liam Cox, pilot, and two daughters,

various businesses during the early days of that section and afterward

First Visit Here

1882 when he came here as master and

His first visit to Victoria was

of successful cruises to Bering Sea.

Joined E. B. Marvin & Co. It was soon after his arrival here with the schooner Sapphire that Capt. Cox associated himself with the firm

firm engaged in sealing, and bought several vessels, the Triumph in 1888, the E. B. Marvin, now engaged, from Halifax, whither she was sent to engage in the Cape Horn sealing grounds, in 1889, the Carlotta G. Cox in 1890, and the Vera and Annie E. Paint in 1892. The Vera which was bought by Capt. J. G. Cox, was formerly the notorious structure Veracular.

erly the notorious smuggler Halcyon

Some of the company's fleet was

engaged in Japanese waters, and in

1890 and subsequent years, Capt. Cox went to Yokohama and Hakodate, where he made a host of friends who will hear the news of his death with

much regret. He looked after the

business of the sealing schooners in Japan, and also made trips to London and elsewhere on the business of the company. When the sealing company

was formed some years ago he elected a director and has yearly been

ST. ANDREW'S SOCIETY

Election of Officers Takes Place-Ar-

rangements for Dinner

(From Tuesday's Daily)

The annual meeting of the St. An-

drew's society of this city was held

in the Sir William Wallace last

routine business were transacted, but

nterest centred around the election of

officers. Mr. James Taylor, a vice

as president. The other officers were: First vice-president, Donald McIver; second vice-president, Edward Wish-

ard: treasurer, James Angus; record-

ing secretary, W. Wishard; financial secretary, Arthur Manson; guard,

ing's entertainment

long journey.

evening. A number of matters

manager at San Francisco

A Nova Scotian

TWO ARE KILLED IN CAR COLLISION

Fatal Crash on Vancouver-Westminster Line on Sunday Morning

MOTORMEN DEAD

Accident Said to Be Due to Blunder of Man in Charge of Switch

Vancouver, Nov. &-Early on Sunday morning a car on its way from New Westminster came into collision with one proceeding from this city to

Motorman Murdock McDonald, of the Vancouver car, was killed; Motorman Jamieson, of the Westminster car, had his skull very badly fracture will go into the fight with new vigor

is as follows:
Motorman Murdoch McDonald,

Motorman Jamieson, fractured skull;

atally injured.
W. Silver, broken leg.
Willard Robertson, fractured thigh.

A. Gray, broken leg.
J. Farquharson, broken leg.
G. Farquharson, broken leg.
Constable S. A. Lowry, of the Vancouver police force, head slightly cut. W. McAdie, head cut.

A. C. Curren, Collingwood, cut about head.

W. S. Sherk, contusion on knee.

W. T. Harris, conductor on Westminster car, head injured.

A. McLeech, head cut.

D. C. Craig, Cedar Cottage, hip hurt.

Murgatroyd, badly shaken up.
 Miss Bennett, Central Park, leg in-

red. Sylvester Johnson, Central Park, leg

sistance. The through Westminster car was brought back to the city as fast as possible, all the injured people being placed in it.

It was 12:40 o'clock when the car reached Westwigster is a large of the car la

It was 12:40 o'clock when the car reached Vancouver and medical men at once attended to the sufferers. The general hospital ambulance, the police patrol and five hacks were required to partol and five hacks were required to

The second car from Vancouver which was bound for New Westminster, is the one which usually goes ahead of the other at Cedar Cottage, but on Saturday night for some unknown reason this was not done and the cars kept their respective positions. The result was that the car bound for Central Park was in the smash up, while the other escaped. smash up, while the other escaped.
Most of the people who were hurt were residents of Central Park on their way home. The car for Westminster had a large number of passengers, many on account of the heavy for the company had placed an extra man to make sure that no mistake was made. Ellis has disappeared, and cannot be located, though the provincial police are panese freighter during fog in the searching for him with warrants. It morning when going into Vancouver is not known what caused him to give from Seattle.

will probably recover. The coroner's Victoria it seems the long Japanese jury was summoned today by Coroner tramp had swung with the tide and Jeffs, but evidence of the injured conthe Princess Royal failed to clear her ductors was wanted, and the inquest in consequence.
was adjourned till next Monday. There were 75 passengers on the

