ce Advantage
e had in every
illustrated in our
atalogue ready
ber 15th.
Grade Watches,
High Grade Jewelry,
High Grade Diamonds, High Grade
ilver, etc.
The phenomenal
our mail order depart-
last few years has en-
to the extent of offering
town patrons a much
nd enlarged catalogue.
n application.
H. B. KENT
The Leading Mail Order Jewelry House
Yonge St., TORONTO

AN EXTRA-PROVINCIAL
COMPANY.
panies Act, 1897."
NADA:
ritish Columbia.
CERTIFY that the "Saint
d Marine Insurance Com-
orized and licensed to carry
thin the Province of British
to carry out or effect all or
bjects of the Company to
gislative authority of the
British Columbia extends.
fice of the Company is situ-
of St. Paul, in the State of
of the capital of the Com-
hundred thousand dollars,
ive thousand shares of one
s each.
fice of the Company in this
uate at Victoria, and Richard
Agent, whose address is
attorney for the Company.
my hand and seal of office
rovince of British Columbia,
of November, one thousand
and five.
S. Y. WOOTTON,
of Joint Stock Companies.
for which the Corporation
blished and licensed are:
surance on all descriptions of
st loss or damage by fire or
both fire and lightning; to
e on all description of boats
e cargoes and freights there-
ottomry and respondentia in-
t the perils of marine and in-
n and to also insure against
e by hail, tornado, cyclones
rms. d2

hereby given that application
to the Legislative Assembly
e of British Columbia, at its
for an Act to incorporate a
h the following powers:
n every description of com-
cial and transportation busi-
as common carriers by land
o buy, build, equip, own and
ways and light railways be-
oints or places in the Prov-
t connecting with any point
national Boundary Line, with
any kinds or descriptions of
s; to buy, build, equip, own
ll kinds of ships, vessels and
rganize and promote joint
ies; and to shares or inter-
companies; to direct and man-
siness and undertakings of
es, and to make and carry in-
ngements for the amalgama-
ompany or individual carrying
ndertakings; to borrow money
oses of the Company, and to
rtgage any of the Company's
hat purpose; to purchase and
kinds of personal effects, and
ally as bailees of all kinds
and personal property; to re-
upon deposit; to act as trus-
lividuals, estates, companies,
and governments; to acquire
ranchises and concessions by
ase, or otherwise from any
or government to guarantee,
otherwise, any securities or
f any corporation or govern-
d money upon the security
rchase and sell real estate; to
est money upon security; to
s for individuals, companies,
and governments; to deal in
securities; to act as agents
ls, companies, corporations
ents, and to acquire powers
nducive, or incidental to carry
the above objects.
Victoria, the 2nd day of De-
HIGGINS & ELLIOTT,
Solicitors for the Applicants.

nd not until the coast guard
d the little island where she
was her fate known.
had been manned by American
a crew of natives. She carried
ns and was of 250 tons bur-
ws of the finding of her wreck
t in yesterday's mails from
It is known that some fifteen
n board the wrecked vessel.
t have all been drowned, for
no indications on the desert
e the Leyte drove ashore of
having landed there, and no
are nearby.

AKOTA RETURNS.

Dakota of the Great Northern
Seattle on Wednesday from
Severe weather was encoun-
e voyage over. Heavy storms
big liner during the entire
ss the Pacific. Captain Francke
if the weather had been good
ve made the trip in less than
her brought sixty-nine passen-
whom were Howard James,
e-president and manager of the
hern Steamship Company, and
Mr. James made the round trip
ta in order to familiarize him-
he details of the work of the
He stated that he was delight-
steamer and had no changes to
erything is in the best of con-
do not tihnk I will make any
tever," said Mr. James. "The
anghai will be continued for
but may ultimately be omit-
t shipment on the vessel was
light, only 5,705 tons com-
nly thirty-eight tons were con-
Seattle, which consisted of
tting and tea. For overland
179 tons were brought in on
Her cargo consisted of curios,
tting, rice, fire crackers, Chi-
ns, cassia, oranges and gener-
dise. About 100 bundles of
e thrown overboard in Yoko-
count of a slight fire, which
by the carelessness of a

Trade.—The monthly gener-
of the Board of Trade will
evening of Thursday. The
It is especially requested that
s having business to intro-
at meeting notify the secre-

Ogilvies' Reputation goes into every barrel of Royal Household Flour

If Royal Household Flour were not as good as Ogilvies say it is, who would be the greatest loser?

