Correspondence Re Pilotage

Text of Correspondence Between Board of Trade and the Government.

Some Very Instructive Figures Respecting the Shipping of This Port.

Following are reports presented at the meeting of the board of trade on Thursday evening by the special committee on pilotage matters:

Victoria, December 14, 1905.

The President and Members Victoria, B.C., Board of Trade.

Gentlemen—Your special committee, acting under your instructions received 9th March last, beg to report that the views of the board there set forth were communicated to the Hon. Minister of Marine and Fisheries and acknowledged by him on March 17.

Hearing nothing further, on May 18, we inquired what, if any, action had been taken in the matter, and received a reply from Col. F. Gourdeau, deputy minister of marine and fisheries, dated 31st May.

Deeming the last communication unsatisfactory, your committee continued their investigations, and in consequence of the representations made by the board remaining practically unchallenged, your committee sent another communication to the Hon. Mr. Prefontaine on November 8, which he acknowledged on 18th ideem.

We append hereto copy of the correspondence, and request that we be given further time for dealing with this important matter.

Victoria, March 7, 1905.

To the President and Council, the Victoria, B. C., Board of Trade.

Gentlemen—Your committee on trade, commerce and transportation beg to report that they have inquired into the complaint that the port of Victoria is being discriminated against by the Kosmos steamers on the Mexico route, and have gathered the following information:

On 1st January the SS. Saxonia called here for lumber, received 183,350 feet, and paid port charges:

Pilotage	$ 79 50
Sick mariners' dues	66 32
Harbor dues	5 00
Total	$150 82

It appears also that stevedoring charges are 25c. per M feet of lumber higher than Puget Sound rates.

In consequence of these charges, the Kosmos people have increased their freight rates $1 and $2 per M feet of lumber from this port for Mexican ports over rates charged by them on similar shipments from Puget Sound.

We thought it advisable to take up these charges one at a time, and have commenced with pilotage:

The board is in possession of the strongest testimony possible that Victoria is the most ports of access of any port on the Pacific coast, and that this testimony is borne out by the fact that out of over 1,100 vessels entered from sea annually, approximately 100 accept the services of a pilot, and if pilotage were not compulsory your committee believe that most of the masters of these 100 vessels who accepted the services of a pilot would have docked their vessels unaided or preferred to make their own arrangements for pilotage.

The Victoria-Esquimalt pilotage authority waters embraces:

(1) Port of Victoria.

(2) Port of Esquimalt.

(3) The limits of said ports are inside a line drawn from Clover Point to Brotchie Ledge (upon which a red buoy is placed), bearing about W. by S. ½ S., and aline drawn from Brotchie Ledge to Pisgnard lighthouse (outside Scroggs' Rocks and Brothers' Island), bearing approximately W. by N.

(4) The limits for speaking vessels bound into either harbor are at or outside a line drawn from William Head to Trial Island.

As will be seen from the accompanying chart, no safer water can anywhere be found than within the above prescribed limits. The only existing danger is at Brotchie Ledge, which is demarcated by a light and fog signal. As far as your committee can ascertain, there has been only one casualty within the pilotage authority limits—namely, the collier San Pedro, which was taken out of her course by a pilot in order that he could reach shore more easily. The pilot ran the vessel on to the ledge in calm weather.

Without going into the rates per foot charged, we may state that the SS. Saxonia, which paid pilotage, $79.50, was drawing 26 feet 5 inches.

The pilots station themselves at the quarantine station, and as soon as a vessel drops anchor she is "spoken," and immediately becomes liable for pilotage; in fact, she cannot get port clearance papers until a receipt for the payment of pilotage dues is produced. Vessels from Puget Sound or Vancouver are "spoken" off Brotchie Ledge, and the same liability is incurred and procedure in regard to payment, as follows: If the services of the pilot are accepted, full pilotage is paid, but if declined, half rate liability is incurred.

Until about two years ago four pilots were thus engaged, when, for some reason, which is not apparent from the shipping movement records, an extra pilot was engaged, since which time five pilots have been and are now attached to the port.

The pilotage earnings for ten years ending 31st December, 1903, were:

Total for services rendered	$ 72,597 23
Total for services declined	79,200 24
	$151,797 47

From this amount the expenses of the pilots for up-keep of boats, office expenses, etc., must be deducted.

The net finding of your committee is:

(1) That there are about 1,100 vessels entering the port of Victoria from sea annually.

(2) That about 100 per annum are docked by pilots, leaving about 1,000 which are docked unaided. Of the 1,000 who docked themselves are the Puget Sound boats, who make a daily trip and who pay an annual fee and dock themselves.

(3) That there are five pilots engaged to do this work.

(4) That their average earnings for ten years amounted to about $15,000 per annum (actual earnings for twelve months ending 30th December, 1903, $16,384; actual earnings to December, 1904, $12,205.37).