CHANGES ON LOCAL

Princess Victoria Between Vancouver and Seattle—Princess Beatrice on Seattle Route

(From Tuesday's Daily) A change will be made in the Vic- and the engines reversed but the way toria-Seattle service today, due to the withdrawal of the steamer Princess checked in time to avoid her crashing Royal for repairs. The Princess Vic- into the freighter, solid with a cargo toria, after her departure at 2 p. m. to- of grain and salt salmon. The impact day for Vancouver, will not be seen at this port for some days. She will be coiled with her stem twisted and brok operated between Vancouver and Se- en, and listed over suddenly after the attle direct and the steamer Charmer will alone serve the Victoria-Vancouver route in the meantime. The steam-lowing the collision, but it soon suber Princess Beatrice will leave for Seattle tonight at 10 o'clock and between Victoria and Seattle only, examination of her injuries were made, leaving Seattle at 8:30 a. m. each night. A canvas patch was made over the This schedule will be maintained until the repairs to the steamer Princess Royal are completed and the steamer was formerly a British freighter is again in service. The schedule for-merly maintained will then be re-

STEAMBOAT WAR

Puget Sound Shipping Men Expect Much Fighting for Passenger Trade Next Summer

The local waterfront promises to be the stage for a continuous performance next year that will hold the breathless customs officers a few days ago. attention of the large and critical audi-will be required to both steamers. The the way of rate wars and fierce competition than has been seen in many years in local steamship circles, says the Seattle Times. The mosquito fleet alone will be affected and the association of steamboat companies which ave almost a monopoly of the Sound business will be the organization most deeply interested in the

At the present time there is a tem-perary cessation of hostilities between the Canadian Pacific and the International Steamship company in the war which was waged all summer and made life a paradise for curio shops and hotels on either side of the line. The Canadian company will inject a new factor in the fight next year in the shape of the fastest steamboat on the coast, the Princess Charlotte, which is now on her way to Vancouver, B. C. There are also rumors of the American company acquiring a new steamboat and Frank Walker, a local marine sur-veyor, has recently returned from abroad, where he inspected a number of vessels for sale, as well as on the Atlantic coast. He has made his re-port to the local company, but no in-formation regarding their plans is ob-

tainable at present.

The Port Orchard route, an asso The Port Orchard route, an asso-ciated company, is soon to launch the H. B. Kennedy at Portland, a steel steamboat for the Bremerton, or other inland runs. She will be trim and fast, but will hardly have the beam to make the run between this port and Victoria or Vancouver, where it is necessary to cross the straits of San Juan de Fuca.

The Fort Blakeley Mill company, which operated the Monticello between this city and Port Orchard all summer, in competition with the Port Orchard route, is reported to be negotiating for a new boat which will be speedy and have accommodations for 200 passen-

tion from Tacoma, where the first wedge was entered last summer in the operation of several boats between that city and Seattle to other points around the Sound. Reports are also already to the second to the seco

To cap the climax, rumors are thickly flying that the interurban road is planning to add several more cars to the Tacoma run and cut the rate between the two cities. If this is done all the steamboat lines operating on that run will have to hustle for business. It promises to be a big year in Seattle owing to the Alaska-Yukon-Pacific exposition and the steamboat companies, like other lines of trade, are all eager to get at least their share of the business.

Shot in the Neck. William Levy, Fisguard street had sylvester Johnson, Central Park, leg injured.

Lee Chow, head injured.
Dr. Storr was picked up at Cedar Cottage and at once attended to the injured, rendering every possible assistance. The through Westminster car was brought back to the offer at the o

Weather

With her stem broken and twisted, of them ladies, but none were hurt.

