Rich Mineral Finds in Ontario

Discoveries of Cobalt, Nickel and Silver Ore in the Northern Ontario District.

An Article by Chauncey E. Butler Which Appears in Mining Reporter.

The recent remarkable discoveries of cobalt, nickel and silver ore have been made in a district lying approximately 350 miles north of Niagara Falls, reached by the Grand Trunk railway from Toronto to North Bay, or by the Canadian Pacific from the west, and thence by the Lake Temiskaming & Northern Ontario railroad to Cobalt.

The first indication of the existence of cobalt in this district was the discovery of cobalt bloom by workmen running a railroad cut some eighteen months ago. This led to more or less prospecting, and later to the discovery of small veins of smaltite, carrying native silver. From time to time new veins have been discovered until now most of the ground has been staked over a section probably 6x10 miles in extent. The camp is capable at present of producing $1,000,000 or more per month, and it is not unlikely that the output next summer will be considerably higher. The ore runs remarkably high in silver and carries good values in both cobalt and nickel. Carload lots have run as high as 4,000 ounces silver, 17 per cent. cobalt, 5 per cent nickel and 45 per cent arsenic. The average tenor of the ore now being shipped may be taken as approximately 3,000 ounces silver, 5 per cent. to 10 per cent. cobalt, 2½ to 5 per cent nickel, and 45 per cent. arsenic. The cobalt content generally decreases as the nickel increases and vice versa. Considerable quantities of 1,000-ounce silver ore are accumulating at the mines.

So far, practically all of the production of the district has been shipped to New Jersey for treatment, but the Canadian Copper company has recently installed a furnace for the treatment of these ores an dit is expected that this will be blown in about November 1st. As the present output of the Cobalt district is not much above 100 tons per week, it is presumed that some of the ore supply necessary to operate the furnace will be drawn from the Sudbury district. The deepest shaft in the camp at this writing is about ninety feet. There is but one steam hoist and two small compressor plants in the district, although others are being installed. But few of the properties are in condition to run through the winter, as most of the work is being carried on in open pits. The district will no doubt be materially extended in the next few months, as reports of new discoveries in outlying districts are constantly reported.

The general topography of the country is that of low-lying, glaciated hills, with steep faces, seldom rising more than 100 to 200 feet above the intervening channels. The average elevation is approximately 1,000 feet above sea level. A considerable portion of the surface is covered with drift deposits and the rocks are often carpeted with moss. The marketable timber has been removed from most of the northern portion of the known mineralized section, but the surface is still covered with young growth and low-lying shrubs, making prospecting a slow and laborious task. The veins occupy almost vertical fissures in conglomerate and Grey-Wacke slates, which overly older igneous rocks, as greenstones, quartz porphyries, etc., referred by the provincial geologist to the Keewatin. There also occur intrusions of Lorrain granite into the Keewatin, which, however, have not pierced the Huronian or ore-bearing formation. These granite intrusions were followed by intrusions of diabase and gabbro, these latter piercing all the pre-Cambrian rocks in the vicinity. It was probably at this period that the fissures were formed and the ores deposited. The veins are small but well-defined, and generally outcrop as a calcite seam, carrying native silver and cobalt ores in some stage of decomposition from smaltite to erythrite. They have a general north-east-southwest and northwest-southeast strike, although some apparently unimportant veins have a due north-south and others an east-west strike, with silicious vein-filling. The ore often occurs in a series of parallel veins within a few feet of each other, thus making it advisable to mine ten to fifteen feet of ground.