(5) That this tabulation of facts would show that compulsory pilotage is unnecessary; that a docking master appears to be all that is required.

Your committee consider it most fortunate that attention has been directed to this matter, as we believe that compulsory pilotage is detrimental to the best interests of this port, and deflects business from this port to the more fortunate free pilotage ports of Puget Sound. The tax is also detrimental to excursion steamers calling here; in fact, it is a matter of astonishment to your committee that such a condition of affairs should have been tolerated so long. In view of the increasing importance of the shipping trade of the North Pacific, in which our port will undoubtedly share, we feel most strongly that it is incumbent upon this board of trade to take advantage of our natural competitors and remove every obstacle in the way of making Victoria and Esquimalt what they should be, namely, free pilotage ports, thus placing us on an equality with our competitors on Puget Sound.

In reply to your committee's inquiry, we are informed that "There is no compulsory pilotage on Puget Sound. Any vessel can enter or depart from any of the ports on Puget Sound without any pilot whatever, if the master or owner so elect.

. . . A compulsory pilotage bill was presented to the legislature at Olympia during the present session, but was promptly killed, as it was realized that compulsory pilotage would only be an unnecessary burden on Puget Sound shipping, and detrimental to the interests not only of the vessels and their owners, but to the community at large, and beneficial to only a very few."

Your committee base this report upon documentary evidence, which should be forwarded to Ottawa with the board's representations.

All of which is respectfully submitted.

10th March, 1905.

The Hon. Raymond Prefontaine, Minister of Marine and Fisheries, Ottawa.

Dear Sir—By direction of the president and members of this board of trade, I have the honor to transmit herewith a copy of a report of the board's standing committee on trade, commerce and transportation, in regard to pilotage at the port of Victoria, and to supplement the same with the following remarks:

As will be seen from the report, the question arose in consequence of the discrimination in freights on lumber from Mexico as compared with the rates from Puget Sound, and an intimation from the steamship company that we suffered in consequence of our port charges. The board of trade has therefore seen fit, upon the recommendation of their committee, to attack the pilotage charges.

It may be stated that that charge is not excessive in comparison with some other ports, and it is probable that if we had cargo offerings of a thousand or more tons per vessel, no complaint would be. But, unfortunately, we have no railway terminating here, nor have we the advantage of large manufacturers requiring much tonnage space. It has therefore become the more important that every natural advantage should be availed of.

The port of Victoria is on the highway of the principal centre of commerce of the North Pacific doing business with the Orient, and by this natural advantage destined to become of great importance to Canada. But if, in consequence of port charges the citizens are to be debarred from doing small business, how can we ever hope to become a commercial community of importance?

Besides being admirably situated, the port also enjoys great natural advantages in safe waters, and in being particularly easy of access; and the board, in the adoption of the committee's report, submits that pilots are not necessary, and that only a docking master is required.

With regard to the statements contained in the report:

In consequence of the point having been raised that the committee could not have in the short space of 18 days gathered the information necessary to make such emphatic statements, and, moreover, that they were not seeking information from the pilotage authorities—who appear to be the only or the only source from which such information could be obtained—a few words by way of explanation may be permitted:

(1) The number of vessels entering from sea (that is, from foreign ports) was obtained from the local customs house, and although about 1,100 entries are named, the actual number for twelve months ending 30th June, 1904, was 1,139; and for the calendar year ending 31st December, 1904, which perhaps should have been stated, was 1,254.

(2) The number of vessels docked by pilots is given as about 100, although the committee could trace only 90, as follows.

C. P. R. steamers	34
Dodwell & Co.	44
Japan liners	13
	90

The committee checked these figures with a statement of vessels arriving at the outer wharf, supposed to have been docked by pilots, and found 98 for the twelve months ending the 28th ultimo. For practical purposes, this was considered sufficient.

(3) That there are five pilots attached to the port is a matter of common knowledge.

(4) The earnings of the pilots was derived from official statements furnished by the pilotage board.

(5) The committee arrived at the conclusion that compulsory pilotage is unnecessary from an examination of the Admiralty chart and documentary evidence furnished two years ago by the pilots themselves, and in which they certify to the safety of the waters.

With regard to the statement that the pilots' earnings for ten years were:

For services rendered	$ 72,597 23
For services declined	72,200 24
	$151,797 47

This is a statement which was presented at a recent investigation into pilotage matters, published and, so far as known to the committee, not contradicted. But the committee made investigations independently, and found the

Total earnings for the year ending 31st December last $12,205 37

Paid for services rendered:	
By R. P. Rithet & Co.	$341 72
By E. E. Blackwood.	400 00
By C. P. R.	100 00
	5,841 72

There were doubtless other sources from which fees were received for services not rendered.

