma, was in the city Thursday and completed a survey of the bark Dunreggan, the repairs to which have been completed by the Albion Iron Works, both to his satisfaction and that of the master, Capt. Dixon, who is well pleased with the work done on his vessel, and has much to say of the workmanship of the local firm.

Capt. Clift left for the Sound on the Rosalie last night, and will be met at Seattle by a steamer which is to take him to Quartermaster harbor to make a survey of the steamer Dirigo, which has arrived there and been hauled out for repairs, in consequence of her accident in the North. The Dirigo, like the Danube, collided with floating ice off Taku inlet, and her stem was badly damaged.

The Dunreggan will clear to-day for Tacoma, where she is to load a cargo of wheat for the United Kingdom, and will be towed over to that port on Saturday.

MARINE NOTES.

The rate of reinsurance has advanced on several overdue vessels. The German ship Otto Gildermeister, from Yokohama for Portland, is quoted at 50 per cent.; the Cape Wrath, out seventy days from Callao for Portland, is quoted at 30 per cent.; the ship Rathdown, out ninety days from Yokohama for Portland, 90 per cent.; the Castle Rock, out seventy; six days from Hongkong for British Columbia, 25 per cent.; the Andrada, sixty days from Santa Rosalia for Portland, 25 per cent., and the German ship Betrtha, out seventy-nine days from Weihai-wei, 50 per cent.

Steamer Rosalie leaving here Friday evening will go through to Tacoma for a heavy load of freight. Returning on Saturday, she will leave Seattle at 9:30 p. m., instead of 8 a. m., reaching Victoria early Sunday morning. This will give excursionists leaving here Friday, all day in Seattle.

Steamer Sehome, which has been tied up because of a broken piston rod, will resume her regular service to-day.

Steamer Queen City returned from Tacoma yesterday afternoon and will sail for Ahousett and way ports to-night.

Steamer Cottage City will sail for Alaska ports to-morrow morning.

According to J. W. Harrison's coal report for 1900, during that year British Columbia collieries shipped almost twice as much coal to San Francisco as any other mining district. The figures were: British Columbia, 766,917 tons; Tacoma, 418,052 tons; Seattle, 250,590 tons, and the balance of a total of 1,889,128 tons from Australia, Wales, Japan and the Eastern States.

The Overdue Tillamook

Siwash Story That She Is Frozen Up in Seldovia Bay.

Victoria Diver May Go to Salve the City of Topeka.

The Seattle Times has a story from L. H. Gray, formerly agent of the overdue steamer Tillamook, to the effect that she is frozen up in Seldovia Bay. The story is given on the authority of James Dobkis, a miner who arrived down from Valdes on the last trip of the steamer Bertha. Says the Seattle paper: "Dobkis stated that while he was at Valdes waiting for the Bertha, a Siwash who had come down from the Cook inlet country met him. The two got into a conversation. The Siwash said: 'Tillamook in Seldovia Bay. Heap big ice in Seldovia Bay. He stuck all winter.' This is all the information the Indian could give. Seldovia bay is at the mouth of cook inlet, at the southeast end of that body of water."

The Post-Intelligencer says that marine men place no credence whatever in the report that the Alaska mail steamer Tillamook has been hemmed in by float ice at Seldovia at the entrance to Cook inlet. The accumulation of enough ice at this point to block the movement of any kind of seagoing craft, they say, is impossible.

"The report is ridiculous," Capt James Carroll, the veteran Alaska mariner, said last night, in discussing the matter. "Any one familiar with the Cook inlet waters knows that there is never enough ice around Seldovia to bother a steamer. The little steamer Perry is wintering at Seldovia and her owner went up on the last trip of the Bertha to bring her around to Port Valdes. He will have no trouble with the ice, and certainly the Tillamook could not be imprisoned. As for the Tillamook, it will be found that she met disaster, if such has overtaken her, as seems probable, to the westward of Kodiak island, far to the west of Seldovia.

Certainly the accident, or whatever it has been, did not occur between here and Kodiak island, else the Bertha or some other vessel plying in those waters would have brought news of it long ago. Capt Johanson, of the Bertha, has been on the lookout for news of the Tillamook ever since it became apparent that something had gone wrong with her. My recollection is that the Tillamook left Juneau for Dutch Harbor about the middle of November."