The accident on the interurban line of the B. C. Electric railway between plank ends bruised in consequence of Vancouver and New Westminster was her collision on Sunday morning durdue to misdirections given by William ing thick fog with the Japanese freighten. Sellis, switchman at Cedar Cottage, where the double track from the city ends. Ellis told the men on the outgoing car that the car bound for the city had passed in. The men usually might with a canvas patch made fast over her wrecked how and was haultered. go on orders from the head office, but over her wrecked bow and was haul-

The Fukui Maru was swinging to Ralph Jamieson, motorman of the how anchor in the fairway and was incoming car, whose skull was fractured, died on Sunday. All the other injured are progressing favorably and out later in the morning bound to visit whether the same of the fukul Maru was swinging to a bow anchor in the fairway and was ringing a bell on her bow. When the Princess Royal was feeling her way injured are progressing favorably and

Princess Royal, which was in com-mand of Capt. Hickey. The steame STEAMSHIP SCHEDULE was proceeding from her dock under a slow bell in the fog, when suddenly the Japanese steamer, in command of Capt. Nagawaga, loomed up. The fog whistle of the Princess Royal was being blown regularly and there was no response from any other vessel. Then out of the fog loomed up the long freighter, ten feet away. Orders were given at once for full speed astern sided. The Princess Royal backed off will run and put back to her dock, where an seized while running contraband dur ing the war with Russia, had five plates broken and a number of frames were bent. She will probably come to Victoria for repairs. The steamer HERE NEXT SEASON THE Steamer brought a cargo of hardwood lumber to Portland from North Japan, and after discharging was brought to Puget Sound to load wheat and flour for the Orient. After loading she proceeded to Vancouver to load a shipment of dog salmon for Japan and for sor days has been anchored directly in the fairway. Some of her crew were

> It is expected that extensive repairs steamer Princess Beatrice, which had been relieved on the Victoria-Vancou-

fairway.

LABOR'S CAUSE **MAKES PROGRESS**

President Gompers' Address at Meeting of the American Federation

CONDITIONS IN CANADA

Popularity of Organization's Head Shown By Hearty Applause

Denver, Colo., Nov. 9.—At the meeting of the American Federation of Labor today, the annual report of President Gompers, which deals at considerable length with his so-called political stand, as well as other important matters affecting the Federation was read Referring to the Labor. have accommodations for 200 passengars. As we will go into the fight with new vigor and died yesterday, and about 15 or 20 passengers were injured, a number of them seriously, while others escaped with cuts about the head and a bad shaking-up. The Westminster car ran into the other and drove through it as far as the second compartment. Both cars were badly wiecked, the track being strewn with ricees of wood and the seats smashed up. The people were thrown to the floor and those in the seats smashed up. The people were thrown to the floor and those in the jeats smashed up. The people were thrown to the floor and those in the jeats smashed up. The people were thrown to the floor and those in the jeats smashed up. The people were thrown to the floor and those in the jeats smashed up. The people were thrown to the floor and those in the jeats smashed up. The people were thrown to the floor and those in the jeats smashed up. The people were thrown to the floor and those in the jeats smashed up. The people were thrown to the floor and those in the jeats smashed up. The people were thrown to the floor and those in the jeats smashed up. The people were thrown to the floor and those in the jeats smashed the jeats smashed up. The people were thrown to the floor and those in the jeats smashed up. The people were thrown to the floor and those in the jeats smashed up. The people were thrown to the floor and those in the jeats smashed up. The people were thrown to the floor and those in the jeats smashed up. The people were thrown to the floor and those in the jeats smashed up. The people were thrown to the floor and those in the jeats smashed up. The people were thrown to the floor and those in the jeats smashed the jeat this company, which owns the Kitsap, is having a mew steamboat of about the same type laid down at the Supple yards in Portland, which is expected to be ready for business next May.

There is a report that the Flyer company of the track being the jeat that the incompany will never says: "It is with much say

firmly cemented. The frequent inter-course of representative labor mer the Sound. Reports are also circulated regarding a new steamboat line from Bellingham.

To cap the climax, rumors are thickly fiving that the interurban road is

> of fraternal delegate to our conference, Mr. P. M. Draper says: 'Without any exaggeration it can be said that never in the history of the labor movement in Canada has such progress been shown in the organization of the workers. The knowledge of power

coercion, the forces of labor have con-tinued to unite.