You would try it once—if it were not good you would be a small loser, perhaps.

But Ogilvies would probably lose your custom.

They would also lose the custom of every other woman who tried it and of thousands who had never tried it but had been told that it was not as represented.

Therefore Ogilvies *must* make Royal Household Flour the *best* flour because they stake their reputation upon it, and if you and thousands of others found it was not the best, Ogilvies would ruin their business.

So Ogilvies make Royal Household Flour the best flour, in their *own* protection. Incidentally that is *your* strongest protection—it guarantees you the best flour because the brand carries with it Ogilvie's Reputation.

Ogilvies simply ask a trial—knowing that it will make a permanent friend for Royal Household Flour.

Freights on The C.P.R.

Fourth Vice President Bosworth Makes Reply to Criticism of Coast Merchants.

Says Present Demands Are Not Justified When Case Is Further Considered.

Report of the Meeting Which Was Held at Vancouver on Thursday Afternoon.

B. W. GREER, general freight agent, Vancouver, was yesterday in receipt of the following telegram from G. M. Bosworth, fourth vice-president, in charge of all traffic, C. P. R., Montreal:

"I am in receipt of a telegram declaring that the Vancouver merchants had declared a boycott against this company in the matter of westbound freights because the company did not feel justified in acceding to the demands that it should put in effect the same rates from Vancouver east to Calgary, Edmonton and Macleod as those in force from Winnipeg to the same territory. When the demand was made it received the consideration not only of the officers of the traffic department, but of the executive as well, and it was decided that the demand was not a reasonable one, because it required the company to perform train service without anything like adequate compensation and involved precedents of vital importance to the interests of the company. The dispute was submitted to the railway commission for an opinion, the Vancouver and Victoria boards of trade filing their statements of the case, and this company filing its answer. That is the present position of the matter. The passing of these tariffs, so as to give the company only what it should properly receive for its service and at the same time according anything like discrimination between localities and individuals was a most serious and intricate task. Inquiry as to the conditions that prevail in all corresponding territory south of the international boundary will show that the C. P. R. has gone far beyond any other Pacific coast line in enabling coast merchants to extend their business to interior points; and it would be a pleasure to all of us if we could feel justified in going still further to the extent now demanded. We sincerely regret that resort should have been had to anything in the nature of a boycott, because it is hardly the way in which to settle business disputes; and we trust that on further consideration the coast merchants will take this view of the situation. In any event, whether the present attitude be maintained or not, this company will continue to do its whole duty to the coast cities, as it has during the past twenty years."

At the meeting of the board of trade of Vancouver on Thursday afternoon, which was briefly mentioned in a despatch appearing in the Colonist yesterday morning, R. P. McLennan, president of the board of trade, occupied the chair.

William Skene, secretary of the board, read the minutes of the last meeting and also the following letters from the Victoria and New Westminster boards of trade. A communication was also read from the secretary of the Fraser River Canners' Association conveying the hearty sympathy of the canners to the merchants of Vancouver in their action. The following were the letters from the Victoria and New Westminster boards of trade:

"William Skene, Esq., Secretary Board of Trade, Vancouver, B. C.:

"Dear Sir—I am in receipt of your telegram asking that a representative from Victoria attend a meeting on Thursday, 30th instant, to receive the Canadian Pacific Railway's reply to the request for equal rates with Winnipeg to Calgary, Edmonton and Macleod.

