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NO agents, no collectors, no canvassers, account for the price of the machine. It is high-grade and quite equal to many sold for \$40 to \$50. It carries two fiveyear guarantees-ours and the manufac-

> We have sold thousands on the understanding that if not satisfactory we would refund the money. Not one has yet been returned. If you buy you buy on the

The Machine has high arm drop head and a handsome case. It has few, but perfect parts, and a complete set of attachments goes free with each machine.

It is the best machine sold in Canada for the money.

WRITE FOR OUR SPECIAL SEWING MACHINE CATALOGUE

MR. RATTENBURY EXPLAINS

F. M. Rattenbury, in a statement

of directors of the hospital:

Gentlemen—I notice with surprise in this morning's paper that you have received plans from another architect for a 'new children's ward,' which you are to consider tomorrow. Surely you must be aware that for the last four or five years I have been acting as architect for the Jubliee hospita.. and during this time, whilst little has been done in the way of building, I have been consulted on many questions regarding the alteration and enlargement of the hospital. A few of these matters are:

1. The entire rearrangement and concentration of the heating system.

2. The roofing of the buildings with slate, etc.

3. A nurses' home.

4. A maternity ward.

5. Diet kitchen.

6. Rearrangement of present dentral building.

7. Extension of wards.

building.
7. Extension of wards.
8. Children's ward.
For some of these matters I have obtained estimates, and in other cases I have

MAIL ORDERS FILLED

*T. EATON COLIMITED TORONTO CANADA

OUR TESTIMONIAL-SATISFIED CUSTOMERS

Architect and Hospital Board

F. M. Rattenbury Presents Claim Against Jubilee Hospital Which is Disputed.

Wants Remuneration for Plans and 8ketches Which Were Never Used.

(From Friday's Daily.) There was a very lively discussion at resterday evening's meeting of the board of directors of the Provincial Royal Justilee hospital over the question of the iability of the institution in respect to a claim preferred by F. M. Rattenbury, the architect, the sum involved being

It appears that during a period extending over several years Mr. Rattenbury occupied the position of consulting architect to the board, not in any legally constituted sense, but in what may be termed a casual sort of way; and that during that time he on several occasions a prepared certain plans and sketches for building additions which were under contemplation. His account for the same phad not been presented in the usual way, and it was stated but for a certain incident which occurred a short time ago it would never have been presented.

The board, however, a short time ago gave the task of preparing plans for the proposed children's ward into the hands of another architect, Mr. Thos. Hooper; and Mr. Rattenbury, according to members, took umbrage at this circumstance, claiming that it was somewhat discourteous to say the least for the board to thus dispense with the services of an exchitect who for several years had been

thus dispense with the services of an architect who for several years had been identified with the institution in that capacity, and give the work to a new man without any explanation whatever.

Numerous attempts were made by Mr. Rattenbury during recent months to collect for past services, and a special comlect for past services, and a special mittee of the board was appointed to look into the matter with a view to its

mittee of the board was appointed to look into the matter with a view to its amicable adjustment. The committee not having made much progress in the matter, Mr. Rattenbury forwarded a letter to the board which was read at last evening's meeting, in which he related all the circumstances and urged an immediate settlement of his claim, the amount being as already stated, \$348.

On the letter being read by the secretary, several members of the board, notably Directors Wilson, Humphrey and Lewis, took the position that Mr. Rattenbury's claim was not one which the board should settle, inasmuch as the plans and sketches were not ordered nor any work done. Director Humphrey even went so far as to say that it looked as if Mr. Rattenbury was attempting to "hold up" the board in an unwarrantable fashion.

The M. Rattenbury, in a statement made yesterday respecting the matter of the board applied how parter for wanded to the board of directors on March 18, he sent in his account of \$348, which he contends can hardly be called exorbitant or to warrant Mr. Humphrey's remark that he was "holding up" the board. Mr. Rattenbury says turther:

"The whole of the work able fashion.

were not ordered, they had better read up the reports of their own meetings. I cannot see any reason whatever for not paying the account at once. The only grounds I have previously heard alleged by some of the directors for not doing so were that the work was ordered by a former board, and that the present board is not bound by what former boards did. A most hourable reason. It is a most disagreeable course for me to have taken action against a charitable institution like the hospital, and I shall be sorry to be compelled to do so.

"But since I presented the hospital with my fees, amounting to about \$200, for the work that I did in designing the doctor's residence, the directors at that time making certain representations that they have not carried out, it can hardly be expected that I shall make them an other gift of \$348, especially when I have been treated by some of the directors with such rank discourtesy. So that if the hospital has to pay twice for the same work, the blame must be placed upon those directors who have engineered this deal to suit their own wishes."