Insurance.—The committee also made inquiries regarding the probable effect upon marine insurance if compulsory pilotage is abolished: They find the port of Victoria received no advantages in that respect compared with Puget Sound ports, where pilotage is optional; notwithstanding all ships from foreign ports calling here are obliged to contribute towards the pilotage earnings. The committee was particular and scrutinized this point very carefully, but could find no grounds for the assertion that insurance rates would be increased if the board's wishes in regard to pilotage are adopted.

The monthly general meeting of the board last evening was large and representative, and it was not until the committee's report had been discussed very fully that the decision was reached to adopt it, with instructions to the committee that it be forwarded to you, supplemented with every and all information desired in its connection, in order that the wishes of the board, that compulsory pilotage be abolished, may be complied with the least possible delay.

It is understood that a movement is on foot to amalgamate all the pilotage districts in British Columbia. This would be most unfair to Victoria, as is proven by her natural deep water approaches to both the outer wharves and Esquimalt harbor. The Admiralty chart will show that the average depth of water in these approaches, from the time of leaving the quarantine station (at the entrance to our pilotage limits) is 20 fathoms, with no rocks or other impediments to cause any danger whatever; while other British Columbia ports can be approached only by a tortuous course through intricate channels with strong currents and tide-rips, and subject also to very heavy fogs—all of which are detrimental to navigation, demanding the services of skilful navigators. As stated, Victoria is practically in the open sea, and forms the basin through which the whole of the Pacific shipping must pass to reach other ports of British Columbia or Puget Sound.

In conclusion, it may be pointed out that pilotage at the port of Victoria is not compulsory at the present time, in the common acceptance of that term. The majority of the vessels do now enter and clear without pilots, nevertheless, the payment of pilotage, either full or part, is compulsory. It is assumed that if a docking master is provided, pilots also would be licensed, but that they would be paid only when their services are actually earned.

F. ELWORTHY,
Secretary.

Ottawa, 31st May, 1905.

Sir—In reply to your letter of the 18th instant, inquiring what action was taken with regard to the board representation respecting the removal of pilotage charges in Victoria, I have to inform you that their report has been examined carefully, but it has not been decided to take any action with regard to abolishing pilotage charges at present. I may point out in dealing with this report that inquiry was made concerning some of the statements which the report contained. The second paragraph of the reports gives an example of the port charges. An examination would have shown the committee of the board of trade that the pilotage on the Saxonia would have been less had the vessel not been loaded, as the charge is so much per foot draft. The department has learned that the vessel went from Puget Sound to Victoria with about a million feet of lumber on board, and had about 185,000 feet added to the quantity at Victoria. If the captained desired to escape part of the pilotage charges he could have refused to take a pilot.

With regard to sick mariners' dues, that is a charge that is made in every port in the Dominion, but it is only made three times a year, and not every trip, as your report would lead the public to believe. The harbor masters' dues are charged only twice a year. If the Saxonia entered at Victoria at a time within four months of the last occasion she would be compelled to pay would be the half of the pilotage which she was charged. It is true that the Saxonia did not enter any other British port she would be liable for the sick mariners' dues three times a year only. The department has learned that the objection was not so much to the charge for pilotage as it was to the fact that so little freight can be obtained in Victoria for the steamers of that line.

Inquiry was also made with regard to stevedore charges, and it was elicited that the stevedore was compelled to convey his plant to the wharf, and this cost him as much as if he had loaded a whole cargo. The small quantity of lumber taken on board at Victoria was stowed under most difficult conditions owing to the vessel being nearly loaded, and the Victoria portion was loaded in three different hatches and wherever room could be obtained. I do not wish to enter into a lengthy argument on the subject, but merely to point out certain matters that the department has learned with regard to this subject. If the cargo was forthcoming at Victoria, I am of the opinion that the pilotage and other marine charges would not be an objection.

With regard to your statement in your letter, that you understand that it is the intention of the department to amalgamate all the pilotage districts of British Columbia, I have to inform you that I am not aware that any such amalgamation is contemplated by the minister at present.

Without committing the department to any course whatever with regard to abolishing what is termed compulsory pilotage and substituting optional pilotage, I may say that the report of the board of trade has not been convincing, and there appears to have been a lack of information in dealing with the question.

F. GOURDEAU,
Deputy Minister of Marine and Fisheries.

F. Elworthy, Secretary, Victoria, British Columbia, Board of Trade, Victoria.

Victoria, November 8, 1905.

Hon. Raymond Prefontaine, Minister of Marine and Fisheries, Ottawa.

Dear Sir—On 10th March last this board forwarded to you a report in regard to pilotage at the port of Victoria, and it was dealt with in a letter from your deputy, dated 31st May.