A SALVAGE CLAIM.

Owners of the Collier Washtenaw Libel the Steamer C. D. Lane.

Steamer C. D. Lane has been libeled at Seattle by the owners of the collier Washtenaw, for aid rendered to the former steamer during the recent heavy gales, which proved so disastrous to shipping.

On December 21 the Washtenaw was en route from Tacoma to San Francisco. When near Tatoosh island she came across the Lane, flying signals of distress. She responded to the signals, and after vainly trying to get a line to the Lane by using a Lyle gun, sent a boat with a hawser. This hawser, it is stated, was large and strong, but the captain of the Lane did not believe it was strong enough to serve in towing, and refused to allow it to be used.

The Washtenaw then returned within the straits, at the request, it is said, of the captain of the Lane, and secured a tugboat. It returned to the disabled boat with the tug Pioneer and remained in the vicinity until a tow was arranged.

For the proffered tow, dangers undergone in offering it, and services in securing a tug, the owners of the Washtenaw now ask the courts to award them a suitable amount as salvage, stating that had they not found and aided the Lane as they did, that vessel would inevitably have foundered with all on board and been a total loss.

SPRANG A LEAK.

Ship Two Brothers Puts Into Port in Distress.

A despatch from San Francisco says: The ship Two Brothers, Capt. Wilson, bound from Tacoma to Lahina, has put into that port in distress.

The Two Brothers left Tacoma on December 23. She encountered heavy weather and sprang a leak when 350 miles from port. She was taking in eighteen inches of water an hour when she entered San Francisco harbor. She carries 1,900 tons of coal.

VICTORIA DIVER

May Be Taken North to Float the Wrecked City of Topeka.

It is probable that Diver McHardy, of this city, may go up to the scene of the wreck of the steamer City of Topeka, on Sullivan island, to take charge of the salvage operations. Negotiations are now under way to this end, and if an agreement is made, Diver McHardy will leave to-morrow morning by the steamer Cottage City en route to the wreck, taking with him pumps and gear for wrecking the stranded steamer. Several efforts have already been made to raise the Topeka without success. Mr. McHardy has, though, had much experience in wrecking operations, and with his powerful pumps and complete apparatus, should run a good chance of success.

SAN FRANCISCO LINERS.

Umatilla Arrives From the Golden Gate, and Walla Walla Sails For the South.

Steamer Umatilla arrived from San Francisco yesterday morning about 8 o'clock, and left for the Sound about 10:30 a. m., after discharging her Victoria cargo.

The Walla Walla left for the South last night. She had a fair-sized freight cargo and the following passengers from this port: Mr. and Mrs. C. E. Tisdall, E. Ferando, R. W. Gordon, Miss C. Smith, Mrs. Hutcheson, Lieut.-Col. Grant and wife, J. R. Grey, G. C. E. Elliott, Miss M. Rialto, A. P. Gallant, Charles Kalberg, C. E. Kalberg, Lilian Kalberg, W. Luscombe and E. A. Evans.

EMPRESS IN COLLISION.

Empress of China Sinks a Small Japanese Vessel.

News was brought by the Empress of Japan that her sister liner, the Empress of China, ran down a Japanese sailing vessel off Honmoku, Japan, on the afternoon of December 19, while bound to Hongkong from Yokohama. The Japan Mail reports that the sailing vessel was smashed to pieces, and the crew—four in all—were rescued by a fishing boat which happened to be in the vicinity.

Harsh purgative remedies are fast giving way to the gentle action and mild effects of Carter's Little Liver Pills. If you try them they will certainly please you.

USE FOR MOSQUITOS.

Mr. Slade's Conviction Supported by the Experiments at Havana.

From New York Times.

That the mosquito is beneficial to mankind is the conviction of Charles M. Slade, cotton broker, of 50 Worth street, this city, resident of Englewood, N. J. For thirteen years the cotton broker has been laughed at, gibed at, and bullyragged by his business friends in the city by the unregenerate of Jersey for his belief in the mosquito's usefulness in preventing certain diseases. He feels that at last he has been vindicated.