Following is the letter, dated March 18, which was forwarded to the board of directors of the hospital:

Gentlemen—I notice with surplies in this morning's seager that you have received. Chairman Day and Director Pemberton, on the other hand, argued that it was clear the board had at least a moral obligation to meet Mr. Rattenbury's claim, expressing the belief that he had hardly been fairly treated in respect to

Take the matter into court.

Finally, after much discussion along these lines it was decided to leave the matter in the hands of a committee, who will interview Mr. Rattenbury further on his return from England.

The matron reported having during the mouth received donations from the following, which were ordered acknowledged with thanks: Mrs. Arthur Robertson, magazines; D. R. Ker, plants; a friend, old linen; a friend, papers and magazines. Breaks the Record for Steamers Other Than Empress Liners-Tacoma's Capt, Here.

lays the Japanese Are Drawing Fourth Reserve Princess

May Returns. (From Saturday's Daily.)

The resident medical officer submitted his report for the month as follows: Total number of patients treated, 159; total number admitted, 97; patients treated, 83; total days' stay, 1834; daily averages, 61.04. (From Saturday's Daily.)

Steamer Tartar, Capt. Beetham (now promoted to the Empress of China vice Capt. Marshall), reached port yesterday morning after the fastest trip she has made across the Pacific. Her steaming time was 13 days, 5 hours and 29 minutes, the fastest that has been made by any vessel other than the Empress liners. The best day's run was 334 miles; the average run was 312 miles. The steamer brought a good cargo of general freight, the Victoria shipments being as usual carried on to Vancouver to be returned. There were 60 saloon passengers, and a large number of steerage. Forty Japanese steerage passengers debarked here. Included among the saloon passengers were Capt. Connauton, master of the steamer Tacoma, seized by the Japanese cruiser Masashi after being 41 days in the ice of Tsuruga straits when en route to Vladivostok, and condemned at Yokosuka; Capt. C. K. Bushe, wife and child, from Hongkong, where Capt. Bushe has been attached to a native regiment; Rev. C. S. Davieson, a missionary returning home to be married, and Miss M. W. Davieson; I. P. Hyatt, an American newspaper man who has been touring in the east; Rev. C. G. Warren, Mrsi Kojim and Mrs. Shiba, Dr. and Mrs. Pakenham, missionaries; J. Koranaga, the Japanese fish merchant of Steveston, who has been to Kobe to dispose of B. C. salmon; C. T. Pusler, wife and family, from Calcutta for England. averages, 61.04.

The president reported having received from Mrs. William Macdowell a cheque for \$100 for the funds of the children's ward. Agreeable to an expressed wish of the donor it was intended to take \$50 of the money for the purchase of a bed and furniture and utilize the remaining \$50 for the purchase of an ambulance chair. On motion a letter expressive of the thanks of the board will be forwarded to Mrs. Macdowell.

The finance committee reported havforwarded to Mrs. Macdowell.

The finance committee reported having approved for payment accounts amounting to \$2,373.75 and salaries amounting to \$941.15. The total days's stay for April was 1834 and the salaries paid and accounts payable give an average cost per diem per patient of \$1.75. The rate has been somewhat increased this month owing to some necessary small expenditures on the outbuildings. Some discussion took place in respect to the case of a patient deemed incurable who had been occupying a private ward, though possessed of no funds. This brought up the general question of what to do with incurable patients, but this knotty problem remained unsolved.

The board then adjourned. Why His Claim Against the Jubilee Hospital Came to Be Presented.

Capt. Connauton of the steamer Tacoma said on arrival that he would not go through the same experience as that which he had for a good deal. His vessel was fast 41 days and several times

pare their ships for battle.

The steamship captain brought news that the fourth reserve of Japanese was now being called into action. This included boys of eighteen years of age. Mobilization was busily taking place up to the time he sailed from Yokohama on May 6. Trainload after trainload of troops was being carried, mostly by night, to the transport bases from which fleets of steamers were sailing.

News was brought by the Textes the

News was brought by the Tartar that the proximity of the squadron of Rojest-vensky is causing a serious depression

MILBURN'S Heart and Nerve



Are a specific for all heart and nerve troubles. Here are some of the symptoms. Any one of them should be a warning for you to attend to it immediately. Don't delay. Serious breakdown of the system may follow, if you do: Nervousness, Sleeplessness, Dizziness, Palpitation of the Heart, Shortness of Breath, Purch of Plead to the Heart ness, Palpitation of the Heart, Shortness of Breath, Rush of Blood to the Head, Smothering and Sinking Spells, Faint and Weak Spells, Spasm or Pain through the Heart; Cold, Clammy Hands and Feet. There may be many minor symptoms of heart and nerve trouble, but these are the chief ones.