The board desires it to be understood that the particular case of the SS. Saxonia was stated simply to show the several charges which were incurred by that vessel in calling here, and the report closed with the remarks in that connection with the following statement: "We thought it advisable to take up these charges one at a time, and have commenced with pilotage." It is submitted that that statement should be perfectly clear that the desire of the board at that time was to confine consideration solely to the pilotage charges, and the lengthy references in Col. Gourdeau's letter to other matters have caused surprise and encouraged the belief that the board's representations on pilotage are unanswerable and can be best disposed of by reviewing points which, while incidental to, are not at present under discussion.

To recapitulate the essential features of the report, it was stated:

That the pilots are engaged to dock about 100 vessels per annum; that their earnings had amounted to an average of about $15,000 per annum for the past ten years, and that more than 50 per cent. of their earnings had been for services declined. The report closed with a recommendation that Victoria and Esquimalt should be placed on equality with our competitors on Puget Sound, where pilotage is not compulsory, and where vessels can enter or depart from any port without a pilot, if the master or owner so elect. That was the sum and substance of the report, and so far this board's findings stand unchallenged except in the statement that its report has not been convincing, and that there appears to have been a lack of information in dealing with the question.

In view of the restricted area of the pilotage authority and freedom of dangers therein, this board fails to see any reason for the maintenance of five pilots to dock about 100 vessels per annum, and respectfully submits that if the number were reduced by two or even three, the business of the port could be properly cared for. If this were done, it would not be necessary to charge pilotage in cases where the masters of vessels decline services, as the receipts from the vessels accepting the service would be ample to fully remunerate the reduced number of pilots.

Take, for instance, the case of the Pacific Coast Steamship Company. We are informed by the local agents that during the year 1904 the sum of $5,500 was paid by that company for pilotage, and that "the company does not use the pilotage services at any time at Victoria." The Alaska Steamship Company also pays $500 per annum for no pilotage service whatever. In the spring of 1904 this board of trade prevailed upon the Canadian Pacific Railway Company to put a vessel on the Puget Sound route, and that company was immediately called upon and had to pay $100 pilotage. Payment was insisted upon as a recognition that the pilotage authority have the power to collect pilotage on every trip of this particular vessel, the Princess Beatrice (built at Esquimalt and home port, Victoria,) made to or from any Puget Sound port. It is possible that such powers were necessary when granted, but that was years ago, and a review seems now necessary.

It is asked therefore that the board's representations may be reconsidered, and if not convincing, that some indication may be given as to wherein they are found wanting. Investigations have continued since previous communications, but before submitting results it is desired to have the above information.

In conclusion, the sole object of the board in moving in this matter is to build up the business of Victoria. The port enjoys exceptional natural advantages which must be developed to the fullest extent, and to this end it is necessary to remove every artificial obstacle. In the opinion of the board it is imperative that the charge for pilotage in cases where services are not required should be abolished, and it is respectfully submitted that it is unreasonable to continue to tax shipping solely, as in this case, for the support of pilots who are not called for.

It is noted with gratification that the pilotage is being dealt with at Montreal and Quebec, and this board asks that the pilots at this port also be reduced in number on the grounds that their services are not required.

(Sgd.) T. W. PATERSON,
President.
(Sgd.) F. ELWORTHY,
Secretary.

Montreal, November 18, 1905.

F. Elworthy, Esq., Sec'y Board of Trade, Victoria, B. C.

Dear Sir—I beg to acknowledge receipt of your letter of the 8th instant, in regard to pilotage at the port of Victoria, and will give your representations my best consideration.

R. PREFONTAINE.

LETTERS TO THE EDITOR.

[The Editor does not hold himself responsible for views expressed by correspondents.]

DUTIES OF FRUIT INSPECTOR DEFINED.

Sir—From a circular letter issued by the chief of the fruit division, department of agriculture, Ottawa, under date of December 1, 1905, and published by the Western press, it may be inferred that I have been attempting to "prohibit," or in some way "interfere with the buying and selling of fruit in British Columbia" that may be affected with pests or diseases. Such is the result of ill-considered communications forwarded to the department by persons who have evidently got the work of the provincial "inspector of fruit pests" confused with that of the Dominion "fruit inspector," and the newspaper men are largely responsible for this confusion owing to the fact that many of them have been in the habit of erroneously referring to Mr. Thomas Cunningham as "fruit inspector" instead of giving that gentlemen his proper title, viz., "inspector of fruit pests."

The provincial "inspector of fruit pests" has the right to "prohibit" the importation or sale of fruit affected with injurious pests or diseases in British Columbia, and those who have any grievance against the actions of Mr. Cunningham or his assistants should address their complaints to the provincial authorities and not to the fruit division at Ottawa.