"Today the organized workers in Canada breath the same aspirations, harbor the same ambitions and strug-gle for the same end, namely the ele-vation and betterment of the masses of toilers who suffer, not only from the 'slings' and arrows' of outrageous fortune but from the outrageous fortune, but from the oppressive and unjust laws and their prejudical administration, uncivilized conditions surrounding the every-day worker, men, women and children and more than the thousand and one ills that affect the fash.

fect the flesh.
"Unbounded enthusiasm is the keynote of the movement in Canada. In every province throughout Canada from British Columbia in the west to from British Columbia in the west to Nova Scotia in the east, the uplift has begun, the eyes of the tollers are at last opened to the futility of depen-dence upon others than dence upon others than themselves They see the necessity for strong in-ternational organizations. The ur-gency for sending their own represen-tatives to the legislature to take part in making the laws which they must obey, has appealed to them as never before. A healthy optimism inspires the whole movement in such a way as to give promise of the most beneficial

"The two strongest features of the labor movement in Canada at this juncture are: First — Unswerving fidelity to the cause of international trade unionism; and, secondly, an trade unionism; and, secondly, an equal loyalty to independent political action support of the candidature or representatives of labor."

The popularity of President Gom-pers was attested when he rose to call the convention to order. The delethe convention to order. The delegates applauded Mr. Gompers for several minutes before he was allowed to make himself heard. In his address n response to the address of welco Gompers was frequently

CAPTAIN COX PASSES TO HIS LAST BOURNE

Was Well Known in Shipping and Business Circles Over Seven Seas

(From Tuesday's Daily) Capt. John Graham Cox, of the firm of E. B. Marvin & Co., Lloyd's agent in Victoria, and one of the best known and most respected shipping men in the northwest, passed away yesterday at St. Joseph's hospital. He was president of last year, was elected honorary president, while for the third term P. J. Riddell was again returned

at St. Joseph's hospital. He was operated upon for appendicitis on Wednesday night and weakened by the shock, passed away yesterday. The death of Capt. Cox will prove a great loss to the community, and more especially to the shipping fraternity and visiting shipmasters. The news, too, will be heard in many places about the Seven Seas when the mails carry it to faraway places, with much sorrow, on many ships in many climes, for every shipmaster who has ever visited Victoria, treasures pleasant recollections of Capt. Cox. He ant recollections of Capt. Cox. He was public-spirited and never failed to assist in any movement tending to the betterment of the port and city. He was a pilotage commissioner, a prominent member of the Board of Trade and a leading citizen.

Interested in Sealing Since he came to Victoria to make his home when he brought the schooner Sapphire here in 1884, he has been interested in the sealing industry, and, as well as being a member of the firm of E. B. Marvin & Co., the been relieved on the Victoria-Vancourcles, says required from the victoria-Vancourcles, says the steamer Charmer after her overhaul, took the place of the ten easociales which lie Vancouver run.
The same force that moves a ton on a smooth highway will move eight tons on a railway or thirty-two tons on a shipping and marine insurance.

The same force that moves a ton on samoth highway will move eight tons on a railway or thirty-two tons on a shipping and marine insurance.

who were wont to gather at his office at E. B. Marvin & Co.'s store, those who recall his cheery nature and recall the fund of reminiscences he had to give of his life at sea and ashore in many lands, of his life in South America, as a young man, his adventures at sea and elsewhere; and those who came in their difficulties to seek his aid, always available, the passing of Capt. Cox will be a great loss. To visiting shipmasters, too, the loss will be great, for they found much assistance from the late captain.

He is survived by Mrs. Cox, to

He is survived by Mrs. Cox. to whom he was married at Montevidio, the capital of the Argentine republic where he lived for some years and engaged in business there. His sister, Mrs. Jordan, and brother, Capt. William Cox. keep these organs in perfect condition.
"Fruit-a-tives" bring back lost appetite and sound digestion to the dyspeptic-regulate the bowels of those suffer from constipation—and build up the whole system. Trial size 25c. Regular size 50c, or 6 for \$2.50.

Auto Takes to Ditch.

Mrs. Harris, wife of Capt. C. I. Har-ris, of the steamer Salvor, and Mrs. Ferris, wife of Capt. Frank Ferris, While attempting to dodge a drun-ken man who walked almost directly Union Oil company's steamship fleet, in front of the auto driven by Joseph Wachter yesterday afternoon at 4.30 o'clock near the Oak Bay hotel, the latter was forced to suddenly turn his Capt. Cox was born at Maitland, Nova Scotia, in 1843, and came of a shipowning and seafaring family. He went to sea as a boy in one of his father's ships, sailing out of Nova Scotia with his father. During the machine into the ditch coming in con tact with a tree. One of the front wheels of the car was badly broken, and the persons in the machine shaken and frightened but none of then days of the civil war he was on vessels were thrown out or received any injuries. The accident necessitated a trading to the Mediterranean and voyaged to the Black Sea. He after-ward went on steamships running between New York and Aspinwall and delay until another wheel could be sent out to replace the broken one. told at times of how they ran from Confederate warships. Afterward he went to Montevideo and engaged in business ashore. He was engaged in