Milburn's Heart and Nerve Pills will dispel all these symptoms from the

Price 50 cents per box, or 8 for \$1.25.

Price 50 cents per box, or 8 for \$1.25.

WEAK SPELLS CURED.

Mrs. L. Dorey, Hemford, N.S., writes us as follows:—"I was troubled with dizziness, weak spells and fluttering of the heart. I procured a box of Milburn's Heart and Nerve Pills, and they did me so much good that I got two more boxes, and after finishing them I was completely cured. I must say that I cannot recommend them too highly.

For none of these matters have I as yet sent you in an account, but have been content to wait until actual building operations were gone on with.

Bearing this in mind, I find it impossible to believe that you can have appointed another architect in my place, without extending to me the courtesy of some reason or explanation. Should this be so, how ever, I presume I had better make up my account for all services rendered to date.

Yours truly,

F. M. RATTENBURY,

Architect.

the selection of a new architect, and urging that an attempt be made to settle the matter amicably. Director Pemberton was of the opinion that there was but little doubt Mr. Rattenbury could collect the account in full if he were to take the matter into court. This plays after much discussion along **Run From Orient**

which he had for a good deal. His vessel was fast 41 days and several times when in the ice he thought she must be lost with all on board. She narrow's escaped the same rock on which the ill-fated steamer Mars was lost. His vessel was seized by the gunboat Musashit, which injured her bows in taking the contraband-carrier. The Tacoma is at Yokosuka, condemned, and Capt. Connauton is satisfied that not one of the vessels taken will have a chance of being treated otherwise. There is no justice for others than Japanese in the courts of that country, he says.

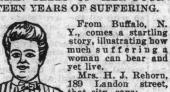
Capt. Connauton says that just prior to his departure the cruisers from Vladivostok were out and four torpedo boats appeared off northern Japan and sunk a salling vessel. The Japanese people were most apprehensive with regard to the coming of the squadron of "Wretched-whiskey"—that was how a punster had christened Rojestvensky in the east. There was a keen feeling against France, which country, the Japanese believed, made it possible for the Russians to prepare their ships for battle.

The steamship captain brought news the defeated and fifteen members of the crew were most and the mates and crew of the scaling schooner Agnes and crew of the scaling on, of this city, is being put before the British government, and it is asked that a warship be sent to Montevideo to fully investigate the seizure of the scaler.

It is now leagned that in the discussion before the Dominion parliament Mr. Roche, of Halifax, called attention to the fact that part of the crew who had escaped from the Uruguayan government. The death of the war, They had found the

A Remarkable Story

WOMAN TELLS OF HER FOUR-TEEN YEARS OF SUFFERING.



Y... comes a startling story, illustrating how much suffering a woman can bear and yet live.

Mrs. H. J. Rehorn, 189 Landon street, that city, says:

"Soon after the child, 14 years ago, constipation became troublesome, and the various pills and medicines I used would give temporary relief, but gradual ally they seemed to lose their influence, and the condition became worse. I must have used fifty different remedies.

"At times I would have no relish for

"At times I would have no relish for food, and what I did eat would distress my stomach. Gas would form and rise, headachep and restless sleep, bearingdown pain, backache, and gradually I began to recognize the loss of strength, easily tired, and never feeling fully rested.

made drawings.

For the children's ward I have made plans both for a rectangular ward and for a circular ward, which were considered and reconsidered and approved of by you.

For none of these matters have I as yet

amongst the business men of Hongkong.
The Hongkong Press says in shipping circles particularly there is a daily prayer that Togo may, finding work to his hands, do it with all his might and get it over. It may be noted that they are not quite neutral in their expressions of their present desires, for it is the Baltic fleet whose interference with local shipping they mainly dread. The Japanese ships have been about ever since the Russian ships scuttled from Port Arthur to the various ports where they are now interned; and shipping that was not overtly interested in blockade running has enjoyed complete immunity from interference.

Two of Her Crew Frozen to

FROM LYNN CANAL. Princess May Brings News of Trouble of River Steamers.