My conception of the duties of a Dominion "fruit inspector" are the enforcement of the laws relating to the proper grading, packing and marking of all packages of fruit offered for sale in the Dominion of Canada, either for domestic or foreign trade, and the dissemination of general information calculated to advance the commercial interests of the fruit industry in Canada; and is based on the authority of the Fruit Marks Act, 1901, as amended 1902, sections 4 and 5 of the amended act respecting the packing and sale of certain staple commodities (1 Edward VII., Chapter 26) and general instructions received from the Hon. the Minister of Agriculture through the chief of the fruit division. These duties I have performed in the territory asigned to me with a faithfulness that needs neither defence nor apology.

MAXWELL SMITH,
Dominion Fruit Inspector for British Columbia and Alberta.
Vancouver, B. C., Dec. 12, 1905.

CONFERENCE ON INSURANCE.

State Officials Invited to Attend Meeting in Chicago.

Washington, Dec. 14.—Thomas E. Drake, the superintendent of insurance of the district of Columbia has addressed a circular letter to the governors, attorneys general and insurance commissioners of all the states and territories inviting them to attend a conference to consider questions relating to insurance at Chicago on Thursday, February 1st, at 10 a. m. This action follows several conferences on insurance matters which have recently been held in New York and Washington and an interview with President Roosevelt last Saturday. Mr. Drake was chairman of the conference and has been directed by the president to attend the coming conference in Chicago. Mr. Drake believes that the best features of the state laws on insurance should be compiled and remodelled into a model code with a view to its adoption by congress for the district of Columbia and by the legislatures of the several states for their commonwealths.

UNDER GERMAN PROTECTION.

London, Dec. 15.—According to the correspondent of the Daily Telegraph at Tokio the Chinese minister at Berlin has notified his government that Prince Von Buelow, the German imperial chancellor, told him that if the other powers should seize Chinese territory the Emperor of Germany would immediately come to the help of China.

"IT'S ONLY A COLD, A TRIFLING COUGH"

Thousands have said this when they caught cold. Thousands have neglected to cure the cold. Thousands have filled a Consumptives grave through neglect. Never neglect a cough or cold. It can have but one result. It leaves the throat or lungs, or both, affected.

Dr. Wood's Norway Pine Syrup

is the medicine you need. It strikes at the very foundation of all throat or lung complaints, relieving or curing Coughs, Colds, Bronchitis, Asthma, Croup, Sore Throat, and preventing Pneumonia and Consumption.

It has stood the test for many years, and is now more generally used than ever. It contains all the lung healing virtues of the pine tree combined with Wild Cherry Bark and other pectoral remedies. It stimulates the weakened bronchial organs, allays irritation and subdues inflammation, soothes and heals the irritated parts, loosens the phlegm and mucous, and aids nature to easily dislodge the morbid accumulations. Don't be humbugged into accepting an imitation of Dr. Wood's Norway Pine Syrup. It is put up in a yellow wrapper, three pine trees the trade mark, and price 25 cts.

Mr. Julian J. LeBlanc, Belle Cote, N.S., writes: "I was troubled with a bad cold and severe cough, which assumed such an attitude as to keep me confined to my house. I tried several remedies advertised but they were of no avail. As a last resort I tried Dr. Wood's Norway Pine Syrup and one bottle cured me completely."

NOTICE is hereby given that 60 days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase, situated on the right bank of the Upper Nachaco River, about four miles south of Fraser Lake, in the Coast District, British Columbia, the following described lands, viz.: Starting from a post marked "E. J. M., S. E.," and thence astronomically north 40 chains, thence astronomically west 66 chains to said bank of Nechaco River, and thence following southeasterly said bank to a point 6 chains astronomically west of initial post, and thence astronomically east to point of commencement.

Dated July 27, 1905.

E. J. MATHEWS,
By his agent, J. H. Gray.
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Notice is hereby given that thirty (30) days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to lease for grazing purposes, the following described lands situated in Pleasant Valley, Bulkley River, Range Five (V.), Coast District, British Columbia, viz: Starting from a post marked "J. A. H. S. W.", and thence astronomically east one hundred and twenty (120) chains, thence astronomically north forty (40) chains, thence astronomically west one hundred and twenty (120) chains, and thence astronomically south to point of commencement.

JAS. A. HICKEY.
Dated October 6, 1905.

Notice is hereby given that thirty (30) days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to lease for grazing purposes, the following described lands situated in Pleasant Valley, Bulkley River, in Range Five (V.), Coast District, British Columbia, viz: Starting from a post marked "W. D. F. N. E.," and thence astronomically west eighty (80) chains, thence astronomically south forty (40) chains, thence astronomically east eighty (80) chains, and thence astronomically north to point of commencement.

W. D. FRASER.
Dated October 6, 1905.

Notice is hereby given that sixty (60) days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described lands situated near Kitseguedla Pass on the left bank of the Bulkley River, in Range Fifty (V.), Coast District, British Columbia, viz: Starting from a post marked "V. B. S. W.", placed on the north side of the Three Hundred and Fifty-six (356), Range Five (V.), Coast District, and thence astronomically north forty (40) chains, thence astronomically east forty (40) chains, thence west from Lot Three Hundred and Fifty-five (355), Range Five (5) Coast District, thence astronomically south forty (40) chains, and thence astronomically west to point of commencement.