It seems impossible with the limited amount of development at present to decide which veins are of most importance, but it appears in come cases at least that the veins having a north-east-southwest strike carry the most niccolite, and those with a northwest-southwest strike, the most silver. The chief ores of the district are native silver, smaltite (diarsenide of cobalt), niccolite (arsenide of nickel), with more or less pyrargyrite (sulphantimonite of silver), argentite (sulphide of silver),), chloanthite (diarsenide of nickel), dyscrasite (antimonide of silver), erythrite, or cobalt bloom (hydrated arsenate of cobalt), annafergite (hydrated arsenate of nickel), the two latter derived from the decomposition of the smaltite and niccolite respectively; chalcocite (sulphide of copper), native bismuth, chalcopyrite, galena, sphalerite, millerite and wad, all occurring either with the chief ores or disseminated throughout the country rock. Calcite is the chief vein-filling, and a small seam, if followed, often leads to ore. While the veins are very narrow, seldom exceeding six inches in width for any considerable distance along their strike, nevertheless the mineralized zone is often several feet in width, owing to the existence of large quantities of native silver in the bedding planes and strike joints of the wall rock adjacent to the vein or lying between the stringers.

FUTURE OF G. T. P

President Hays Says New Road Will Cause Traffic to Flow Westward.

Montreal Gazette.

"After the Grand Trunk Pacific railway is constructed and is in operation, I believe a traffic movement in grain and its products will commence to the western coast, which will grow till it is quite as heavy as the movement of these commodities now is to the Atlantice seaboard. I have great faith in the possibilities of trade development with China and Japan, particularly if the open door policy is maintained."

These remarks were made yesterday by Mr. Chas. M. Hays, second vice-president and general manager of the Grand Trunk, and president of the Grand Trunk Pacific railways, in an interview on various phases of railway and transportation problems in Canada. It was intimated to Mr. Hays that the public was naturally peering into the future and wondering what new page of history the building of a new transcontinental road would open. A line having its terminus on the Pacific would need steamship and cable connection with the Asiatic countries to which it offered trade; it would require a telegraph system, could maintain hotels, and would have to establish express service in some way. In a few words, Mr. Hays explained that the opening of a new channel of transportation across this continent did not alone imply the laying of steel rails and the running of trains. It meant expansion of business, the birth of new industries and the stimulation of a young nation's commerce.

"It may confidently be expected," he replied, to questions regarding these matters, "that the Grand Trunk Pacific will be a progressive railroad in every sense of the term, and that steamship as well as cable connection will be made both from the Pacific Coast to the East and from the Atlantic to Europe, but just what way it will be made is rather too early to bear an announcement just yet."

"Then it is true that hotels will be built along the line, Mr. Hays?"

"Yes," was his answer, "it is out intention to erect hotels whereever they will be a paying proposition."

"You believe then that hotels can be made a strong arm to a road?"

"Well, under favorable circumstances. The difficulty usually experienced with summer hotels is that the population of the Dominion is scattered and the season is so short it is difficult to realize a profit from them. Where population is dense and wealth is abundant the conditions, as you can understand, are entirely different. Still I have always thought that a system of good hotels is a vauuable asset to any road, and it seems to me in this connection, that the C. P. R. has reason to be proud of the manner in which it has brought a chain of hotels up to a paying standard. Yes, we will build hotels at the larger terminal points as they may be needed."

Mr. Hays was then asked about the steamship, cable, telegraph and express features of the road, to which he replied that a steamship route to China and Japan would have to be established, but whether it would be through a line of ships which the company would put on or whether through a line operated by a separate steamship company he could not say now. Neither was he certain as to what cable arrangements would be made, but as to express and telegraphs, he remarked that both would be operated by the Grand Trunk Pacific when they were rendered necessary by the construction of the road.

"What is the significance, Mr. Hays, of the cable received the other day from England to the effect that the Grand Trunk Pacific Land company had been incorporated in London?"

"Well, that is news to us, although it looks as though some persons with land to sell were using the name of the Grand Trunk Pacific railway to further their own interests. We know nothing about any such company and have absolutely no connection with it. Occasionally a hotel uses the name of the company without any authority, and sometimes with no credit to the railway company, but I suppose you can't prevent people from adopting such names as they please. I have written to London to find out what the cable means and what the company is doing, but I have received no word just yet, so all I can say is that I know of no Grand Trunk Pacific Land company which is in any way associated with the railway."

The question was then asked as to what reason existed for the opinion that trade would run in a heavy current to the Pacific Coast in opposition to the present preponderant movement to the Atlantic ports.

To this Mr. Hays replied that trade and commerce were always seeking new markets.