Steamer Princess May, Capt. McLeod, arrived yesterday morning from Skagway with few passengers, four in the saloon and two intermediate travelers. The saloon passengers were Paul Johnson, who built the smelter at Hadley, on the Alaskan coast, and family, who embarked at Ketchikan. News was brought by the steamer that although the Yukon has opened there is still icin Lake LeBarge. The steamers Prospector and Wilbur Crimmin started for Dawson from the foot of LeBarge, but were having trouble owing to low water. The Prospector vtruck a bar at Big Salmon and the Wilbur Crimmin grounded near the foot of LeBarge, Later the Crimmin was floated to ground again at Thirty Mile. She was afterward floated and proceeded. She was at Hootalinqua when the Princess May sailed and the Prospector was still fast. The ice jam at Five Fingers broke on May 11 and small boats were able to get through. It is expected, though, that navigation will soon be opened. Yesterday the C. P. R. was advised by the W. P. & Y. Foute that through transportation to Dawson could be issued from yesterday's date.

News was brought by the Princess May sailed and the yesterday that new steel bridges are being built to replace the wooden structures at Clifton and Rocky Point, on the Skagway-White Horse road. When the railroad was opened there were nine of the wooden trestle-work structures. Since then most of them have been filled. Retaining walls were built last year and the year previous to hold the filling in many places. The steel bridges are now being lost. One of the sgrint ragedy of the loss of the blockade-running steamer Mars, sunk afterday from the Orient, brought the day of the loss of the sgrint ragedy of the loss of the sgrinting steamer Mars, sunk afterday from the Orient, brought the tops of the officen grinting eight details of the grint ragedy of the loss of the surviviant striking ice in Tsuryag straits, wor of the grint ragedy of the loss of the wickling terming grow the food, the filling in many places. The steelers. Steamer Princess May, Capt. McLeod,

date.

News was brought by the Princess May that new steel bridges are being built to replace the wooden structures at Clifton and Rocky Point, on the Skagway-White Horse road. When the railroad was opened there were nine of the wooden trestle-work structures. Since then most of them have been filled. Retaining walls were built last year and the year previous to hold the filling in many places. The steel bridges are now

MADE FAST TRIP. ss Beatrice Completes Voyag

Steamer Princess Beatrice, Captain Hughes, reached port last night after a fast passage from Naas and way a fast passage from Naas and way ports with twelve passengers, including Mr. Deaville, from Mill bay cannery on the Naas. News was brought by the steamer that the canners are busily preparing for the season's fishing on northern rivers. The new cannery being built by J. H. Todd and associates on Rivers Inlet was nearing completion. Some fishing for spring salmon was being done on the Skeena, but elsewhere the canners were devoting their time to making tins and getting ready for the sockeye season. ting ready for the sockeye season

THE SEIZED SEALER.

confiscated, sailed from Halifax in 1903 and was seized by an Uruguayan ship six miles off the coast of Montevideo and taken to the latter place. The case has been before the courts since then and the judgment has just been determined. The vessel had 500 sealskins on board and the captain was charged with having robbed seal rookeries.

COQUETTING WITH MOROCCO. French Preparing Plans and Germans Make Overtures.

Tangier, May 19.—The French plans for Morocco, while not yet complete, comprise the establishment of a bank for taking over the customs revenue and financial administration of certain departments. including the army, and fixing a definite ratio for Moorish silver. The plan does not contemplate the administration of Mosque property or schools.

Persistent reports from Fez say that Count Von Tattenbach-Ashold (the head of the German mission to the Sultan of Morocco), will submit to the Sultan of definite programme for reforms.

All Morocco's ministers have received German decorations.

and this is that no statement is made in regard to the cost of transportation from the company's works to London. The freight rates round the Horn are low but we fancy the charges of the railways might make it difficult for these works to compete with those in Eastern Can-ada, which have a much shorter haul-age to the seaboards." WHY THE JAPS SHOULD WIN. Minneapolis Journal.

food, and what I did eat would distress my stomach. Gas would form and rise, headachep and restless sleep, bearing down pain, backache, and gradually I began to recognize the loss of strength, easily tired, and never feeling fully rested.

"My husband brought me home a bottle of a new medicine called Antiport.

"My husband brought me home a bottle of a new medicine called Antiport.

"Ill, and from the first I began to improve. My appetite was better, and what I ate did not make me feel understant of the comfortable. Anti-Pill is mild and gentle in its action and yet it cured my terribly obstinate constipation and made me feel so well."

Every druggist sells this wonderful Anti-Pill that cured Mrs. Rehorn. 501

Minneapolis Journal.

Our ideas of justice as well as our ideas of what is best for us, compel us to sympathic with Justice and the sentimental argument that Russia is a Christian nation and Japan not. The Liberals are now in the majority both in the Commons and in the Senate. The principle of provincial rights is at the very heart of Canadian Liberalism. It is measure of religious liberty to her even measure of religious liberty to her even whether that principle will remain in the special custody of the Liberal members in both Houses whether that principle will remain in the special custody of the Liberal members in both Houses whether that principle will remain in the special custody of the Liberal members what religious freedom is.