V. BANISTER.
Dated October 30, 1905.

Notice is hereby given that sixty (60) days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described lands situated near Kitseguedla Pass on the left bank of the Bulkley River in Range Five (V.), Coast District, British oClumbia, viz: Starting from a post marked "J. B. G. S. E.," and thence astronomically north forty (40) chains thence astronomically west twenty (20) chains to the northeast corner of Lot Three Hundred and Fifty-five (355), Range Five (V.), Coast District, thence astronomically south forty (40) chains, and thence astronomically east to point of commencement.

J. B. GREEN.
Dated, October 30, 1905.

Notice is hereby given that sixty (60) days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described land, situated near the Bank of Fraser River about a mile above the Morrice River, in Range Five (V.), Coast District, British Columbia, viz: Starting from a post marked "J. W. S. E.," and thence astronomically north 17.40 chains to the southeast post of Lot 346, Range Five (V.), Coast District, thence astronomically west 40 chains, thence astronomically south 1.51 chains to the right bank of the Bulkeley River, thence along said bank southerly to the northwest post of lot 628, Range V., Coast District, and thence astronomically east to the point of commencement.

H. W. TREFUSIS.
Dated October 13, 1905.

Notice is hereby given that thirty (30) days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to lease for grazing purposes, the following described lands situated near the Kitseguedla Pass on the right bank of the Bulkley River in Range Five (V.), Coast District, British Columbia, viz: Starting from a post placed at the southeast corner of Lot Three Hundred and Fifty-three (353), Range Five (V.), Coast District, and marked "A. W. H. N. E.", and thence astronomically west one hundred and forty (140) chains, thence astronomically south forty (40) chains, thence astronomically east one hundred and forty (140) chains, and thence astronomically north to point of commencement.

A. HARVEY.
Dated October 30, 1905.

Notice is hereby given that sixty (60) days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described land known as Lot Two Hundred and Ninety-one (291), Range Five (5), Coast District, British Columbia, viz: Starting from a post marked "D. W. K. S. W.," placed at the southwest corner of said lot, and thence astronomically north forty (40) chains, thence astronomically east forty (40) chains, thence astronomically south forty (40) chains, and thence astronomically west to point of commencement.

D. W. KELLS,
By His Agent, J. H. Gray.
Dated October 14, 1905.

NOTICE is hereby given that 60 days after date I shall apply to the Chief Commissioner of Lands and Works for permission to purchase the land situate as follows:

Commencing 7 chains south from the northeast corner post of the Indian Reserve No. 3, Tsisskiz, near Hazelton, B. C.; thence following that direction for 40 chains, thence east 40 chains, thence north 16 chains, to the left bank of Bulkley river, and in the meandering of that river for about 24 chains, thence west 40 chains to the point of starting and containing by measurement, 160 acres, be the same more or less.

A. DONTENWILL,
New Westminster, B. C.
Victoria, B. C., October 12, 1905. o15

NOTICE is hereby given that, 60 days after date, I intend to apply to the Hon. Chief Commissioner of Lands and Works for permission to purchase the following described land, situate on Helen Creek, Portland Canal: Commencing at a post planted on said creek about three-quarters of a mile from its mouth, and marked "B. D. B.'s S.E. Corner"; thence North, 20 chains, thence West 20 chains, thence South 20 chains, thence East 20 chains to point of commencement, containing 40 acres, more or less.

n2 B. D. BROWN.

NOTICE is hereby given that, thirty days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to lease 40 acres of meadow land described as follows: About 4 miles southwest of Cariboo Ranch, Cariboo District, commencing at a post marked "A. P. M., N. E. C.," thence south 40 chains, thence west 10 chains, thence north 40 chains, thence east 10 chains, to point of commencement.

November 15, 1905.

n24 A. P. McINNES.

B. C. STEAM DYE WORKS.
141 Yates Street, Victoria.
Ladies' and Gents' garments and household furnishings cleaned, dyed or pressed equal to new.

