

BELLA COOLA

COURIER

WEATHER REPORT
Compiled by Mr. C. H. Urseth, of the Hagensborg Observatory.
Temperature for the month of July, maximum, 79, minimum, 48.
Rainfall for same period, 9.71.

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VOL. I—NO. 49

BELLA COOLA, B. C., SATURDAY, AUGUST 23, 1913.

\$1.00 a Year

Passenger Steamer Founders in Alaskan Waters

Many Persons Go Down With Ship

Seattle, Aug. 20.—Great loss of life was occasioned when the steamer "State of California," bound for Skagway, was sunk by striking on a submerged uncharted rock in Alaskan waters, in the vicinity of Gambier Bay, on Sunday morning last. The vessel was steaming at full speed and struck with such force that the bottom of the ship was completely ripped open.

The "State of California" left Seattle with fifty-four passengers on Wednesday the 13, picking up twenty-two more at Prince Rupert, Ketchikan, Petersburg, Wrangell and other points, and all these were aboard the vessel at the time of the disaster.

Only forty-three persons are known to have been rescued, these having been taken to Juneau by the steamer Jefferson. The remainder of those on board have probably perished, as most of the passengers and crew were in their staterooms. Seven of the crew were killed at time of the vessel striking. The purser is uncertain how many passengers were aboard the ship, as all records, together with mail, express and all such matter went to the bottom with the ship.

Royalty on Timber

Victoria, Aug. 20.—Hon. W. R. Ross, minister of lands, has brought the question of timber royalties to a head by announcing it as his intention to go into the matter personally and commission-wise, with a view to arriving at a suitable basis for levying the government charges upon timber sales.

A list of places and dates forming the first itinerary of the commission is as follows: Vancouver, Sept. 8; Kamloops, Sept. 9; Revelstoke, Sept. 10; Nelson, Sept. 12, and Cranbrook, Sept. 15.

Fatally Hurt on Track

Mission, Aug. 20. F. Atherton, a young farmer living at Hatzic, was run over by a C. P. R. train, three miles east of Mission, last night. Both his legs were cut off. He died early this morning at this place. He had left here late in the afternoon under the influence of liquor.

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Nanaimo Miners Appear in Court

More Special Constables Arrive

Nanaimo, August 20. Forty-seven miners appeared in court here yesterday, charged with being concerned with the recent rioting. All were remanded, bail being refused.

A number of miners have gone to work in one of the small collieries.

All danger of further rioting is not at an end, another detachment of special constables having been sent over from Vancouver.

Harry K. Thaw Escapes and Is Recaptured

Coaticook, Que., Aug. 20.—Harry K. Thaw who, after one of the most sensational trials of recent years, was found guilty of the murder of Stanford White and being proved insane was incarcerated at Matteawan, from which place he recently effected his escape, was arrested here yesterday by local officers at the request of the sheriff of Colbrook, New Hampshire. The sheriff recognized Thaw as he boarded a train and followed him in an automobile.

A reward of \$500 was offered for the recapture of Thaw.

Lawyers Oppose Thaw's Deportation

Sherbrooke, Que., Aug. 20.—Protracted conferences held by lawyers retained to oppose Thaw's deportation to United States, indicate that preliminary arrangements in Court will be postponed at least one week.

Great interest is being taken in the case, the Supreme Court being crowded before the proceedings commenced.

Dynamite Car Explodes

Mexico City, Aug. 20. One hundred persons were killed yesterday by the explosion of a carload of dynamite.

The disaster was caused by a car pipe crashing into the dynamite car. The victims were mostly women and children.

Protest Turkey's Advance

Vienna, Aug. 20.—The governments of Europe, it became known here today, will shortly make definite representations to Turkey against the further advance of her troops in Thrace.

Ultra-Violet Rays Experiments

Paris, Aug. 19. It is stated that the French government is watching a series of extraordinary experiments at Havre with an invention of a man named Ulivi, who is said to have discovered means for projecting ultra-violet rays a distance of fourteen miles and exploding gunpowder contained in a metallic box. It is claimed that the rays also will explode torpedoes at the same distance.

Commission on Indian Affairs Meet Local Indians

The Royal Commission on Indian Affairs created under Joint Agreement of the Dominion and Provincial Governments, for the purpose of finally adjusting all matters with respect to Indian Reserve lands in British Columbia, spent the greater part of the present week at Bella Coola in connection with its tour of investigation of conditions obtaining on and affecting the various reserves of the Bella Coola Agency. The present tour of the Commission is being made with the C. P. R. steamer Queen City, under special charter, and will occupy approximately five weeks, all reserves in the Bella Coola and Queen Charlotte Agencies being visited with the lone exception of Ulkatcho, which is to be visited next year.