Russia is a tremendous autocracy. Japan is the most enlightened nation of the Orient. Her people participate in the work-like the provinces the doctrine of provincial rights may have less meaning and a less significant history than it has in Ontario Liberalism. Ontario Liberalism. Ontario Liberalism. It has been the strength and the measure of religious freedom is.

Russia is a tremendous autocracy. Japan is the most enlightened nation of the Orient. Her people participate in the work-like the provinces the doctrine of the provinces the doctrine of the provinces the doctri

Of the Sea

Where located: Bugaboo Creek, Rehirw District.

TAKE NOTICE that I, John Bentley, Free Miner's Certificate No. B89393, acting for myself and as agent for Harry T. Cole, Free Miner's Certificate No. B85294; Henry J. Warwick, Free Miner's Certificate No. B85293, and James Baker, Free Miner's Certificate No. B85293, and James Baker, Free Miner's Certificate No. B89508, 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. **Fold by Survivors of the Block** ade Runner Mars Wrecked

Two of Her Crew Frozen to Death When Seeking to Escape to Shore.

Dated this tenth day of April, A.D. 1905 JOHN BENTLEY. Steamer Tremont, which arrived yes-terday from the Orient, brought details of the grim tragedy of the loss of the blockade-running steamer Mars, sunk af-

NOTICE is hereby given pursuant to the "Trustees and Executors Act" that all persons having any claims against the estate of Sir Henry Pering Pellew Crease, iate of victoria, B. C., K. (who died on 27th February, 1905, and whose will and codicils were proved in the Supreme Court of British Columbia on 23rd instant, by the Hon. M. W. Tyrwhitt Drake and Lindley Crease, executors therein named), are hereby required to send the particulars of such claims duly verified to the undersigned on or before the 23rd June, 1905, after which date the said executors will proceed to distribute the assets of said deceased among the persons entitled thereto, having regard only to the claims of which they shall then have had notice.

Dated this 23rd March, 1905.

CREASE & CREASE, mr24 (Form F.)
Certificate of Improvements.
NOTICE—Cyrus, Conqueror and Daniel
Mineral Claims, situate in the Victoria
Mining Division of District.
Where located: Bugaboo Creek, Renfrew

then most of them have been filled. Retaining walls were built last year and the year previous to hold the filling in many places. The steel bridges are now being installed in places where it was impracticable to attempt to fill in under the old bridge and trestle work.

Arrangements are being made for a rousing cefebration of Victoria Day at White Horse and at Dawson. A base ball match will be played between teams from White Horse, Juneau and Skagway for prizes of \$100 and \$50.

MADE A RECORD.

Steamer Tartar Makes Trip Unbeaten by Steamers of Her Class.

Steamer Tartar on her arrival from Yokohama yesterday morning completed a record trip. Her time of 13 days, 5 hours and 29 minutes between the Japanese port and this port has not been beaten by any of the vessels other than the Empress liners, which are in a different class. The trip made by the Tartar will give her the record on the north route for vessels other than the white

Steamer Tartar on her arrival from Yokohama yesterday morning completed a record trip. Her time of 13 days, 5 hours and 29 minutes between the Japanese port and this port has not been beaten by any of the vessels other than the Empress liners, which are in a different class. The trip made by the Tartar will give her the record on the north route for vessels other than the white liners, which outclass all others. The steamer Victoria, then of the Northern Pacific line, and now one of the steamer so of the Northwestern Commercial Co., previously held the record, having made the trip in 13 days, 12 hours. Steamer Kinshiu Maru made the voyage between the two ports in 13 days, 14 hours, and the steamer Minnesota was recently much heralded as a record-breaker when she made the trip in 13 days and 23 hours.

red Hakodate, and came down by rail, arriving here yesterday.

It will be remembered that the missing boat touched land after eleven days in the open sea exposed to the most terrific snowstorms known to beat on the Kunigori shore. What their sufferings must have been can be better imagined than described. On the fifth day Mr. Potter fell across the gunwale of the boat, frozen to death, and Mr. Stubbs, surviving him but a few hours, passed away crouched up in the sternsheets. Fortunately there was a break in the storm next day and the rest of the occupants of the boat now survive to tell the tale.

The Mars is now a hopeless wreck lying about 200 yards off shore on the southeastern portion of Kunigori island, and attempts are now being made by the Japanese authorities to salve the cargo, if possible.

possible.
The whole of the circumstances con nected with the wreck of this steamer will probably be the subject of a naval court of inquiry at the British consulate.