"Yes," said he, in his office yesterday afternoon. "I consider that my theory has been fully vindicated by the report received a day or two ago from Havana relating to the experiments being carried on there in mosquito inoculations. I cut out the article and showed it to my friends, and told them, 'the old man has at last been vindicated.' The despatch said that 80 per cent. of mosquito inoculations had been successful. Some of my friends long ago accepted my theory, and they have been immune each year from malaria and certain other diseases. I believe firmly in mosquito inoculation, not only as a preventive of malaria, neuralgia, rheumatism, and typhus, but as a preventive against annoyance from the bites of insects after they have taken their early spring meal from me. That's a fact."

"How did you come to originate the theory," was asked.

"I didn't originate it," was the reply. "I never did originate a thought, nor has any one else. When you think that you think a thought you are wrong. A new thought is in the air surrounding you. Sometimes it strikes and sometimes it doesn't. If it strikes, you develop it. It was that way with me. When I was living in Montclair, N. J., in 1887, I went into the garden one May day with my body covered from the waist up with only a thin gauze undershirt. As I worked in my garden, I let the mosquitos swarm on me, principally on my back. After they had enjoyed their feast for half an hour I went into the house. I put a teaspoonful of ammonia into a pint of water and rubbed the liquid over my skin. That took the sting away, and the rest of the season I was not bothered once. The merry little stinger stung me, but I didn't feel it. I was innoculated.

"You see," said Mr. Slade, warming up to his subject, "the mosquito comes from swamp land where malaria prevails Take the mosquitos away from the swamp lands in New Jersey and malaria and typhus would kill us all off. When he bites, the effect is like, for instance, inoculation by vaccination. You get a mild form of the disease. I don't know whether you believe in God or not—that does not matter—but God never created anything for nothing; everything in nature has its use, and the despised mosquito is, if treated with kindness and courtesy, more useful in certain ways than doctors, and he's cheaper, or, rather I should say she. Why? Because the lady mosquito does all the work. The bull mosquito never stings. He just sings, sails around, perches himself, and sings in his merry own way, while the lady does business on the family account."

"Have you any converts?"

"I have. The Jersey people are waking up. They're just finding out what a valuable disease-preventing plant they possess within the borders of their state. I'm a 'Down East' Yankee, and I went to Jersey, among other things, with the rheumatism. After I arrived I acquired neuralgia, rheumatism's first cousin. It was an early asset. One day I took a bicycle ride. I overdid it. Then came an inevitable attack of rheumatism. I went down by the side of my pond and let the mosquitos bite my legs until they got tired—not the legs, but the mosquitos. Then I bathed myself in ammonia and water and the rheumatism disappeared."

"If you went to Havana in yellow fever time, Mr. Slade, would you allow a mosquito to bite you?"

"Come off the perch!" he ejaculated. Would I? Why, the first thing I would do would be to gather half a dozen or more of the native product and take them to my room. Then I would turn them loose, undress, go to bed, and tell them to sail right in. After they had their sport with me I would be a yellow fever immune."

Now that the mosquito idea is beginning to spread, Jerseyites see great possibilities ahead; all except the doctors. The doctors are apprehensive. The real estate men with swamp lots see hope in the future.

JOKE ON KIPLING.

How the Crafty Publican Made Money Out of Him.

A Rottingdean correspondent writes to M.A.P.: "Here is a true story of Rudyard Kipling. His high-walled garden at Rottingdean contains some of the best of the few trees which grace this windswept village. One of these trees, branching over the road, threatened daily injury to the driver of the local 'bus. Therefore he and his conductor waged destructive war on all the vulnerable twigs within reach from the 'bus roof. Result—a vigorous letter of complaint from Mr. Kipling to the 'bus owner, who is also landlord of one of the local inns. That evening the landlord laid the letter before the select company of the bar-parlor. They advised an attitude of calm indifference. Also a Croesus among them offered ten shillings in cash for the autograph letter. Both advice and cash were accepted. The nuisance continuing, in due course a second and stronger letter followed the first. The landlord convened another bar parliament, and the second letter also found a purchaser, this time at £1, as befitted its increased violence. And Boniface again "sat tight!" To him entered next day Mr. Kipling, briskly wrathful. 'Why didn't I answer your letters, sir? Why, I was hoping you'd send a fresh one every day. They pay a deal better than 'bus driving!'"