"A meeting of shippers was held at this office this morning when your message was read, and it was decided, in view of the Victoria shippers having placed the above request with Mr. Greer on October 27, and that the meeting on Thursday is simply to receive his reply, that it will not be necessary for anyone from Victoria to attend the meeting. Mr. Greer should be assured that the Victoria shippers heartily approve the action taken in Vancouver, and it is hoped that he will be sufficiently impressed with the necessity of acceding to the reasonable request of the united Vancouver and Victoria shippers. Yours faithfully.

"F. ELWORTHY, Secretary."

"W. Skene, Esq., Secretary Vancouver Board of Trade, Vancouver, B. C.:

"Dear Sir—Your communication of November 28, regarding the meeting with Mr. Greer of the C. P. R. this afternoon at 4:30, was duly received. We expect that J. A. Cunningham of this city will be present at the meeting as a representative of this board.

"A. E. WHITE, Secretary."

Chairman McLennan said the next thing in order would be to hear from Mr. Greer as to whether he could answer their request, and he had much pleasure in calling upon him.

Mr. Greer said that he was sorry to report that he was

Not in a Position

to give an answer to the request of the gentlemen present. Since the special meeting held on the 25th he had received a wire from Montreal to the effect that the Coast boards of trade had submitted their complaint to the railway commissioners, and that the railway company had filed its answer, which was now in the hands of the commission, and till that was decided on they would not be in a position to answer the requests of the board of trade. The company were now considering the request of shippers for a reduction to northern points, and Coast shippers would receive the benefit of that reduction.

"In submitting that reply," said Mr. Greer, "I presume a few remarks will not be out of order. I do not think that everybody who attends these meetings is familiar with the complications that have to be met in adjusting freight rates to suit all districts. If we make changes in one district it may not suit another district, and we would like to see

A Decision From the Commission

that might introduce some new ideas, since they would not be biased in expressing themselves as to the best interests of the country."

As an example of how these matters were misunderstood, Mr. Greer read a letter from the Fraser River Canners' Association to the company endorsing the stand of the Vancouver merchants. The communication stated that a reduction on the rate of canned goods east would increase the trade of the Coast canners with the Kootenay, and the company would benefit since they would not have to haul so many empty cars back over the mountains.

"Now," said Mr. Greer, "we are not hauling empty cars from the coast at all, though we do haul from 7,000 to 10,000 empties every year to the Coast to take care of the eastbound traffic. I think the interests of the coast merchants are more conserved in handling the products of the country than in developing some little increase in the jobbing business. In commodities produced here we are shipping east as cheaply as anything westbound. Any development in Manitoba and the northwest must help British Columbia, because it provides a market for what we have to sell in the way of fruit, forest products, fish and vegetables. That trade is rapidly increasing and the country is being rapidly developed, and the company is trying to help it in every way. The building of the

Nicola Line Into the Similkameen

for example will give additional territory to the shippers here. I would be very sorry to see the shippers here divert their business to the American lines with a view of forcing that reduction they ask for. Our relations with the citizens of B. C. are such that anything you do to our detriment must redound to your detriment at the same time. For example, if you divert your westbound traffic to American lines, your eastbound traffic would have to be cared for by them also, because we would not haul empty cars to carry it. On the other hand we should have to reduce our staff, we would have to give up building our sheds (laughter) and the contemplated extension to our wharves. The company is contemplating expenditure to the extent of about a quarter of a million dollars and there are a whole lot of things that would have to remain undone. You would not expect us to transport to the Interior those goods brought over American lines."

The chairman—"The charter calls for it."