TRAIL SMELTER

Rosland, Nov. 9 .- At the lead refin ery of the Consolidated Co., at Trail 60 tons of lead is turned out each day. Most of this is shipped to Shanghai, China, and to Yokohama, Japan, and the remainder to Toronto. Another bought a trading schooner and engaged in the coasting trade. While operating this vessel the had adventures of various kinds, and, when in large copper-gold furnace is being in-stalled which will nave a capacity of about 500 tons a day. This is in-tended to replace a smaller copper-gold furnace that was torn down some time since. When this furnace is com-pleted the smelter will have a capacity of about 1,600 tons of copper-gold one a reminiscent mood told interesting episodes of the adventurous days when the Welsh dolonists were at Patagonia. the Welsh dolonists were at Face.

He was a man without fear and on
the was a man without fear and that He was a man without fear and on various voyages was warned that pirates were at such a port or the other, but he never interrupted his journey, and on one occasion encountered a pirate schooner in the river at Rio Negros. It was the heyday of adventure on the South American coast and Capt. Cox took part in many an episode under circumstances which redounded to his credit. of about 1,600 tons of copper-gold ore a day. The increased quantities of ore that are being received from the Cen-tre Star and its allied mines and from the leased and owned properties of the Consolidated Co., in the Phoenix camp, make the additional furnace a necessity.

shown in the organization of the workers. The knowledge of power when united has swept throughout the length and breadth of the country and despite the old moth-eaten appeals to prejudice and self-interest, despite misrepresentation, persecution and coercion, the forces of labor have continued to unite.

"Today the organized workers in Canada breath the same aspirations, harbor the same ambitions and strugle for the same end, namely the elevation and betterment of the masses of toilers who suffer, not only from the silngs and arrows' of outrageous fortune, but from the oppressive and unjust laws and their prejudical administration, uncivilized conditions surrounding the every-day worker, men, women and children and more than the thousened conditions who may be the thousened conditions the c Rifle Accidentally Discharged

When here Capt. Cox became impressed with the possibilities of the pelagic sealing industry and after disposing of the Von Molke, went to Halifax and bought the sealing schooner Sapphire, which he sailed around the Horn to Victoria—she, below the sealed around the conditions of the sealed around the sealed t Calais, M. E., Nov. 9 .- Word was received here today that the 14-year-old son of D. C. Rollins, of St. Stephens, was accidentally shot and killed by his father while deer hunting. Mr. Rollins stumbled when about to fire at a deer, and his aim was diverted, the bullet passing through the neck of his being the second schooner brought from Halifax to this coast. His brother, the late Capt. Clarence Cox, son, who was some distance in advance. was given command and kept com-mand until the Sapphire was burned some years ago off the west coast of Vancouver island after a number

Lord Sholto Douglas in Trouble. Nelson, Nov. 9.—Lord Sholto Doug-lass is in the provincial jail awaiting trial on the charge of wounding an exarmy man named Rowland, with intent to do murder. The preliminary trial was held before E. J. Mallandeine J.P. of Creator when when the reliminary trial was held before E. J. Wallandeine J.P. of Creator when the reliminary trial was the control of the co he was engaged in business until his witnesses had been examined and the regrettable demise yesterday. The firm engaged in sealing, and bought accused was committed for trial. Lord witnesses had been examined and the defendant had made a statement, the accused was committed for trial. Lord Douglas is charged with having shot at Rowland. He had been out duck shooting at Kitchener and on his return home to Creston, found Rowland in the house. He ordered him to leave and on his refusing, it is said, discharged his bettern. charged his shot gun at him.

LAND ACT. Form of Notice.

Victoria Land District, Bange I, Coast Division.

TAKE NOTICE that Davidson Ward Co., Ltd., of Vancouver, B. C., occupation lumbering, intends to apply for permission to purchase the following described lands:—Commencing at a post pidnted in mound on the east side of Loughbor Inlet about % of a mile south of MoBride Bay, and about ten chains north of the old mill; thence east 20 chains; thence south 20 chains; thence west 20 chains to a point 1 chain from high tide; thence paralleling the said line of high tide, and 1 chain therefrom northerly 20 chains, more or less, to the place of beginning, containing 40 acres more or less.