A GENIUS OF FINANCE.

Bought a Typewriter and Paid for It Without Costing Him a Cent.

"Do you see that young man over there?" said a man on a cable car, indicating a young man reading a paper in the seat opposite. "He's one of the greatest financial geniuses in the country, if little things are any indication of a man's ability and character. He'll be a millionaire before long, or I'm no judge of people."

The young man's appearance did not seem to indicate that there was anything out of the ordinary about him, and his admirer's companion said so.

"Well, I'll tell you how I came to discover his genius," said the man who had spoken first. "When I tell you what he did I think you'll agree with me. He secured a typewriter without paying a cent for it, and without doing a stroke of work for it, and he did it in a perfectly honest and legitimate way, too. In fact, he actually made money on the transaction. I only discovered how he did it by accident, and I've been wondering at the genius and simplicity of the scheme ever since. He was formerly employed in the same office with me, and we both had a good deal of writing. One day he came up to me and proposed that we should hire a typewriter together.

"'We can hire a typewriter for $4 a month,' he said, 'and if we two split it between us it will cost us only 50 cents a week each. We can do that all right, because we wouldn't be using it at the same time, anyway. If you give me $2 now I'll go up to the office of one of the typewriter companies, and have them send down a typewriter. I'll arrange the whole thing so as to save you any trouble.'

"I agreed to this, and the young man went off with the $2. Every month I paid him $2, and we both used the typewriter with perfect satisfaction. About a week after the first payment I learned that my friend was not paying anything for the typewriter, but was actually making a little on it. He was hiring it out to a man who only used it occasionally, and whom he persuaded to pay him 50 cents a week for the use of it. I thought that this was rather clever, but I didn't realize the full measure of my friend's ability until a year had expired. Then I learned from a man who had called to collect a payment on it that he had agreed to buy the typewriter on the installment plan, paying $4 a month for it. The man was calling for the last monthly payment at this time, and the typewriter is now the property of my friend. It took him a year to pay it off at $2 a month, and he was receiving 50 cents a week for it all the time. I never took the trouble to figure it out, but I can see that he must have been making a little on it while he was paying for it.

NOTICE is hereby given that I intend to apply to the Chief Commissioner of Lands and Works for a lease to prospect for coal on the following described land, situated on the southeast branch of Telqua River, Coast District:

Commencing at a post on the bank of the Telqua River, about five miles above its junction with the Bulkeley River, said post being the northwest corner and identical with the northeast corner of James Thompson's coal prospecting claim: thence due south 80 chains; thence due east 80 chains; thence due north 80 chains; thence due west 80 chains to the place of commencement, and containing 640 acres more or less.

B. W. POWELL.

1 CENT WORD ISSUE!

IN THE "COLONIST."

FARMS TO RENT.
FARMS FOR SALE.
FARM HANDS WANTED.
TO EXCHANGE ARTICLES.

All these and other "Wants" can be supplied by a little "Want" advertisement in the Colonist. Only a cent a word an issue. TRY IT !!!

Horses for Klondike

FOR SALE AT

195 YATES STREET, VICTORIA.

Good work horses, grain fed, weight from 1,250 to 1,600 pounds; also Wagons and Double Harness.

NOTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described land, situate on Telqua River, in Cassiar District:—Commencing at a post, said post being the northwest corner of claim, and identical with the southwest corner of G. Lacroix's prospecting claim, and running thence south 80 chains; thence east 80 chains; thence north 80 chains; and thence west 80 chains to the point of commencement; and containing 640 acres, more or less.

Dated 4th December, 1900.
Located 4th October, 1900.
AMOS WELLS

NOTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described land, situate on Telqua River, in Cassiar District:—Commencing at a post, said post being the northeast corner of the claim, and identical with the southwest corner of G. Lacroix's prospecting claim, and running thence south 80 chains; thence west 80 chains; thence north 80 chains; and thence east 80 chains to the point of commencement; and containing 640 acres, more or less.

Dated 4th December, 1900.
Located 4th October, 1900.
J. J. WELLS.

NOTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described land, situate on Telqua River, in Cassiar District:—Commencing at a post, said post being the southwest corner of the claim, and identical with the northwest corner of Amos Wells' prospecting claim, and running thence north 80 chains; thence east 80 chains; thence south 80 chains; and thence west 80 chains to the point of commencement; and containing 640 acres, more or less.