The Commission is composed of the Hon. E. L. Wetmore, the chairman, chosen by unanimous agreement of the Dominion and Provincial representatives—Dr. J. A. J. McKenna and Mr. N. W. White, K. C., being the Federal nominees and Mr. J. P. Shaw, M.P.P. and D. H. Macdowall the representatives of British Columbia.

The Commission is constituted under an Order-in-Council bearing date of the 27th November last, and based upon and including an Agreement previously entered into between Dr. McKenna, as a Special Commissioner named by the Dominion Government to investigate the condition of Indian Affairs in British Columbia, and Premier Sir Richard McBride, acting for the Province in the same behalf. The functions of the Commission are strictly limited to the adjustment of reserves according to the necessities and conditions of the Indian occupants. Where it is found that a reserve contains sufficient land for the maintenance of the Indians domiciled thereon, and no more, such reserve will be finally confirmed by the Commission. Where a reserve is found too small for the reasonable requirements of the Indians it will be sufficiently enlarged, the Province guaranteeing to furnish the requisite additional lands where such lands are adjacently available.

Where a reserve is adjudged to be unduly large, such portion as is regarded as unnecessary for the reasonable requirements of the Indians, the Commission is authorized to cut off, with the consent of the Indians, this overplus land being sold by auction, and one half of the net proceeds being retained by the Province, while the other half is paid to the Dominion as guardian of the Indians, for the use and benefit of the latter. In consideration of sharing in the proceeds of such sales, the Provincial Government is to abandon its claim to reversionary interest in reserves throughout British Columbia, the future administration of such reserves being thereby greatly facilitated.

Although the functions of the Commission are distinctly limited to determination of reserves lands questions, it is authorized to hear general complaints and grievances of the Indians and to report thereupon to the Government at Ottawa, with a view to the future betterment of departmental administrative policy with respect to Indian affairs in this section of Canada.

Jottings of Bella Coola and District

S.S. Princess Beatrice made her weekly call at this port on Friday last with her usual quota of freight, also a number of passengers among whom was Mr. B. F. Jacobsen who had been visiting Prince Rupert as Bella Coola's representative before the Agricultural Commission.

The thanks of the people of this place are due to Mr. Jacobsen for his valuable services in so clearly setting forth the difficulties regarding transportation facilities, between here and Prince Rupert, under which the

local farmers are at present laboring, and it is hoped that before long a better state of affairs may be brought about.

The steamer Venture docked here on Sunday last at 10:30 a.m. Among the passengers were, Mesdames J. W. Macfarlane, T. Cummings and A. K. Overton; Messrs J. W. Macfarlane, J. C. Lindsell, P. C. Coates, J. McDonald and E. Dwyer.

Mr. E. Dwyer, representative of the Dominion Trust Company of Vancouver, is staying at the

Grandview Hotel. Mr. Dwyer expresses himself as highly pleased with what he has seen of the place and especially the climate. He left for the south on the Princess Beatrice, Friday.

Mr. J. McDonald, of picture fame, pays regular visits here and anyone that has any photographs that they would like enlarged will do well to see him at his quarters in the Grandview Hotel.

The Lysdahl Sewing Circle met on Thursday, 14th inst., at the home of Mrs. B. F. Jacobsen, when it was decided to hold the annual sale of work on the 14th October next.

The Bella Coola Telephone Power and Light Company have extended their system to connect with the Cannery, which brings the latter place into communication with the rest of the valley.

S.S. Queen City, of the C.P.R. fleet, bearing the Indian Commission arrived here Sunday afternoon.

Mr. Fougner the local Indian agent left on Friday previous for Rivers Inlet to be present at the sittings at that place. O-Wee-Kayno reserve at the head of Rivers Inlet is the southernmost reserve within the jurisdiction of the Bella Coola agency. Mr. Fougner will also accompany the Commission to the northern boundary of this agency which is Port Essington on the Skeena.

During Sunday afternoon and evening the members visited the various places of interest. Monday morning the Commission settled down to business in the Mission Church on the reserve. Considerable evidence was taken, both during the morning and evening sessions, the work being completed by six o'clock.

The Commission remarked on many evidences of thrift that were noticeable throughout the Bella Coola reserve, making special mention of the houses, which were described as being the best the Commission had as yet seen on any reserve yet visited on this northern tour.

At the close of the afternoon session, Mr. J. W. Macfarlane, superintendent of roads, submitted plans of a road through the reserve and a bridge across the Bella Coola River which the Provincial government propose building. This matter was put before the Indians who expressed themselves as agreeable towards the project.