"The western coast has of recent years made wonderful development, because trade has grown between both Canada and the United States, and Australia and Asiatic countries. Canada is sharing in this business and consequently in western coast development, but with the open door in Japan and China, we will see in those nations a demand for our products, and manufactures also, which will make the current of traffic across this Dominion as voluminous to the western ports as it is to those of the Atlantic coast."

"Will you grade through the mountains and your terminal facilities at Kai-En Island offer advantages in that direction?" was a question suggested.

"Yes, the mountain section of the road will have a grade of 1 per cent, or 52 feet to the mile, and the port which has been chosen extends every inducement for commercial operations and shipping enterprises. The company will have terminals there to meet all demands of business."

In answer to additional questions, Mr. Hays stated that work on the G. T. P. would be advanced as rapidly as possible, and that organization of departments of the new road would take place as soon as the construction of the line would render necessary.

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Canadian and Australian Trade

Transportation Problem Must be Solved to Place It on Best Footing.

Interesting Address by J. S. Larke Before Ottawa Board of Trade.

Ottawa Free Press.

The problem of transportation between Canada and Austrana will have to be solved before the trade between these countries will be placed on the best footing. This was one of the main points of Mr. J. S. Larke's address before the Ottawa board of trade recently. Mr. J. S. Larke has for ten years been representing Canadian commercial interests in New South Wales, Queensland, and New Zealand, and is back in Canada for the first time in all that period. He has nearly completed a tour of lectures in Canada and is on his way back to Sydney. His speech in Ottawa was very enlightening and delighted a very appreciative audience.

Mr. Larke said he was pleased to appear before the boards of trade in Canada to correct wrong impressions that had spread. The trade with Australia was not merely of interest to British Columbia alone as some people thought, but to the whole of Canada. What the Canadian trade was in volume he could not tell for the Australian statistics were valueless and those of Canada, though better, were not altogether correct. The Canadian exports through New York, London and Liverpool were all credited in the Commonwealth to other countries than Canada.

Keep Factories Going.

There was a profit for the manufacturer in selling the product of the factory though there was no direct profit in the selling. It was a gain to sell goods at the actual cost if it prevented the closing of the factories. When the plants were kept running the operatives earned wages without interruption and the farmer had a steady market for his produce. In the maritime province, Mr. Larke found that the Nova Scotia people were selling gypsum to the United States instead of selling the manufactured product—plaster of Paris. The men across the border bought the gypsum and then imported the Nova Scotian to make plaster of Paris out of it. The manufacturing should be done at home, Mr. Larke affirmed. The effect in the production of cement, he said, could be worked out in the same way as the plaster of Paris. The farmer had found it was better to export live stock, fed by the grain, than to sell the grain. The people engaged in other industries would have to follow this example. There was a million dollars' worth of fish needed every year in Australia. If the Canadian fishermen learned to send away the best product it would be eagerly sought by the Australian.

The Best Article

The main thing to be learned by Canadians, the speaker affirmed, was to produce the best articles for export and sell them in the finished state at the highest price. There was a trade of $250,000,000 to be secured in Australia and New Zealand and it was worth looking after.

Australia, said the speaker, was not likely to become a manufacturing country. There was a great market there for some things that Canada could supply. In some lines the market should be left to other countries. For instance, Germany could give a piano for $50. The article looked like a piano and would tinkle. (Laughter.)

Mr. Larke said Canada did not wish to compete in these articles for it would mean a reduction of wages in Canada that would place the working men of the Dominion on a low basis—as low as those of Europe, which was not desirable.

Transportation Troubles.

The machinery for manufacture in Canada was an important matter. More important still was the problem of transportation. It was of no value to the Australian to learn the value of the goods at the Canadian station. The freight on the shipments to Australia had to be considered. Canada certainly required cheap transportation. The shipments were bound not to go by Vancouver though the C. P. R. tried to bring traffic by that route. Of 720 carloads of farm implements sent from Toronto for Australia in a year only 72 were taken by way of the Pacific port.