"Well, you would not want it," said Mr. Greer. "What caused all this agitation was an article in the "World" stating that we were making reductions from the east as far as Mission Junction to enable eastern shippers and jobbers to invade this territory. That was incorrect. No such changes were made, but everybody began to fear that such changes were to be made and they were wondering where they would get off. We have been accused of

Bottling Up Vancouver

but I don't think that conditions here today would bear out that statement. We may not be developing the shipment of foreign goods to our interior territory to take away business from our Canadian manufacturers, but we are developing a big export trade to help them, and through our irrigation schemes in Alberta we are putting under cultivation a large tract of land capable of producing wheat superior to that from the state of Washington, and which with Vancouver as the point of shipment can control the Oriental market.

The jobbers here complain that their territory is confined in a very small area as compared with Winnipeg. You do not take into consideration the great advantage you have from the shipping trade here, advantages they do not get in Winnipeg or any interior point. The places are differently situated and the conditions are absolutely distinct, and I do not think you people want to lose sight of these things for the sake of developing the shipment of foreign goods into the interior."

Mr. Greer then from some notes he had with him went into comparisons of freight rates on the C. P. R. and the Great Northern. It was said that rates to Calgary as compared with Winnipeg were too high, and that the dividing line in the rates between St. Paul and Seattle on the Great Northern was at Butte. It was true that the standard rates were the same, but there were

Certain Commodity Rates

given to the jobbers in Spokane which enabled them to distribute for 150 miles west at a cheaper rate than the Seattle jobbers into a very small area on the coast, so that compared with shippers in other coast cities the merchants of Vancouver were well situated.

"I expect," said Mr. Greer after finishing his notes, "that the Railway Commission will give a decision on this question; if they don't I expect that our people will consider it; but if we do anything now and it does not meet with the approval of the railway commission it will simply all have to be done over again."

Mr. W. J. McMian—"Is the C. P. R. prepared to accept the decision of the railway commission?"

Mr. Greer—"I think they would have to."

"Are you willing to accept the decision of the railway commission?" was next asked.

Mr. Greer said he was not the President of the company and could not speak for it, but speaking for himself personally he would say, "Yes," but he could not speak for the company. He added that he was sure that a comparison of their rates east over equal distances with those of the Great Northern would show that they were smaller. It was claimed that the distance from Vancouver to Calgary being smaller than from Winnipeg to Calgary, the

Rates Should Be Smaller

but the cost of transportation over the mountains was double that over the prairies, and the cost of maintenance was proportionately greater. It was a fact also that the rates at present enabled the Vancouver shippers to distribute as far back into the interior as Revelstoke and into the Kootenay. Comparisons with Winnipeg had no bearing, as Vancouver could be reached by water from the Orient and the Old Country. The Pacific coast cities on the other side of the line were not in so favorable a condition to distribute eastwards as Vancouver, and if the C. P. R. were to adopt the policy of the Great Northern they would make a distributing centre of Revelstoke, which would push the coast trade as far back as Kamloops. Another thing to be borne in mind was that the Great Northern only ran to St. Paul, and they had to maintain a line of railway all the way to St. John, New Brunswick, and had a great deal of barren country to traverse. They had also found it necessary to make a low rate for goods from the east to the coast in order to meet the competition of European goods brought in by ships, and in adjusting the tariff they had to consider the best development of the country as a whole without regard to what particular district should have the trade. Iron and cast-iron pipe at present nearly all came from England. They had iron manufactories in the east, but there was hardly a bar of iron came from Montreal.

"This freight rates proposition," said Mr. Greer, "is

A Complicated Affair

and I don't think anyone in Vancouver would be capable of adjusting it to the satisfaction of all. It is doubtful if any policy can be adopted that can affect you for years to come, and I don't think there is any occasion to force an issue. Our reply has been submitted to the commission. Let us hear what they have to say about it. It is not necessary to dispose of it today, and I think my knowledge of the merchants here shows that they are all reasonable men, and will not ask anything unreasonable. I hope that the friendly relations that have existed between us will continue to exist. We are interested in building up Vancouver, New Westminster and Victoria as much as you are, because larger cities mean greater traffic for us. We want to see the Dominion of Canada grow and prosper as it is doing, and we are doing all in our power to help it. I think Vancouver is getting its share of the general prosperity. Real estate is advancing, merchants are extending their warehouses, and there is no man here who does not feel the wave of prosperity. Anything we can do to further the interests of Vancouver and the other places we are going to do. We have shown too much evidence of it, and for us to fall out now when things are looking so favorable would be a very sad thing, and I hope it will not take place."