Dated 4th December, 1900.
Located 4th October, 1900.
G. LACROIX.

NOTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described land, situate on Telqua River, in Cassiar District:—Commencing at a post, near the southeast branch of R. H. Hall's prospecting claim, said post being the southeast corner of this claim, and identical with the southwest corner of H. B. Robertson's prospecting claim, and running thence north 80 chains; thence west 80 chains; thence south 80 chains; and thence east 80 chains to the point of commencement; and containing 640 acres, more or less.

Dated 4th December, 1900.
Located 1st October, 1900.
F. H. SHEPHERD.

NOTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described land, situate on Telqua River, in Cassiar District:—Commencing at a post, near the southeast branch of Telqua River, said post being the southwest corner post of claim, and running thence north 80 chains; thence east 80 chains; thence south 80 chains; and thence west 80 chains to the point of commencement; and containing 640 acres, more or less.

Dated 4th December, 1900.
Located 4th October, 1900.
M. BATE, Jr.

NOTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described land, situate on Telqua River, in Cassiar District:—Commencing at a post, said post being the southeast corner, and near the southeast branch of Telqua River, north of L. M. Clifford's prospecting claim, running thence north 80 chains; thence east 80 chains; thence south 80 chains; and thence west 80 chains to the point of commencement, and containing 640 acres, more or less.

Dated 4th December, 1900.
Located 1st October, 1900.
H. B. ROBERTSON.

NOTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described land, situate on Telqua River, in Cassiar District:—Commencing at a post, said post being the northeast corner of claim, and identical with the northwest post of J. R. Neville-Aveling's prospecting claim, and running thence south 80 chains; thence west 80 chains; thence north 80 chains; and thence east 80 chains to point of commencement; and containing 640 acres more or less.

Dated 4th December, 1900.
Located 4th October, 1900.
J. O. GRAHAME.

NOTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described land, situate on Telqua River, in Cassiar District:—Commencing at a post, said post being the northwest corner of claim, and identical with the southwest post of Mark Bate' Junior's, prospecting claim, and running thence south 80 chains; thence west 80 chains; thence north 80 chains; and thence west 80 chains to the point of commencement; and containing 640 acres, more or less.

Dated 4th December, 1900.
Located 4th October, 1900.
J. R. NEVILLE-AVELING.

NOTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described land, situate on Telqua River, in Cassiar District:—Commencing at a post, said post being the southeast post of claim, and identical with the southwest post of Mark Bate, Junior's, prospecting claim, and running thence north 80 chains; thence west 80 chains; thence south 80 chains; and thence east 80 chains to the point of commencement; and containing 640 acres, more or less.

Dated 4th December, 1900.
Located 4th October, 1900.
JANE SHEPHERD.

NOTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described land, situate on Telqua River, in Cassiar District:—Commencing at a post, said post being at the southeast corner of claim, and identical with the southwest corner of G. Lacroix's prospecting claim, running thence north 80 chains; thence west 80 chains; thence south 80 chains; and thence east 80 chains to the point of commencement; and containing 640 acres, more or less.

Dated 4th December, 1900.
Located 4th October, 1900.
JOSEPH ANTOINE.

NOTICE is hereby given that 30 days after date we intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described land, situate on Telqua River, in Cassiar District:—Commencing at a post, said post being the northwest corner of claim, and identical with the southwest corner of J. O. Grahame's prospecting claim and running thence 80 chains south; thence 80 chains west; thence 80 chains north; and thence 80 chains east to point of commencement; and containing 640 acres, more or less.

Dated 4th December, 1900.
Located 5th October, 1900.
F. W. ALEXANDER.
W. J. LARKWORTHY.
J. D. WELLS.

NOTICE is hereby given that 30 days after date we intend to apply to the Chief Commissioner of Lands and Works for a license to prospect for coal on the following described land, situate on Telqua River, in Cassiar District:—Commencing at a post said post being the northwest corner of claim and identical with the southwest corner of J. O. Grahame's prospecting claim ing claim, and running thence south 80 chains; thence east 80 chains; thence north 80 chains; and thence west 80 chains to the point of commencement; and containing 640 acres, more or less.