Mr. Larke dwelt at length on the hardships suffered by Canadians who shipped by the port of New York. The port was an expensive one and the Canadians received scant courtesy there. He point out that great delays occurred in the shipping of Canadian goods. The Canadians were naturally the smallest customers of the steamship companies and the United States exporters got all the favors. There were cheap and special rates offered and he always learned that when there was a difference in freight charges the Canadian was never the favored person. A very small cut in rates would determine which country would receive the orders.

Need Canadian Ships.

Mr. Larke drew the conclusion that the only solution of the transportation problem was shipping from Canadian ports by Canadian vessels. The outgoing vessels had to be loaded to the limit to make the carrying profitable. The filling up could be done with coal for Nova Scotia produced cheaper coal than did the United States. There was a problem still to be determined in the matter of a return cargo, but New York had not solved that problem either. The Canadian exporter would never reap the whole advantages of selling to Australia unless they kept representatives at the port to look after the shipping. The houses which sent representatives to Australia also gained by the venture. But only good representatives should be sent. The United States seemed to make a better success than Canada in this respect. A great deal was lost after goods were introduced by not staying with the business and pushing trade. The Australian buyer liked to know not only the goods but the man behind the goods.

A Preferential Tariff

Mr. Larke argued in favor of a preferential tariff with Australia. There was already one with New Zealand. It had resulted in diverting all the salmon trade to British Columbia. The reason why the preferential tariff proposal of the Dominion government was not already favored by Australia was that there was no administration in the commonwealth strong enough to enter into a preferential arrangement. It required a strong government to enact such legislation. Mr. Larke said party politics were better than an indifferent state of the public such as obtained in Australia. In Australia there were three parties, the labor party, free trade party and protectionists. The leaders of the labor and protectionist parties were in favor of preferential trade. It would be a good thing, said Mr. Larke, if Sir Wilfrid Laurier could go to Australia. The people would listen to him and they need broadening. If there were any fear of political quarrel Mr. Borden could go also. Mr. Larke regretted that the prime minister of Canada could not have gone to Australia after the publee of 1896. Then he could have got anything he asked. But it was not too late yet. A preferential tariff would be worth paying for. He concluded with an earnest appeal to the Canadians to look for the trade with Australia. The people were British, and would observe honest British methods of business.

Audience Were Grateful

Mr. James Woods occupied the chair and at the end of the address complimented the speaker for his able effort. A vote of thanks moved by Sir Sandford Fleming and seconded by Mr. John Coates was tendered to Mr. Larke.

Mr. Fred Cooke then drew attention to the attitude of Australia towards the Pacific cable scheme and the enactment by the Commonwealth of the customs regulation requiring duty to be levied on exports from Canada on the value of the goods with the inland freight rates included. He declared the methods as working out unfavorable to Canada.

Mr. Larke explained that a combination of the newspapers in support of the Eastern Extension Telegraph Company was largely responsible for the unfriendly attitude of Australia to the "all red line." As the conditions existed no newspaper could secure a cable service without getting permission of the rival papers. As a result only one new paper had started to his knowledge on account of this restriction. The Eastern Company had plenty of money, which it used to maintain its monopoly. But Mr. Larke prophesied that readress would be secured by the will of the people in the near future. As to the customs law, he pointed out that the minister of customs had already partially suspended the objectional terms. Anyway Canada stood to gain much because nine-tenths of the exports were shipped from the port of New York.

Canada's Trade With Australia

Commissioner Larke Explains Situation in Interview Given at Winnipeg.

Will Arrive Here Tomorrow and Address Board of Trade in Evening.

J. S. Larke, Canadian commissioner in Australia, will reach the city tomorrow and address the members of the board of trade at the regular meeting of the board tomorrow evening. Interviewed at Winnipeg the other day by the Free Press, Mr. Larke said:

"I have been in Canada for four months on vacation, and have been doing very hard work during almost the entire period. I have met boards of trade in every important town and city in Canada, from Vancouver to Halifax, and have discussed the question of trade between Australia and the Dominion in all its phases.