Hon. Mr. Carter-Cotton—Do you know, Mr. Greer, whether your company has yet

Filed Its Answer

to the railway commission?

Mr. Greer replied that he understood it to have been put in last week.

Hon. Mr. Cotton then asked if the company had forwarded a duplicate answer to the board of trade.

Mr. Greer said he was not sure, but he thought it was probably in the mail now.

Mr. McLennan said Mr. Greer had referred to the efforts of the C. P. R. to help out Eastern manufacturers. Was that the duty of the C. P. R. or of the finance minister?

Mr. Greer—It is the duty of the company to develop the country and build up traffic for themselves. (Laughter.)

Mr. McLennan—Because this subject is before the railway commission, do you think it would be discourteous on the part of the company to give an answer before they give their decision?

Mr. Greer said he thought it would be, and it would also seem discourteous of the Vancouver board of trade to give their answer before that.

Mr. McLennan—Don't you think it was dangerous for the railway company to tamper with the rates to Calgary?

Mr. Greer said he did not think so. It was to meet a condition forced upon them. But the complaint of the board was another matter. They had complaints also from Winnipeg and Calgary, and if they tried to satisfy them it would not satisfy everyone else. If the railway commission told them that the system of distributing rates from Winnipeg was not right, then the rates would have to be cut out.

Mr. McMillan—You think that because of cheaper rates west, you would not be justified in conceding the rates east that are asked for?

Mr. Greer said they were trying

To Develop the Westbound Business

as well as the Eastern business. They were trying to develop the export of grain to the Orient in competition with Washington, and Vancouver would get the benefit of that. They spent annually about $10,000,000 on this division, and the bulk of it was spent in Vancouver. They bought material from the mills and transported hundreds of carloads eastward to help to build equipment. They tried to equalize rates as much as they could, but he did not think that even if that were done, the Vancouver merchants could look for any great extension of territory.

Mr. Greer was asked if he meant to intimate that the C. P. R. would never grant the concession that was being asked for.

Mr. Greer said he would not say that at all, because he thought when they had built up their export business they would be looking for more eastbound business from Vancouver. He did not think they should be asked to decide at once. They had no control over the changed conditions resulting from the Canadian Northern entering the field. That company might want to build up Edmonton, and they (the C. P. R.) would have to look after their Calgary friends. All these things had to be considered, and they knew that when it came down to English competition with Canadian they must help the Canadian manufacturers.

Mr. McLennan—When you lower the tariff at the other end and keep it up at this end, is it not discriminating against Vancouver?

Mr. Greer thought Vancouver was equally favored in its natural productions, and quoted eastbound rates on salmon, lumber and furs, which he said could not be considered high. They were

Encouraging the Development of the Country

in every way possible. They built smelters and hotels and ran ships, and their service was not inferior to anyone's.

Mr. Robert Martin—You efer to the railway commission. Did not the circumstances that caused this agitation take place since they sat here?

Mr. Greer—No; the change in the rate to Edmonton was brought about by the new line entering there.

Mr. Martin—That is what is bothering us.

Mr. Greer—Not so much as you think. The facts in this case are greatly exaggerated.

Mr. E. J. McFeely—Because you make a distinction against a few lines of foreign goods, does it follow that we must suffer?

Mr. Greer—If you don't bring in imported goods, you handle Canadian goods. As long as we only change the channel of trade it still comes through you and it does not hurt you.

Mr. McFeely—Are we to understand from you that the C. P. R. will not grant the concessions asked for by the merchants of Vancouver, Victoria and New Westminster?