Dated 4th December, 1900.
Located 5th October, 1900.
F. W. ALEXANDER.
W. J. LARKWORTHY.
J. D. WELLS.

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HEAD OFFICE:—Thomas Earle, 92, 94 and 97 Wharf St, Victoria, B.C.

NOTICE IS HEREBY GIVEN that application will be made to the Legislative Assembly of the Province of British Columbia at its next session for an Act to incorporate a company with power to construct, equip, operate and maintain a railway for the carriage of passengers and freight from a point at the present terminus of the Victoria & Sidney Railway in the City of Victoria, over, across and along the following streets, that is to say: "A" Street, Bay Street, First Street, Blanchard Street, Fisgard Street, Cormorant Street and Store Street, and across any street or streets in the said City which intersect with the streets above named, or any of them; and also over, across and along such other streets or ways in the City of Victoria as may hereafter be agreed upon between the company and the Mayor and Council of the said City for the time being in office; and to connect the railway so to be constructed over the streets first named with the tracks of the Esquimalt & Nanaimo Ry. Co., and the Victoria & Sidney Railway, and to make traffic or other contracts, agreements or arrangements with the said companies and each of them for the transfer of passengers and freight upon such terms as may be agreed upon and further to construct, equip, operate and maintain a line of railway on the Mainland of British Columbia from a point at or near the mouth of the Fraser River through the Municipalities of Delta and Surrey to a point where the line proposed to be constructed shall intersect with the New Westminster Southern Railway, and to continue said construction easterly to a point on the Fraser River at or near Chilliwack in the said province; and also with power to construct, operate and maintain a railway ferry steamship for the purpose of transferring loaded passenger and freight cars from the terminus of the Victoria & Sidney Railway at Sidney, or such other point as may be hereafter selected for such terminus on the Saanich peninsulr to the point or points on the Mainland of British Columbia at or near the mouth of the Fraser River which shall be selected as the Western terminus or terminal of the railway proposed to be constructed; with power to build branch lines, and to build, own and maintain wharves, docks and such terminal slips, ways, and appliances as may be convenient or necessary for the operation of the said railway ferry service; and with power to build, own, equip and maintain steam and other vessels and boats and operate the same on any navigable waters within the Province; and with power to build, equip, operate and maintain telegraph and telephone lines in connection with the said railway and branches, and to charge tolls thereon for the transmission of messages for the public, and to generate electricity for the supply of light, heat and power, and for all other purposes mentioned in Sections 80, 81, 82, and 83 of the "Water Clauses' Consolidation Act, 1897;" and with power to take over and adopt the provisions of any agreement executed, or the conditions of any bye-law passed by the Municipal Corporation of the City of Victoria and intended to aid or assist the undertaking hereby proposed to be incorporated; and with power generally to acquire lands, houses, privileges, or other aids from any government, municipal corporation, or other persons or bodies and to levy and collect toll from all parties using and on all freight passing over any of the roads, railways, ferries, wharves, docks or vessels built by the company; and with power to make traffic or other arrangements with railway, steamboat or other companies, or to amalgamate with the Great Northern Railway Company, or with any railway corporation controlled or operated by the said Company, or with any other railway corporation in the Province of British Columbia, and for all other necessary or incidental rights, powers or privileges in that behalf.

Dated at the City of Victoria, B. C., this 14th day of November, A.D., 1900.

BODWELL & DUFF,
Solicitors for the Applicants.

Notice is hereby given that application will be made to the Legislative Assembly of the Province of British Columbia at its next session, for an Act to consolidate certain mining leases of ground situated in and around Trond Gulch, Atlin District of British Columbia, and more particularly known as the "Gem," "Lampman," "Will o' the Wisp," "Engelhardt," "Gordon," "Cousin Jack," "Lancashire Lad," "Louise," "Pure Gold," "Ida," "Clifford," and "Only Chance," together with other adjoining or adjacent properties, that may hereafter be acquired by the applicants into one holding with a demise thereof from the Crown, for a period of 25 years from the final passage of the Act, with a right of renewal for a further period of 25 years, and that the water privileges and easements now held or hereafter acquired by the applicants, and in particular, the right of diverting and using 2,500 miners' inches from Surprise Lake and 900 miners' inches from Moose and Elk Lakes, be held, employed and enjoyed as appurtenant to the whole or any part of the said holdings; and to confirm to the applicants and their assigns solely, and with all other usual, necessary or incidental rights, powers or privileges as may be necessary or incidental or conducive to the attainment of the above objects or any of them.