LONDON VIEW OF BIG PULP SCHEME

Satisfactory Arrangements Are Made for Disposal of the

Output.

Notice is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry awy timber from the following described lands situated on the south side of the San Juan River, Renfrew District: Commencing at a post marked E. A. Garrett, Sr., northwest corner; thence south 80 chains, thence east 80 chains, thence north 80 chains, thence east 80 chains to place of commencement, containing 640 acres.

Dated at Port Renfrew on the 8th day of May, 1905.

EDWIN A. GARRETT, SR.

The B. C. Review (London) in the issue just to hand, contains the following interesting reference to the flotation of the Western Canadian Pulp and Paper Co., Ltd.:

"We have so frequently, during past years, pointed out to our readers the excellent openings which present themselves in British Columbia for the establishment of new industrial enterprises as opposed to the more speculative mining undertakings, that we are glad to see the appearance of a prospectus dealing with the pulp and paper industry in that province. The Western Canadian Pulp and Paper Co., Ltd., has been formed with a capital of \$450,000 in order to acquire and develop 160,000 acres of forest and heavily timbered land on the coast of British Columbia, and to acquire water rights for power purposes. Under the new Companies' Act, the regulations are extremely stringent, and this prospectus is, therefore, somewhat more bulky than is usual, which is a gain to the investor, as the contracts are fully set out, and he is able to form a better idea of the value of the proposition. There are several good points about this prospectus. In the first place, the climate of British Columbia enables manufacturing to take place all the year round, and having acquired water-power sufficient for 250,000 b. p., they should be able to manufacture pulp at the lowest possible cost. Again, satisfactory arrangements have been entered into for the sale of the company's output.

"One of the largest firms of paper mercented in the first of the proposition of the company's output. Notice is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands situated on the south side of the San Juan River, Renfrew District: Commencing at a post marked T. H. Jones, northwest corner; thence south 80 chains, thence east 80 chains to place of commencement, containing 640 acres.

Dated at Port Renfrew on the 4th day of May, 1905.

Timber License to cut and carry away timber from the following described lands situated on the south side of the San Juan River, Renfrew District: Commencing at a post marked W. A. Dier, northeast corner; thence south 80 chains, thence west 80 chains to place of commencement, containing 640 acres.

Timber License to cut and carry away timber from the following described lands situated on the south side of the San Juan River, Renfrew District: Commencing at a post marked W. A. Dier, northeast corner; thence south 80 chains, thence west 80 chains to place of commencement, containing 640 acres.

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Dated at Port Renfrew on the 8th day of May, 1905.

Dated at Port Renfrew on the 8th day of May, 1905.

Dated at Port Renfrew on the 8th day of May, 1905.

W. A. DIER.

TIMBER LICENSE. peen entered into for the sale of the com-pany's output.

"One of the largest firms of paper mer-chants in England are acting as agents of the new company in this country, and three of the board, which is entirely comthree of the board, which is entirely composed of practical men, are interested in paper companies who will doubtless become customers for the company's pulp. The public are offered for subscription 360,000 6 per cent. cumulative preference shares, which will enjoy a share of any surplus profits which may be distributed after the ordinary shares receive 10 per cent. The estimate of profits shows that the fixed dividend on the preference shares should be covered three times over after writing off the sum of £21,000 a year for depreciation, directors' fees, etc. There is one point which occurs to us in regard to the prospectus, and this is that no statement is made in regard to the cost of transportation from

160 chains, thence south 40 chains, the west 160 chains to place of commencement LEO GREENBAUM.

Shirt waists and dainty
Linen are made delightfully
clean and fresh with Sunlight Soan

TIMBER LICENSE

Notice is hereby given that thirty days after date I intend to apply to the Chier Cammissioner of Lands and Works for a special license to cut and carry away timber from the following described lands situated on the north side of the San Juan River, Renfrew District: Commencing at a post marked M. H. Nelems, southwest corner; thence east 120 chains, thence north 40 chains, thence west 160 chains, thence south 40 chains, thence east 40 chains to place of commencement, containing 640 acres.

Dated at Port Renfrew on the 9th day of May, 1905.

MEL. H. NELEMS.

MEL. H. NELEMS

TIMBER LICENSE. Notice is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands situated on the east side of the Gordon River, Renfrew District: Commencing at a post marked T. J. Jones, southwest corner; thence north 80 chains, thence east 80 chains, thence south 80 chains, thence west 80 chains to place of commencement, containing 640 acres.

TIMBER LICENSE. Notice is hereby given that thirty days after date I latend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands situated on the east side of the Gordon River, Renfrew District: Commencing at a post marked H.