Mr. Greer—No, not at all. I would not be surprised to see some change made, but I don't think the time has arrived for it. I am not authorized to state that no change will be made.

Mr. McMillan asked whether it was not a fact that Winnipeg merchants could sell cheaper in Calgary and Edmonton than Vancouver merchants could.

Mr. Greer said that was so, but it should be remembered that goods brought here had to be hauled back again as it were, so that the route [illegible] was shorter.

Mr. C. A. Godson—Mr. Greer, you are not in a position to state when the railway commission will give an answer to your company, or whether they will accept it. I think

That Is All

we want to know. Before we close, however, there is another matter I would like to mention. In conversation with Mr. Greer he asked me whether this was a meeting of the board or of the business men of Vancouver, because at the last meeting he was asked to retire and he considered that as a member of the board of trade himself he was entitled to remain. It should be clearly defined whether it was a board of trade meeting or a business meeting.

The Chairman—It is a business meeting.

Mr. Godson—That is what we wanted to know. I think it only fair that Mr. Greer should be enlightened as he may be asked to retire again. (Laughter.)

M. Greer said he would prefer to remain. They had listened to him and he would like to have the pleasure of listening to them.

Mr. James Ramsay—Mr. Greer, before you go I would like to ask you, speaking as a manufacturer, whether you don't think we are entitled to

The Same Rates

to Calgary and other points as the people in Winnipeg?

Mr. Greer said he certainly thought that manufacturers were entitled to more consideration than anyone else, but the heavy cost of maintenance and transport over this division must be borne in mind.

After a little further discussion Mr. A. G. Thynne rose and said: "There are a great many gentlemen here who are anxions to get away and we should keep to business."

Mr. Godson said that before Mr. Greer retired, he would move that he be tendered a vote of thanks for his attendance.

The motion was seconded by Mr. J. A. Cunningham and carried.

Mr. Greer expressed his appreciation, and said he was sorry he could not do more for them than he had done. He hoped that later things would develop that would continue the good relations that had always existed between them.

The railway officials and the representatives of the press were then requested to retire, so that the merchants might discuss matters among themselves.

The discussion that followed was of course strict in camera, but the result of it was the following

Resolution

which was given out for publication:

Whereas the merchants of the B. C. Coast cities have at different times shown to the Canadian Pacific Railway Company the unjust discrimination that exists against these cities and in favor of Eastern Canadian shipping centres with reference to freight rates to Kootenay and Alberta points; and whereas, we have repeatedly requested the Canadian Pacific Railway, through its officials, to remove such discrimination by granting us equal freight rates with Winnipeg shippers to Edmonton, Calgary and Macleod, and

Whereas, the Canadian Pacific Railway Co. has refused to grant us this concession, knowing said concession is far within our rights, it is

Resolved, that we, the merchants and shippers of Vancouver and New Westminster, resent this injustice done us, and do hereby bind ourselves to use every effort on our part to bring every influence and pressure directly and indirectly within our power to bear upon the Canadian Pacific Railway Company, to show our disapproval of such injustice to us, until our request for equal rates with Winnipeg to Edmonton Calgary and Macleod has been granted.

Well knowing that our contention for this concession is in the interest of the province of British Columbia and would work no injustice upon any part of it, we hereby request the individual co-operation and support of all good citizens.

How Is Your Cold?

Every place you go you hear the same question asked.

Do you know that there is nothing so dangerous as a neglected cold?

Do you know that a neglected cold will turn into Chronic Bronchitis, Pneumonia, disgusting Catarrh and the most deadly of all, the "White Plague," Consumption.

Many a life history would read different if, on the first appearance of a cough, it had been remedied with

Dr. Wood's Norway Pine Syrup

This wonderful cough and cold medicine contains all those very pine principles which make the pine woods so valuable in the treatment of lung affections.