Manitoba Products

"Of Manitoba products there is demand in Australia for oats and barley, and it appears very probable that an extensive business in malt may spring up. The Northwestern flour mill companies already have their agents in this country, and there is in consequence very little I can do for them. A considerable quantity of Canadian flour is sold there, although a high tariff is in force against it. We are hoping to have a preferential trade arrangement carried through, and under such a plan Canadian flour would be admitted either without duty or at a very low one. We had hoped that the premier might arrange to make the trip with a view to the deepening of the feeling in favor of closer trade relations, and we shall expect that one of the ministers will go to that country with this object in view.

Anxious for Steamers

"We are very anxious at the present time to have a line of steamers running from the Eastern ports of Canada to Australia—that is, from Montreal in summer and from some port in the Maritime Provinces in winter. Ne large amount of Eastern freight will ever be shipped across the continent to Vancouver and reshipped by steamer from there. These goods are now being carried from New York and other Eastern ports."

"There is already freight business enough to warrant such a line of steamers," suggested the reporter.

"The shipments of paper alone would be sufficient," replied Mr. Larke. "We have no wood pulp in Australia, and if we had the wood, we have no water power to manufacture it, and no adequate supply of water for the necessary manufacturing operations. All this paper must be imported, and Canada ought to supply an increasing quantity of it. Then there are all the other lines of merchandise. A steamship company operating between Montreal and Sydney would make money from the beginning, but the companies appear to be looking for subsidies rather than for business."

Blue Business

"How are conditions in Australia at the present time?" asked the reporter.

"My last advices state that a year of drought was much feared. The drought may have been broken since my last advice, but at the time of writing my informant stated that there was great danger of the loss of the wheat and other grain. The sheep and the cattle are safe, but the wheat is undoubtedly in danger. During the last year or two conditions have improved in the country. The harvest of 1903-1904 was the largest ever grown, and that of 1904-1905 was also good.

"The season of 1902-1903 was exceedingly disastrous. In that year the country imported $13,000,000 worth of breadstuffs. Of this Canada supplied $600,000 and it should have supplied $6,000,000. The difficulty was that Canada could not get the ships. We had the goods, but could not make the shipments. We ought to have sent ten times the amount which we actually did send."

Canada's Chance

"What special classes of goods can Canada hope to send permanently to the sister colony?"

"In the first place, fish," replied Mr. Larke, "chiefly salmon. We can also send mackerel and herring if properly prepared, codfish and lobsters. We send plaster of paris, paper and various manufactured articles, such as mill machinery and machinery for various manufacturing establishments."

"How is it that this class of goods is not manufactured in Australia?"

"The market in Australia is too limited to warrant their manufacture," was the reply. "The industrial troubles have also served to prevent the development of manufactures. The government of Australia is endeavoring to legislate between capital and labor, and so far it has not succeeded."

What Mr. Larke Has Done

It is now eleven years since Mr. Larke left the Dominion, and during that time the trade with Australia has increased tenfold, according to the returns of the department. In these returns are included only the business done directly between the two countries. A large amount of trade is done, however, through New York and London, the exact dimensions of which are not known. The Dominion is just entering upon its era of foreign trade. The question is almost wholly one of transportation, and the ships for carriage have yet to be provided, if large increases are to be made. A second great desideratum is a mercantile company with sufficient capital to buy the products of the smaller manufacturing plants and sell the goods in Australia. These factories are too small to send men so far on their own account, but a large corporation could handle the business successfully to the great advantage of all parties concerned.

"There is no possibility that the city of Winnipeg could ever be particularly interested in Australian trade," said the reporter.

"You can never tell," said the commissioner. "You do not know what you can do. It is now supposed that the time will come when a very considerable amount of manufacturing will be done in Winnipeg. It cannot be done just now, because wages are too high. But present conditions ought not always to prevail. Your food ought to be cheap in Winnipeg. You have the grain, the cattle, and you will soon have the dairy products. The time ought to come when life in Winnipeg will be as inexpensive as anywhere in Canada. Just as soon as this begins to occur, various classes of manufacturing will begin, and you will be in the market with your goods for sale. The time should come when your furs will be manufactured here, and there are some classes of fur goods which are sold in Australia.