On Tuesday evening the Commission left for Tallo reserve, situate at the head of South Bentinck Arm, returning here on Wednesday evening in order to meet delegates from the Ulkatcho tribe, who were expected to arrive on Thursday.

As these delegates failed to arrive on Thursday evening, and as the changes in the itinerary of the Commission prevented any further delay, it was decided that the Commission should visit the Ulkatcho reserve during next year.

The Commission, however, re-

quested Messrs J. R. Morrison and H. L. Harris, both of whom have considerable knowledge of that part of the interior country, to give evidence regarding the character of the land included in the present reserve, also in regard to how the reserve should be extended to include additional hay lands.

Mr. E. Gylleuspitz, of Firvale, was in town on Thursday last preparatory to starting for the Interior, where he will take a party to engage in work on the trails.

Mr. Gylleuspitz will travel over the summer trail, which is used considerably as a short cut to northern points, clearing obstructions and making necessary repairs as far as Ulkatcho. From this point he will proceed to Kimsquit by way of the Kwakwaka and Sigutlak Valleys where he will also do any work necessary to put the trail in good order.

The party will be away some six weeks.

Mr. M. W. Marvin, of Atnarko, visited town last Monday and reported all and sundry in first class order in his neighborhood.

Many matters in the Upper Valley have needed adjustment, not only in the way of trails and bridges, but also the mail service, and it is gratifying to know that this latter grievance has to a great degree been remedied. A new post office has been established, with Mr. Marvin as postmaster. The name of the new office is Colley, named after the late E. P. Colley, B.C.L.S., one of the pioneer surveyors of this part, and who met his death in the foundering of the Titanic.

NOTICE

A meeting of the Executive Committee of the Bella Coola Development League will be held at the GRAND VIEW HOTEL, on MONDAY, 25, at 7:30 p.m.

Shushartie Bay

The news of the death of James McGraw, by drowning, will undoubtedly come as a shock to his many friends in this district.

From the meagre details to hand it is not clear how the deceased came by this untimely end. It seems that after putting in the season fishing at Rivers Inlet, the deceased man left for his home at Stranby with his skiff in tow of the tug Tye. When abreast of Egg Island the Captain of the Tye noticed the skiff adrift and McGraw struggling in the water and immediately proceeded to his assistance and succeeded in getting him aboard the tug. Every means was employed towards resuscitation but in vain.

It is surmised that in the rough sea prevailing, the skiff broke away from the tug and that the unfortunate man fell overboard in an effort to regain the rope.

The body was brought to Shushartie Bay and at once forwarded to Alert Bay where an inquest was held.

A large number of friends of the deceased from Shushartie and Stranby, chartered a launch and proceeded to Alert Bay to attend the funeral.

James McGraw was an early pioneer of the Shushartie district and had a choice pre-emption at Stranby. He was well known and respected all over the north end of Vancouver Island, also at the Rivers Inlet and Smith's Inlet canneries. An aged mother survives him at Scranton, Pa.

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TO CORRESPONDENTS—No letters will be published in the Courier except over the writer's signature.

Vancouver Office - 317-323 Cambie St.

"Salus populi suprema est lex."

SATURDAY, AUGUST 23, 1913.

A Vexed Question

The Prince Rupert Journal announces in a recent issue that the farmers of Bella Coola Valley have been laboring under wrong impressions as to facilities for the shipping of produce to Prince Rupert.

Mr. B. F. Jacobsen, representing Bella Coola before the agricultural commission, repeated a complaint that has on several occasions found expression in our columns—the lack of transportation between this place and Prince Rupert.

In this regard we are now informed by the agent for the C. P. R. at Prince Rupert, Mr. McNab, that admirable arrangements have lately been made whereby the Bella Coola farmers are permitted to ship produce by the Princess Beatrice which steamer will convey said produce to Alert Bay and there unload it onto the Cannery wharf to be picked up by the Skagway steamer on her way north, and also that we are further favored by a freight of \$3.50 per ton, instead of \$5 per ton from Vancouver, which is more than double the distance.

All this is very pleasant reading, especially to Mr. McNab and possibly some other people in Prince Rupert, and for their further benefit we may inform them that the Union Steamship Company are going even one better. By the latter company's steamers the produce would not have to travel so far by several hundred miles, the transshipment taking place at Namu instead of Alert Bay.

The people of Bella Coola are not anxious to ship their produce up and down the coast in order that it should ultimately arrive at Prince Rupert.

What the farmers here require is a means whereby their produce will reach Prince Rupert without transshipment at any way port, and we feel safe in saying that no other arrangements will be accepted as satisfactory.

The Journal is correct in its statements that Bella Coola potatoes have a reputation of being as good as those grown in Ashcroft. Our farmers are proud of the quality of their produce and are naturally desirous that such produce as they may ship to Prince Rupert should reach there in good order, hence their desire to avoid transshipment.