Combined with this are Wild Cherry Bark and the soothing, healing and expectorant properties of other pectoral herbs and barks.

For Coughs, Colds, Bronchitis, Pain in the Chest, Asthma, Croup, Whooping Cough, Hoarseness or any affection of the Throat or Lungs. You will find a sure cure in Dr. Wood's Norway Pine Syrup.

Mrs. C. N. Loomer, Berwick, N.S., writes: "I have used Dr. Wood's Norway Pine Syrup for coughs and colds, and have always found it to give instant relief. I also recommended it to one of my neighbors and she was more that pleased with the results"

Dr. Wood's Norway Pine Syrup 25 cts. per bottle at all dealers. Put up in yellow wrapper, and three pine trees the trade mark. Refuse substitutes. There is only one Norway Pine Syrup and that one is Dr. Wood's.

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.

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.

Victoria, B.C., October 18, 1905. o25
J. A. SAYWARD.

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

RAILROADS WANT EXTENSION OF TIME

Next Session of Parliament to Sanction Request of Companies.

(Special Cable to the Colonist.)

Ottawa, Dec. 1.—The Columbia and Kootenay, Nakusp and Slocan, Vancouver and Lulu Island, Kootenay and Arrowhead and British Columbia Southern companies will ask parliament at next session for an extension of time in which to build.

The cabinet decided today that the law must take its course in the case of Joe Bennett, an Indian now under sentence of death in New Westminster penitentiary.

ENGLAND AND GERMANY.

Meeting in London to Promote Better Feeling Between Nations.

London, Dec. 1.—A well attended meeting took place at Caxton hall today, the object being to promote better relations between Great Britain and Germany.

Lord Avebury, president of the Society of Antiquarians presided. He was supported by a representative gathering, including Count Bernstorff, secretary of the German Embassy.

Lord Avebury in opening the meeting, urged that there was which unhappily exists between Germany and Great Britain. Of course he pointed out Lord Lansdowne, the foreign secretary, could not attend such a meeting, but Lord Avebury said he knew the secretary was in accord with objects of the gathering and the British government was aware that there was no question between the two countries to give rise to difficulties.

"We would like to see Europe federated like the United States," said Lord Avebury. "If Europe continues its tremendous expenditure for armaments, we shall be unable to hold our own against the United States."

Other speakers expressed similar views.

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.

MINERAL ACT.
(Form F.)
Certificate of Improvements.

NOTICE.

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

Where located: On Koksilah 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.
CLEREMONT LIVINGSTON,
o19 Local Director.

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.

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 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, 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, 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 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,
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 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 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, Tsissk, 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

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 Kitsilas 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 Kitsilas 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.

LICENSE TO AN EXTRA-PROVINCIAL COMPANY.

"Companies Act, 1987."
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 less 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 and to undertake 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. 291.

THIS IS TO CERTIFY that "The Phoenix Insurance Company, of Hartford," 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 Hartford, in the State of Connecticut.

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

The head office of the Company in this Province is situate at Vancouver, and Frank Burnett, Senior, whose address is Vancouver, is the attorney for the Company.

Given under my hand and seal of office at Victoria, Province of British Columbia, the 12th day of September, one thousand nine hundred and five.

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

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

To make insurance against the loss by fire on all kinds of real, mixed and personal property of every description, and are also authorised to insure on vessels of all descriptions, and on all kinds of goods and merchandise, against marine disasters, and all the hazards of inland navigation. n14

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 ten 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 this Company has been established and licensed are:

For the purpose of making insurance on dwelling-houses, stores and all kinds of buildings, and 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 the risks of lake, river, canal and inland navigation and transportation, and also for the purpose of making insurance against loss or damage by lightning, wind storms and tornadoes, with power to effect reinsurance of any risks which it may take as authorised by law. n14

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 South 80 chains, thence 80 chains West thence 80 chains North, to point of commencement.

J. A. SAYWARD.
Victoria, B. C., November 6, 1905.