DAVIDSON WARD COMPANY LTD. DAVIDSON WARD COMPANY, LTD., By James McDermitt Davidson, Agent. Dated October 15th, 1908.

NOTICE is hereby given that on the 25th day of November, 1908, an application will be made by J. H. Lawson and L. Genge, Trustees of the Debenture Trust Deed of the Rithet Proprietary Company dated the 15th day of April, 1907, to extend the time for the registration of the said Debenture Trust Deed in the office of the Registrar of Joint Stock Companies.

This notice is given in pursuance of an Order of the Honorable Chief Justice, dated the 19th day of October, 1908.

BODWELL & LAWSON, Solicitors for the Trustees.

Thirty days from date I shall apply to the Chief Commissioner of Land and Works for a license to prospect for coal and petroleum on the following described lands, situated in the Renfrew District, West Coast Vancouver Island, commencing at the S. W. corner lot 189, thence north 40 chains, thence west 80 chains, thence south 80 chains to coast, thence west following oast line to point of commencement containing 640 acres more or less.

R. S. GOLLOP, The society's annual dinner will be held on the 30th of the month at the Empress hotel and arrangements are already under way for a fine even-The first stage of the voyage of the Princess Charlotte, the palatial new steamer of the C.P.R. for the local ferry service, was completed yesterday when according to a cable receivable.

R. S. GOLLOP, Nov. 2, 1908.

ed by Captain Troup, she called at Teneriffe, Canary islands. The vessel is just a week out from Glasgow and is therefore making ood time on the Teneriffe, Canary islands. The vessel is just a week out from Glasgow and is therefore making ood time on the long journey.

The delicious flavor and aroma of "Salada" Tea is preserved by the use of sealed lead packets. It is never exposed to the sun, dust, dirt, air, the surrounding odors, and contaminating influences of other goods as bulk or loose teas are. A teapot test will show the difference.

Thirty days from date I shall apply to the Chief Commissioner of Land and Works for a license to prospect for coal and petroleum on the following described in the Renfrew district. West Coast Vancouver Island, commencing at the S. E. corner lot 189, thence north 40 chains, thence east 80 thains, thence south 80 chains more or less to coast, thence west following coast line to point of commencement, containing \$40 acres more or less.

W. H. KIRKBRIDE, The delicious havor and aroma of "Salada" Tea is preserved by the use of sealed lead packets. It is never exposed to the sun, dust, dirt, air, the surrounding odors, and contaminating influences of other goods as bulk or loose teas are.

A teapot test will show the difference.

Dated this 15th day of August, A.D.

CERTIFICATE OF IMPROVEMENTS NOTICE.—Red Cross No. 2 mineral claim, situate in the Quatsino mining division of Rupert district. Where located, West Arm of Quatsino Sound.

TAKE NOTICE, that I, James A. Moore, free miner's certificate No. B 13853, intend, sixty days from 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.

improvements. ROY C. PRICE. Dated this 15th day of August, A.D.

CERTIFICATE OF IMPROVEMENTS NOTICE.— Red Cross No. 3 mineral claim, situate in the Quatsino mining division of Rupert district. Where located, West Arm of Quatsino Sound.

TAKE NOTICE, that I, James A. Moore, free miner's certificate No. B 13853, intend, sixty days from 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.

ROY C. PRICE,

Dated this 15th day of August, A.D.

CERTIFICATE OF IMPROVEMENTS NOTICE.—Red Cross No. 4 mineral claim, situate in the Quatsino mining division of Rupert district. Where located, West Arm of Quatsino Sound.

TAKE NOTICE, that I, James A. Moore, free miner's certificate No. B. 13853, intend, sixty days from 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.

ROY C. PRICE.

ROY C. PRICE, Dated this 15th day of August, A.D.

CERTIFICATE OF IMPROVEMENTS NOTICE.—Eagle No. 1 mineral claim, situate in the Quatsino mining division of Rupert district. Where located. West Arm of Quatsino Sound.

TAKE NOTICE, that I. James A. Moore, free miner's certificate No. B 13853, intend, sixty days from 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.