HUNTER & OLIVER,
Solicitors for the Applicants.

NOTICE.—The British Columbia Southern Railway Company will apply to the Parliament of Canada at its next session for an Act extending the time within which it may construct its railways, and authorizing it to construct such branches from any of its lines not exceeding in any one case thirty miles in length, as are from time to time authorized by the Governor-in-Council, and for other purposes.

H. CAMPBELL OSWALD,
Secretary.

NOTICE—The Nakusp & Slocan Railway Company will apply to the Parliament of Canada at its next session for an Act extending the time within which it may construct its railways, and appointing Montreal as the place for its head office with power to the Directors from time to time to change it by by-law, and for other purposes.

JOHN V. ARMSTRONG,
Secretary-Treasurer.

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MINERAL ACT, 1896.
(Form F.)

CERTIFICATE OF IMPROVEMENTS.

NOTICE.

Union Mineral Claim, situate in the Alberni Mining Division of Barclay District.

Where Located:—Sarita River.

Take notice that I, A. S. Going, agent for the Mount Sicker and British Columbia Development Company, Limited, Free Miner's Certificate No B49,165, intend, sixty days from the date hereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claim.

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

Dated this 10th day of December, 1900.

A. S. GOING.

NOTICE.

Notice is hereby given that in one month from this date I intend applying to the Chief Commissioner of Lands and Works, Victoria, B. C., to purchase 320 acres of land at the mouth of Bear Creek, west side of Chilkat River, District of Cassiar, 80 chains long by 40 chains wide, initial post is on an island in the Chilkat River.

Dated this 16th day of October, 1900, at Bear Creek, B. C.

JOHN IRVING,
Locator.

NOTICE.

Notice is hereby given that in one month from this date I intend applying to the Chief Commissioner of Lands and Works, Victoria, B. C., to purchase 320 acres of land, situate at the mouth of Bear Creek, District of Cassiar, B. C., 80 chains in length, by 40 chains wide.

The said land is situate on the east side of the Chilkat River; commencing from near mouth of Bear Creek, initial post is on an island in the Chilkat River.

Dated this 8th day of October, 1900, at Bear Creek, B. C.

ROBERT PATRICK,
Locator.

NOTICE. David McNicholl and Thomas Talt, of Montreal, and Harry Abbott and Geo. McL. Brown, of Vancouver, in the Province of British Columbia, Esquires, will apply to the Parliament of Canada at its next session for an Act incorporating a company under the name of the Kootenay & Arrowhead Railway Company, with power to construct or acquire and to operate a railway from a point at or near Arrowhead, on Arrow Lake, Kootenay District, British Columbia, thence by the most direct and feasible route via Trout Lake or Duncan River to some point at the north end of Kootenay Lake in said district and branch lines, with power to own and operate telegraph and telephone lines, ropeways and tramways, warehouses, steam and other vessels, ferries, mines, smelters, timber lands, wharves, roads, docks, sawmills, water rights, dams, flumes, water power, to generate and transmit and deal in electricity and electric power, together with such powers as to maintaining and operating or disposing of its railway and works and such other powers and privileges as are usually given to Railway Companies incorporated by the Parliament of Canada, and for other purposes.

J. E. McMULLEN,
Solicitor for Applicants.

IN THE MATTER OF the application of George Collins for a Certificate of Indefeasible title to lot five hundred and nine, (509), Victoria City.

NOTICE is hereby given that a Certificate of Indefeasible Title to the above hereditaments will be issued to George Collins on the 10th day of March, 1901, unless in the meantime a valid objection thereto be made to me in writing by some person claiming an estate or interest therein or in some part thereof.

S. Y. WOOTTON,
Registrar-General,

Land Registry Office, Victoria, B.C., 4th December, 1900.

NOTICE.—The Columbia & Western Railway Company will apply to the Parliament of Canada at its next session for an Act assimilating its bonding powers in respect of its railway and branch lines west of Midway to the