NOTICE is hereby given that application will be made to the Legislative Assembly of British Columbia at its next session for a Private Bill to incorporate a Company to build, equip, maintain and operate a line or lines of railway, of standard or any other guage with any kind of motive power for carrying of freight and passengers from the mouth of the Bella Coola River, at the head of Burke Channel, Coast District, in the Province of British Columbia, following the Bella Coola River to a point about 30 miles from its mouth, thence in a Northeasterly direction by the most feasible route to Fraser Lake, thence Eastward along the Nechaco River to Fort George, on the Fraser river, and westward along the South bank of Fraser Lake and in the neighborhood of the traveled route to a point on the Bulkley Valley, near the mouth of the Telkwa River, with power to construct branches to the Blackwater River and the Chilcotin Country; and with power to construct, operate, and maintain all necessary bridges, roads, ways and ferries, and to construct, acquire, own and maintain and operate wharves and docks; and to construct, own, acquire, maintain and operate steam and other vessels, boats, on any navigable waters, and to construct, operate and maintain telegraph and telephone lines along the routes of said railway and branches, or in connection therewith, and to transmit messages for commercial purposes; and charge and collect tolls for the use thereof respectively; and to generate electricity and supply light, heat and power, and to construct, erect and maintain the necessary buildings and works to generate any kind of power for the purposes aforesaid, or in connection therewith for reward, and to acquire and receive from any Government, Corporation or persons grants of land, money, bonuses, privileges, or other assistance in aid of the construction of the Company's undertaking; and to connect with and enter into traffic or other arrangements with Railways, Steamboat or other Companies, and to exercise the powers granted or authorized by Parts IV. and V. of the "Water Clauses Consolidation Act," and with power to expropriate lands for the purposes of the Company; and for all rights, powers and privileges necessary or incidental in or to the premises.

Dated the 11th day of October, 1905.

A. P. LUXTON,
n10. Solicitor 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 incorporate a company with the following powers:

To carry on every description of commercial, financial and transportation business; to act as common carriers by land and water; to buy, build, equip, own and operate tramways and light railways between any points or places in the Province, but not connecting with any point on the International Boundary Line, with power to use any kinds or descriptions of motive powers; to buy, build, equip, own and operate all kinds of ships, vessels and crafts; to organize and promote joint stock companies; and to shares or interests in such companies; to direct and manage the business and undertakings of such companies, and to make and carry into effect arrangements for the amalgamation of any company or individual carrying on similar undertakings; to borrow money for the purposes of the Company, and to pledge or mortgage any of the Company's property for such purpose; to purchase and acquire all kinds of personal effects, and to act generally as bailiees of all kinds of securities and personal property; to receive money upon deposit; to act as trustees for individuals, estates, companies, corporations, and governments; to acquire privileges, franchises and concessions by grant, purchase, or otherwise from any corporation or government to guarantee, by bond or otherwise, any securities or debentures of any corporation or government; to lend money upon the security of and to purchase and sell bonds; to lend and invest money upon security; to negotiate loans for individuals, companies, corporations and governments; to deal in moneys and securities; to act as agents for individuals, companies, corporations and governments, and to acquire powers necessary, conducive, or incidental to carry out any of the above objects.

Dated at Victoria, the 2nd day of December, 1905.

HIGGINS & ELLIOTT,
d5 Solicitors for the Applicants.

NOTICE is hereby given that, 60 days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described land, situate at the mouth of Helen Creek, Portland Canal: Commencing at a post marked "A. A. W.'s N. W. corner"; thence East 20 chains; thence South 20 chains; thence West 20 chains to shore line; thence Northerly along shore line to point of commencement, containing 40 acres, more or less.

A. A. WAKEFIELD.
Portland Canal, B. C., November 4, 1905.

NOTICE is hereby given that sixty days after date, I intend to apply to the Hon. the Chief Commissioner of Lands and Works for permission to purchase the following described land: Commencing at a post planted (and marked A. E. P., N. E. C. P.) at the north corner of Kitwangar Reserve (Indian), on the left bank of the Skeena River, adjoining post marked J. R. Kline, thence West 80 chains, thence South 40 chains, thence East 80 chains, thence North 40 chains, to point of commencement.

(Signed) ALFRED E. PRICE.
Dated 8th December, 1905. d9

NOTICE is hereby given that, 60 days after date, I intend to apply to the Hon. Chief Commissioner of Lands and Works for permission to purchase the following described land: Commencing at the Northeast corner of Lot 443, Bear River, Portland Canal, thence West 40 chains, thence North 20 chains, thence East 40 chains, thence South 20 chains to the point of commencement, being in all 80 acres, more or less.

ROBERT M. STEWART.
P. O., Stewart, B. C. October 12, 1905.
n14

NOTICE is hereby given that, 60 days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described land, situate at Maple Bay, Portland Canal: Commencing at a post planted alongside W. Noble's S. W. corner, marked "J. L. P.'s N. W. cor."; thence East 20 chains; thence South 20 chains to J. M. Collison's North boundary line; thence West 20 chains along said boundary to shore line; thence Northerly along shore line to point of commencement, containing 40 acres more or less.