"You will also need cheap power for your factories, and I have learned that facilities are now being provided for a supply of electrical power at a reasonable price."

During the day Mr. Larke spent some time with Commissioner of Immigration J. Obed Smith, securing information regarding the success of the Australian farmers who came to Canada. Several hundred immigrants are now in the West who were former residents of Canada. The change to Canada was a very great one, and Mr. Larke was anxious to learn regarding the progress made by the Australians in Canada.

LAND NOTICE

NOTICE IS HEREBY GIVEN that sixty (60) days after date I intend to apply to the Chief Commissioner of Lands and Works for the purchase of the following described land, situate in Range 2, Coast District, and described as follows, viz.:

Commencing at the Northwest Post of Lot 16; thence 14 chains 59 links West, thence 80 chains 5 links South, thence 20 chains East, thence along the shoreline 60 chains more or less, in a Northerly direction, to point of commencement; known on official survey as Lot 283 and containing one hundred and two (102) acres more or less.

s16 NORMAN HARDIE.

Victoria, B. C., September 15, 1905.

NOTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to lease for grazing purposes, situated on the Tsilcoh River, about 16 miles northeast from Stuart Lake, in Coast District, British Columbia, the following described lands, viz.: Starting from a post marked "H. J. C., N. W.," and thence astronomically south 40 chains, thence astronomically east one hundred and sixty (160) chains, thence astronomically north forty (40) chains, and thence astronomically west one hundred and sixty (160) chains, to point of commencement, and containing six hundred and forty (640) acres.

Dated September 5, 1905.

H. J. CROWE,
By his agent J. H. Gray.

O-24.

Witte Complains Of Non Support

Bitterly Reproaches the Liberals With Refusing Needed Assistance.

Doubts If Christ Himself Would Be Trusted by the Factions.

St. Petersburg, Nov. 7.—Count Witte has definitely pledged himself to support the plan of convocation of a constituent assembly when the douma meets, if a single representative raises the question. He is exceedingly anxious to win the support of the zemstvoists party, which he does not hesitate to declare conforms nearest to his political ideas, and which he evidently regards as the strengest, safest and most influential factor in the future political life of the country. The Count has been in almost constant consultation with the leaders of this party, but they have steadily refused their allegiance except on the condition of the convocation of

Constituent Assembly

based on universal suffrage. Count Witte has persistently opposed the demands, insisting that the matter was for the douma itself to decide.

At the same time he announced his personal belief that in the end such an assembly would be summoned. Finally, in the course of a long conversation with M. Ivan Pretrunkvitch, a member of the Moscow assembly, and president of the Moscow agricultural assembly, the Count said: "I give you my word of honor that if, when the douma meets, one representative demands a constituent assembly, I will support him."

Witte's Bitter Complaint

Count Witte continues to complain bitterly of the lack of confidence manifested toward him by all the elements of the opposition at a time when he stands so much in need of the Liberals. He said to M. Petrunkevitch: "I find myself confronted by a mighty ocean, and with only a cockleshell on the shore. You say this boat will carry me across to the other shore, and I enter it because there is no other craft in sight."

The Count added that he believed "If Christ Himself were at the helm of the government, the opposition would not believe in Him," and said that at the present juncture the only person who was seconding his endeavors to introduce the new regime in a completely loyal spirit was General Trepoff.

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 60 days after date we intend to apply to the Chief Commissioner of Lands and Works for permission to purchase the following described land: Commencing at a post planted on south side of head of Union Bay, marked "R. & R. S. W. Cor."; thence east 40 chains, thence north 40 chains, thence west 40 chains, thence south 40 chains, to point of commencement, containing 160 acres more or less.

Port Simpson, B C., October 12, 1905.

o20 ROBERTSON & RUDGE.

NOTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to lease for grazing purposes, situated on the Tsilcoh River, about 16 miles northeasterly from Stuart Lake, in Coast District, British Columbia, the following described lands: Starting from a post marked "M. B. M., N. W.," and thence astronomically east 40 chains, thence astronomically south 160 chains, thence astronomically west 40 chains, thence astronomically north to point of commencement.