TIMBER LICENSE

TAKE NOTICE that I. John Bentley, Free Miner's Certificate No. B89393, acting for myself and as agent for J. W. McGregor, Free Miner's Certificate No. B89395; Thomas Parsell, Free Miner's Certificate No. B89322; Henry Catheart, Free Miner's Certificate No. B89322; Henry Catheart, Free Miner's Certificate No. B89, 290, 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 each of the above claims.

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

ments.
Dated this tenth day of April, A. D. 1805. JOHN BENTLEY.

MINERAL ACT.

District.
TAKE NOTICE that I. John Bentley,

MINERAL ACT.

(Ferm F.)

Certificate of Improvements.

NOTICE—David Mineral Claim, situate
the Victoria Mining Division of
Where located: Bugaboo Creek, Renfree

pecial license to cut and carry away tim-per from the following described lands: Commencing at a post about 20 chains north of the northeast corner of Lot 1271, New Westminster District, on Sechelt In-

TIMBER LICENSE.

Notice is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands whately Stuart, and in the matter of an application on behalf of the said Gilzean Roland Whately Stuart, and in the matter of an application on behalf of the said Gilzean Roland Whately Stuart to ran Indefeasible Title to the same.

NOTICE IS HEREBY given that it is my intention to issue a Certificate of Indefeasible Title to the above land to Gilzean Roland Whately Stuart on the 12th day of August, 1905, unless in the mean time a valid objection thereto be made to me in writing by a person claiming an estate of intended to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands situated on the west side of the Gordon River, thence morth 80 chains, thence west 80 chains, thence south 80 chains, thence south 80 chains, thence containing 640 acres.

Dated at Port Renfrew on the 4th day of May, 1905.

TIMBER LICENSE.

Notice is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands of the Gordon River, thence morth 80 chains, thence south 80 chains, thence south 80 chains, thence south 80 chains, thence south 80 chains, thence assat 80 chains to place of commencement, containing 640 acres.

Dated at Port Renfrew on the 4th day of May, 1905.

TIMBER LICENSE.

S. Y. WOOTTON, Land Registry Office, Victoria, B. 6., May 8, 1905. myli

TIMBER LICENSE.

Notice is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a special ilcense to cut and carry away timber from the following described iands situated on the south side of the Sap Juan River, Renfrew District: Commencing at a post marked W. D. Wing, southwest corner; thence north 40 chains, thence east 160 chains, thence south 40 chains, thence west 160 chains to place of commencement. The containing 640 acres.

Dated at Port Renfrew on the Sth day of May, 1905.

W. D. WING.

TIMBER LICENSE.

Notice is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands stated on the west side of the Gordon River, Renfrew District: Commencing at a post marked J. K. Evans. sortheast corner; thence south 80 chains, thence west 80 chains to place of commencement, containing 640 acres.

Dated at Port Renfrew on the 4th day of May, 1905.

TIMBER LICENSE.

Notice is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands stated on the west side of the Gordon River, Renfrew District: Commencing at a post marked J. K. Evans. sortheast corner; thence south 80 chains, thence west 80 chains to place of commencement, containing 640 acres.

Dated at Port Renfrew on the 4th day of May, 1905.

L. A. MANNELL.

TIMBER LICENSE.

Notice is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber

TIMBER LICENSE.

Notice is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands situated on the south side of the San Juan River, Renfrew District: Commencing as a post marked Leo Greenbaum, southwe ontaining 640 acres.

Dated at Port Renfrew on the 9th day



containing 640 acres.

Dated at Port Renfrew on the 5th day
of May, 1905.

a post marked H. H. Garrett, corthwest corner; thence south 80 chains, thence east 80 chains, thence north 80 chains, thence west 80 chains to place of commencement, containing 640 acres.

Dated at Port Renfrew on the 5th day of May, 1905

, HARRY H. GARRETT.

Notice is hereby given that thirty days
ffter date I intend to apply to the Chief
Commissioner of Lands and Works for a Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands situated on the east side of the Gordon River, Renfrew District: Commencing at a post marked A. Young, northwest corner; thence south 80 chains, thence east 80 chains, thence north 80 chains, thence west 80 chains to place of commencement, containing 640 acres.

Dated at Port Renfrew on the 6th day of May, 1905.

ALEXANDER YOUNG. TIMBER LICENSE Notice is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands situated on the west side of the Gordon River, Renfrew District: Commencing at a post marked E. D. Dier, southeast corner; thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to place of commencement, containing 640 acres.