J. L. PARKER.
A. A. Wakefield, Agent.
Portland Canal, B. C., November 4, 1905.
n14

Notice is hereby given that thirty (30) days after date, I intend to apply to the Chief Commissioner of Lands and Works for permission to lease for grazing purposes, the following described lands situated in Pleasant Valley, Bulkley River, in Range Five (V.), Coast District, British Columbia, viz: Starting from a post marked "L. V. C. N. W.", and thence astronomically south sixty (60) chains, thence astronomically east one hundred and twenty (120) chains, thence astronomically north forty (40) chains, thence astronomically west one hundred chains (100), thence astronomically north twenty (20) chains, and thence astronomically west to point of commencement.

L. V. CUPPAGE.
October 7th, 1905.

NOTICE is hereby given that 60 days after date, I intend to apply to the Hon. Chief Comissioner of Lands and Works for permission to purchase the following land, situate near Lion Point, Portland Canal: Commencing at a post at G. Chambers' Northeast corner, and marked "W P., F.'s S. W. corner"; thence East 20 chains, thence North 20 chains, thence West to shore line of Lion Bay, thence following the shore line Southerly to point of commencement, containing 40 acres, more or less.

n2 W. P. FLEWIN.

LICENSE TO AN EXTRA-PROVINCIAL COMPANY.

"Companies Act, 1897."

CANADA:
Province of British Columbia.
No. 315.

THIS IS TO CERTIFY that the "Saint Paul Fire and Marine Insurance Company," is authorized and licensed to carry on business within the Province of British Columbia, and to carry out or effect all or any of the objects of the Company to which the legislative authority of the Legislature of British Columbia extends.

The head office of the Company is situate at the City of St. Paul, in the State of Minnesota.

The amount of the capital of the Company is five hundred thousand dollars, divided into five thousand shares of one hundred dollars each.

The head office of the Company in this Province is situate at Victoria, and Richard Hall, Insurance Agent, whose address is Victoria, is the attorney for the Company.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 22nd day of November, one thousand nine hundred and five.

[L.S.] S. Y. WOOTTON,
Registrar of Joint Stock Companies.

The objects for which the Corporation has been established and licensed are:

To make insurance on all descriptions of property against loss or damage by fire or lightning or both fire and lightning; to make insurance on all description of boats and vessels, the cargoes and freights thereof and on bottomry and respondentia interests, against the perils of marine and inland navigation and to also insure against loss or damage by hail, tornado, cyclones and wind storms. d2

LICENSE TO AN EXTRA-PROVINCIAL COMPANY.

"Companies Act, 1897."

Canada:
Province of British Columbia.
No. 312.

THIS IS TO CERTIFY that the "Guardian Assurance Company, Limited," is authorized and licensed to carry on business within the Province of British Columbia, and to carry out or effect all or any of the objects of the Company to which the legislative authority of the Legislature of British Columbia extends.

The head office of the Company is situate at London, England.

The amount of the capital of the Company is £2,000,000, divided into 200,000 shares of £10 each.

The head office of the Company in this Province is situate at Victoria, and Robert S. Day, Insurance Agent, whose address is Victoria, is the attorney for the Company.

Given under my hand and seal of office at Victoria, Province of British Columbia, this thirteenth day of November, one thousand nine hundred and five.

[L.S.] S. Y. WOOTTON,
Registrar of Joint Stock Companies.

The objects for which the Company has been established and licensed are:

To carry on the business of fire insurance in all its branches, and in combination therewith to grant insurances against damage to or loss of property caused by or resulting from lightning, hail, tempests, earthquakes, explosions, the overflow or inundation of water or other accidents, and also in combination with the business of fire insurance, to grant insurances against damage to or loss of property caused by it by land or sea, by burglary or theft. To re-insure or counter-insure all or any risks in connection with all kinds of re-insurance and counter-insurance connected with any of the businesses aforesaid. n18

LICENSE TO AN EXTRA-PROVINCIAL COMPANY.

"Companies Act, 1897."

Canada:
Province of British Columbia.
No. 311.

THIS IS TO CERTIFY that the "Queen Insurance Company of America" is authorised and licensed to carry on business within the Province of British Columbia, and to carry out or effect all or any of the objects of the Company to which the legislative authority of the Legislature of British Columbia extends.

The head office of the Company is situate at the City of New York, in the State of New York.

The amount of the capital of the Company is one million dollars, divided into thousand shares of one hundred dollars each.

The head office of the Company in this Province is situate at Victoria, and James Hill Lawson, Vice-President of R. P. Rithet & Co., Limited Liability, Insurance Agent, whose address is Victoria, is the attorney for the Company.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 23rd day of October, one thousand nine hundred and five.

[L.S.] S. Y. WOOTTON,
Registrar of Joint Stock Companies.

The objects for which the Company has been established and licensed are:

For the purpose of making insurance on dwelling-houses, stores and all kinds of buildings, upon household furniture and other property, against loss or damage by fire and the risks of inland navigation and transportation, and of making insurance upon vessels, boats, cargoes, goods, merchandise, freights, and other property against loss and damage by all or any of