Dated September 4, 1905.

MAX B. MAY,
By his agent, J. H. Gray.
Witness: J. A. Hickey. o24

NOTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to lease for grazing purposes, situated on Necawzia River, about 18 miles east of Stuart Lake, in Coast District, British Columbia, the following described lands, viz.: Starting from a post marked "A. F., S. E.," thence astronomically west 80 chains, thence astronomically north 20 chains, thence astronomically west 40 chains, thence astronomically north 40 chains, thence astronomically east 40 chains, thence astronomically south 20 chains, thence astronomically south 20 chains, thence astronomically east 80 chains, and thence astronomically south 40 chains, to point of commencement, and containing 640 acres.

Dated August 20, 1905.

ALFRED FRIEDLANDER,
By his agent, J. H. Gray.
Witness: J. A. Hickey. o24

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 Coast District, British Columbia, the following described lands, viz.: Starting from a post marked "E. J. M., S. E.," and thence astronomically south 40 chains, thence astronomically west 66 chains to said bank of Nechaco River, and thence following its 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,
o24 By his agent, J. H. Gray.

Notice is hereby given that 60 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works to purchase the following lands, containing 640 acres in Bulkley Valley:

Township three (3), Range five (5); commencing at a post northwest corner, 80 chains south, thence 80 chains east, thence 80 chains north, thence 80 chains to post of commencement.

Dated, Vancouver, August 28, 1905.

o20 PETER McTAVISH.

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, Talask, near Hazelton, B. C.; thence following that direction 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.

Victoria, B. C., October 12, 1905. o15

A. DONTENWILL,
New Westminster, B. C.

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 twenty-one (21) years for grazing purposes all that parcel of land situated in the Coast District, British Columbia, and about sixteen (16) miles northerly from the east end of Stuart Lake, and more particularly described as follows, viz.: Starting from this post marked "D. M. H., S. W.," and thence astronomically north eighty (80) chains, thence astronomically east eighty (80) chains, thence astronomically south eighty (80) chains, thence astronomically west eighty (80) chains, to the point of commencement, containing six hundred and forty (640) acres.

Dated the 4th day of September, 1905.

D. M. HYMAN,
o24 By his agent, J. H. Gray.

NOTICE is hereby given that 30 days after date I intend to apply to the Chief Commissioner of Lands and Works for permission to lease for grazing purposes, situated on the Tsilcoh River, about 16 miles northeast from Stuart Lake, in Coast District, British Columbia, the following described lands, viz.: Starting from a post marked "M. S., N. E.," and thence astronomically south 40 chains, thence astronomically west 160 chains, thence astronomically north 40 chains, and thence astronomically east 160 chains, to point of commencement, containing 640 acres.

Dated September 4, 1905.

J. R. MILLER,
By his agent, J. H. Gray.
Witness: J. A. Hickey. o24

NOTICE is hereby given that 30 days after date I intend applying to the Chief Commissioner of Lands and Works for a License to cut and carry away Timber from the following described lands situated on the East side of Loughborough Inlet:

Commencing at a Post planted on the Southwest corner of J. A. Sayward's Claim, License No. 5292, thence running South 40 chains, thence East 80 chains, thence North 120 chains, thence West 40 chains, thence along East line of J. A. Sayward's Claim in a Southerly direction 80 chains, thence West 40 chains to point of commencement.

J. A. SAYWARD.

Victoria, B. C., October 18, 1905. o25

NOTICE

That 60 days after date I intend to make application to the Hon. the Chief Commissioner of Lands and Works for permission to purchase the following described lands, situate at Columbia Point, Maple Bay, Portland Canal:

Commencing at my No. 1 Post, marked J. M. C.'s Northeast corner, thence running 40 chains south, thence 40 chains west, thence 40 chains north along shoreline to point of commencement, containing 160 acres more or less.

Dated August 21, 1905, Portland Canal, B. C.

s14 (Signed) J. M. COLLISON.