Dated at Port Renfrey on the 2rd days

special license to cut and carry away timber from the following described lands situated on the west side of the Gordon River, Renfrew District: Commencing at a post marked E. A. Mannell, southeast corner; thence north 80 chains, thence west 80 chains, thence south 80 chains, thence east 80 chains to place of commencement, containing 640 acres.

Dated at Port Renfrew on the 4th day of May, 1905.

I K EVANS Notice is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands situated on the west side of the Gordon River, Renfrew District: Commencing at a post marked Stuart Mannell, northwest corner; thence east 80 chains, thence south 80 chains, thence west 80 chains, thence north 80 chains to place of commencement, containing 640 acres.

containing 640 acres.

Dated at Port Renfrew on the 4th day

Dated at Port Renfrew on the 8th day

CHARLES R. QUICK.

TIMBER LICENSE. Notice is hereby given that thirty days after date I intend to apply to the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands situated on the south side of the San Juan River, Renfrew District: Commencing at a post marked R. B. Dier, northwest corner: thence south 40 chains, thence west ner; thence south 40 chains, thence 80 chains, thence south 40 chains, teast 120 chains, thence north 80 c thence west 40 chains to place of mencement, containing 640 acres.

Dated at Port Renfrew on the 8th of May, 1905.

R. B. DIER TIMBER LICENSE. Notice is hereby given that thirty after date I intend to apply to the

Commissioner of Lands and Works special license to cut and carry timber from the following described A. DIER.

of more than lo in the devious grouse—or, for thing that flies mpart to me I am afraid. Ton Island Hotel, als sel—and whiskey my tight little is less digested the vice given. Ma vice given. M counsel and de

start was timed the advice tending to painting, patchin sail, mast and oars v and put ship-shape. picious day arrived, visioned for the voy fresh eggs, a sack of bacon, four loav milk and sugar. tide-table elicited the moon; the start w made at that hour, I trip could be made turn of the tide started upon their a pulling out into the Pass in order to get Pass in order to get the A fair breeze was cau of the Pass. Up went were shipped, and I an shot out into the Gulf. pipe, the dog, with coc thwart and gazed lon fast receding land, the man's knee purring can hour all went well, singly pleased with m that I actually disdain "tow" proffered by the who had already severances in his wake. The way of the pass of the pas

who had already secanoes in his wake. This hand, then pointed I waved my hand in rete the rag of a sail.

Gradually the breeze last the sail flapped mast. "What ho!" sa oars out." Straighty mast and sail and sau, for there is not much no

for there is not much r and how much smalle pear to one when it vast expanse of wate is idly coasting arou

plied my oars, a good me; but, pull as I wou seemed almost as far a start was made. The covery to the effect the verse eddies in the Gu favorable tide. Consider have been wasted by how, it was long past passengers could descry trees quite plainly upo shore. Then a breeze raised my sail and wen Soon the breeze fresher was taken in, but still stronger; the sea, too, get up. The tide was the stiff "northwester" a very ugly sea; it is quickly a sea gets up dangerous, too. Numen now began to pass, su down like sea-birds fr hails were addressed to too fully occupied in a endeavor to keep my side uppermost, to pay side uppermost, to pay passing remarks of facetious nature. The running very high, and seas broke over the drenching man, dog an utmost impartiality. began to come on, whi which beset myself and Lights began to shine and towards one I ste Nearer and ever brighte and I was congratulating and I was congratulatin successful piece of n suddenly a shout came, "Boat ahoy!" Then a "Ahoy! Ahoy!" and the with bright lantern gles a schooner riding to I shifted my tiller an schooner's bowsprit by while my lips murmured God."

Now on again into the hittle boat with her sed crew—two members by this time very sea-si dog. Then another dar of the darkness, and but boat would have been foring derelict upon the wa As I gazed out into the dog sprang out into the and barking, his paws wale. I jumped to the lowered the sail with a seconds later there loon seconds later there loom ahead, the piles and bo water, the surf breaking oars were out by this, more or less skilful ma boat was brought safely and moored to one of t which were now discern lowed a busy time bailin making sail and oars fa ging up a shelter of sor of a military cloak and a all were as comfortable a would allow: feeding tin all were as comfortable a would allow; feeding tin hands ate with a will, thrice whetted. The v to increase in strength, chagrin, our haven to be secure one. However, a in and slept, in spite of w for some three or four howere awakened somewher by a heavy body striking bands were instantly upo was found that the boat anchor, had been brought herself between two piles ed a staging (afterwards ed a staging (afterwards Brunswick cannery). T Brunswick cannery). was pretty serious, since could be brought from be

ing the rising tide would ity crush her to ma attempting to raise the found to have fouled som ity crush her to ma attempting to raise the found to have fouled some tating loss of the author