ROY C. PRICE, Agent.

Dated this 15th day of August A. D.

Dated this 15th day of August, A.D.

CERTIFICATE OF IMPROVEMENTS

mprovements. ROY'C. PRICE.

CERTIFICATE OF IMPROVEMENTS

NOTICE.—Eagle No. 3 mineral claim, situate in the Quatsino mining division of Rupert district. Where located, West Arm of Quatsino Sound.

TAKE NOTICE, that I. James A. Moore, free miner's certificate No. B 13853, intend, sixty days from 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 fake notice that action, under section 37, must be commenced before the issuance of such certificate of improvements.

ROY C. PRICE.

ROY C. PRICE, Dated this 15th day of August, A.D. 908.

CERTIFICATE OF IMPROVEMENTS NOTICE. — Eagle No. 4 mineral claim, situate in the Quatsino mining division of Rupert district. Where located, West Arm of Quatsino Sound.

TAKE NOTICE that I, James A. Moore, free miner's certificate No. B 13853, intend, sixty days from 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.

ROY C. PRICE,

ROY C. PRICE, Dated this 15th day of August, A.D.

CERTIFICATE OF IMPROVEMENTS NOTICE.—Eagle No. 5 mineral claim, situate in the Quatsino mining division of Rupert district. Where located, West Arm of Quatsino Sound.

TAKE NOTICE, that I, James A, Moore, free miner's certificate No. B 13853, intend, sixty days from 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.

ROY C. PRICE,

Dated this 15th day of August, A.D. 908.

CERTIFICATE OF IMPROVEMENTS NOTICE.—Eagle No. 6 mineral claim, situate in the Quatsine mining division of Rupert district. Where located, West Arm of Quatsino Sound.

TAKE NOTICE, that I, James A. Moore, free miner's certificate No. B 13853, intend, sixty days from 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.

ROY C. PRICE,

ROY C. PRICE,

ROY C. PRICE, Dated this 15th day of August A.D. Dated this 15th day of August, A.D. 1908.

business generally on the Pacific coast.
As an expert upon the pelagic sealing industry his views were sought by the various governments interested in the question, and he was called to Ottawa and Washington when the Joint High Commission sat to be consulted with regard to sealing matters. On several occasions he sat as an assessor with admiralty judges in marine cases, and he has taken, part in many other public services.

To those shipping men and others

To those shipping men and others

But the rude, uncultured savage did more indigestion. Constipation of Rupert district. Where located with Park and Park

Dated this 15th day of August, A.

CERTIFICATE OF IMPROVEMENTS

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

And further take notice that action, and further take notice that action, under section 37, must be commenced before the issuance of such certificate of improvements. improvements. ROY C. PRICE

Dated this 15th day of August, A.D.

CERTIFICATE OF IMPROVEMENTS

improvements. ROY C. PRICE,

Dated this 15th day of August, A.D.

CERTIFICATE OF IMPROVEMENTS NOTICE.—Eureka No. 2 mineral claim, situate in the Quatsino mining division of Rupert district. Where located, West Arm of Quatsino Sound.

TAKE NOTICE, that I, James A. Moore, free miner's certificate No. B 18853, intend, sixty days from 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.

ROY C. PRICE,

ROY C. PRICE, Dated this 15th day of August, A.D.

CERTIFICATE OF IMPROVEMENTS

Dated this 15th day of August, A.D.

CERTIFICATE OF IMPROVEMENTS NOTICE.—Eagle No. 2 mineral claim, situate in the Quatsino mining division of Rupert district. Where located, West Arm of Quatsino Sound.

TAKE NOTICE that I, James A. Moore, free miner's certificate No. B 13853, intend, sixty days from 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.

ROY C. PRICE.

ROY C. PRICE.

ROY C. PRICE.

ROY C. PRICE.

Dated this 15th day of August, A.D. Dated this 15th day of August, A.D. 1908.

CERTIFICATE OF IMPROVEMENTS

ROY C. PRICE,

CERTIFICATE OF IMPROVEMENTS

Dated this 15th day of August, A.D.

ROY C. PRICE. Agent. 1908. Agent. A.D.

CERTIFICATE OF IMPROVEMENTS

ROY C. PRICE, Dated this 15th day of August, A.D.

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