B. C. STEAM DYE WORKS.

141 Yates Street, Victoria.

Ladies' and Gents' garments and household furnishings cleaned, dyed or pressed equal to new.

CANCELLATION OF RESERVE.

Coast District.

NOTICE is hereby given that the reservation, notice of which was published in the B. C. Gazette, and dated 9th August, 1901, covering a belt of land extending back a distance of ten miles on each side of the Skeena River between Kitselas Canyon and Hazelton, is cancelled.

Notice is also given that that portion of the reservation, notice of which was published in the B. C. Gazette and dated 27th December, 1899, covering a belt of land extending between the mouth of Kitimat River and Kitsilas Canyon, is rescinded in so far as it covers land lying between Kitselas Canyon and a point in the Kitimat Valley, distant ten miles in a northerly direction from the mouth of Kitimat River, and that Crown lands thereon will be open to sale, pre-emption and other disposition under the provisions of the Land Act, on and after the eighth (8th) day of December next: Provided that the right of way of any railroad shall not be included in any lands so acquired.

W. S. GORE,
Deputy Commissioner of Lands & Works.
Lands and Works Department,
Victoria, B. C., 31st August, 1905. s8

NOTICE is hereby given that, 30 days after date, I intend applying to the Chief Commissioner of Lands and Works for a license to cut and carry away timber from the following described lands, situated in Barkley District:

CLAIM No. 1.—Commencing at the Southeast Corner of the I. R. No. 12, at the head of Nitnat Lake, on the West side of said Lake, thence running 40 chains West, thence 40 chains South, thence 40 chains West, thence 40 Chains South, thence 40 chains West, thence 40 chains South, to Lake shore, thence along shore of Lake to point of commencement.

CLAIM No. 2.—Commencing at a post on the North shore of Homitan Lake, about 140 chains from head of said Lake, thence running North 40 chains, thence West 160 chains, thence South 40 chains, thence East 160 chains to place of commencement.

CLAIM No. 3.—Commencing at a post situated at the Southeast Corner of Claim No. 2, thence running North 40 chains, thence East 160 chains, thence South 40 chains, thence along the shore of said Lake in a Westerly direction to point of commencement.

CLAIM No. 4.—Commencing at a post planted on the South shore of Oyees Lake, Renfrew District, situated about 30 chains East from Nitinat Lake, thence running East 80 chains to Dubah Lake, thence 80 chains South, thence 80 chains West, thence 80 chains North, to point of commencement.

J. A. SAYWARD.

Victoria, B. C., November 6, 1905. n7

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 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 to 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,

MINERAL ACT.
(Form F)
Certificate of Improvements.

NOTICE.

"Blue Bell" Mineral Claim, situate Victoria Mining Division of Helmcken District.

Where located: On Kokshah Mountain, in Helmcken District, on Vancouver Island

Take notice that the Vancouver Island Mining and Development Company, Limited, Free Miner's Certificate No. B89463, intend, sixty days from the date hereof, to apply to the Mining Recorder for Certificate of Improvement for the purpose of obtaining Crown Grant of the above claim.

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

Dated this seventeenth day of October, 1905.

CLERMONT LIVINGSTON,
o19 Local Director.

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 for grazing purposes, situated on Necawsis River, and about 18 miles east of Stuart Lake, in Coast District, British Columbia, the following described lands, viz.: Starting from a post marked "M. S., N. E.," and thence astronomically east twenty (20) chains, thence astronomically south twenty (20) chains, thence astronomically east twenty (20) chains, thence astronomically south forty (40) chains, thence astronomically west sixty (60) chains, thence astronomically north twenty (20) chains, thence astronomically west twenty (20) chains, thence astronomically north twenty (20) chains, thence astronomically west forty (40) chains, thence astronomically north twenty (20) chains, and thence astronomically east eighty (80) chains, to point of commencement, and containing 480 acres.

Dated August 20, 1905.

MAX SENIOR,
By his agent, J. H. Gray.
Witness: J. A. Hickey. o24
H. J. CROWE,
o24 By his agent, J. H. Gray.

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 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.