In last week's issue, the Courier published a letter from J. E. Griffith, public works engineer, to J. W. Macfarlane, in regard to a claim for damages from the government by Charles Lord of Bella Coola.

The facts of the case have already been stated in the Courier and are understood too well to need repetition.

Mr. Griffith remarks "that in view of the fact that it is not customary to fence the wharves in different points of the Province—the Department decline to pay this claim."

It would appear, he says, "that if the claimant could not see the side of the wharf, he would be in the same position when he got to the end, which I presume is not fenced in like a corral."

We would mention for the information of Mr. Griffith, that Charles Lord did not fall from the wharf either at the side, or the end, but from off the approach to the wharf at a point some half mile from the wharf proper.

Whether customary or not, the approach to the wharf has been fenced for nine years, and a small portion of the rail had been taken down by a foreman in charge of the work of repairs of the wharf who for some reason of his own chose to unload a number of piles at this point, from where at high water they might be towed to the wharf where they were to be used.

This rail was not replaced at night time nor was any warning given to the public that part of a fence that had stood for nine years was missing.

Mr. Griffith, with astuteness altogether remarkable in a person of his position, presumes that the end of the wharf at Bella Coola is not fenced in like a corral.

This would seem to be meant as a distinctly offensive bit of sarcasm, casting aspersion on the people of Bella Coola.

We would tell Mr. Griffith however, that the fact of the letters C. E. (whether they mean civil engineer or christian endeavor matters not) being tacked on to a person's name does not grant him a monopoly in the matter of brains, as is evidenced in the case of Mr. Griffith himself by his idiotic letter.

A Logical Result

It is impossible on the part of anyone interested in the labor situation in this province to close his eyes to the seriousness of the labor conditions at Nanaimo. The temper of the men who for months have been practically quiescent, is very ugly indeed, and while serious rioting has already occurred, there seems no immediate possibility of a better state of conditions prevailing.

In short, the provincial government is now facing the logical results of a policy towards the miners which has varied between indifference and absolute neglect. During the last session of the legislature the government was given an excellent opportunity to intervene in the strike by the appointment of an arbitration committee.

In fact Parker Williams, as representative of the miners, offered a resolution in the House, suggesting the appointment of two private members on the government side and one socialist to act in that capacity.

This measure was however, turned down by the government at the instigation of the premier.

Can It be Possible

Can it be possible that Australia is seeking closer trade relations with the United States as a cable dispatch from London tells us?

Can it be possible that Australia can so far forget its duty to the British Empire as to want to do business with Uncle Sam?

Can it be possible that Australia, which is held up to Canadians as the very perfection of Empire loyalty, should desire to do anything so traitorous as barter with the Americans?

Can it be possible that Australia, recreant in the duty it owes to the flag, is willing to sell its British birthright for a mess of pottage?

Then the days of the great British Empire are numbered. The majesty of the British name is disappearing for ever. Oh, what a tale of woe!

If we call the roll of the sons of greatness and influence we shall see that they are also the sons of self-sacrifice.—N. Hillis.

Afraid

The government newspapers at Ottawa are saying that there will be no redistribution bill introduced this year, the reason given being that the whole basis and system of parliamentary representation may be changed as a result of the conference of the provincial premiers which is due to take place at the capital in September.

Is that the real reason? Everyone knows that whatever conclusion the provincial premiers may arrive at, there can be no change in the basis of representation without a change in the British North America Act, and to make such a change would take so much time, that the probability is that Mr. Borden and party will not be in power when the change can legally be brought about.

The truth is that Mr. Borden is afraid to go to the country either with or without passing a redistribution bill, but those who are in control of the party machine realize that every extension of the franchise means so much lost ground.

Mr. Borden's strength lies in the East. A measure of redistribution would give to the West a far more potent voice in national affairs and there is no doubt that that voice would be emphatically on the side of Liberalism.

That is quite understood at Ottawa, and if the redistribution bill is shelved it is simply because the government is afraid to go to the country in the face of the larger vote it will create.

Attorney-General W. J. Bowser, commonly called "Napoleon Bowser," had some gold medals cast for the purpose of rewarding the Indian chiefs in the Lilloet district for assistance rendered by them in the capturing and bringing to justice of the two Indians, Moses Paul and Paul Spintlam, who killed Constable Kindness, near Clinton, over a year ago. Mr. Bowser took to the tall timbers himself to meet the chiefs in the woods of the north with all the medals in his pocket and everything ready for presentation, only to find that the chiefs refused to take the shining medals that the taxpayers of the province had so liberally paid for.

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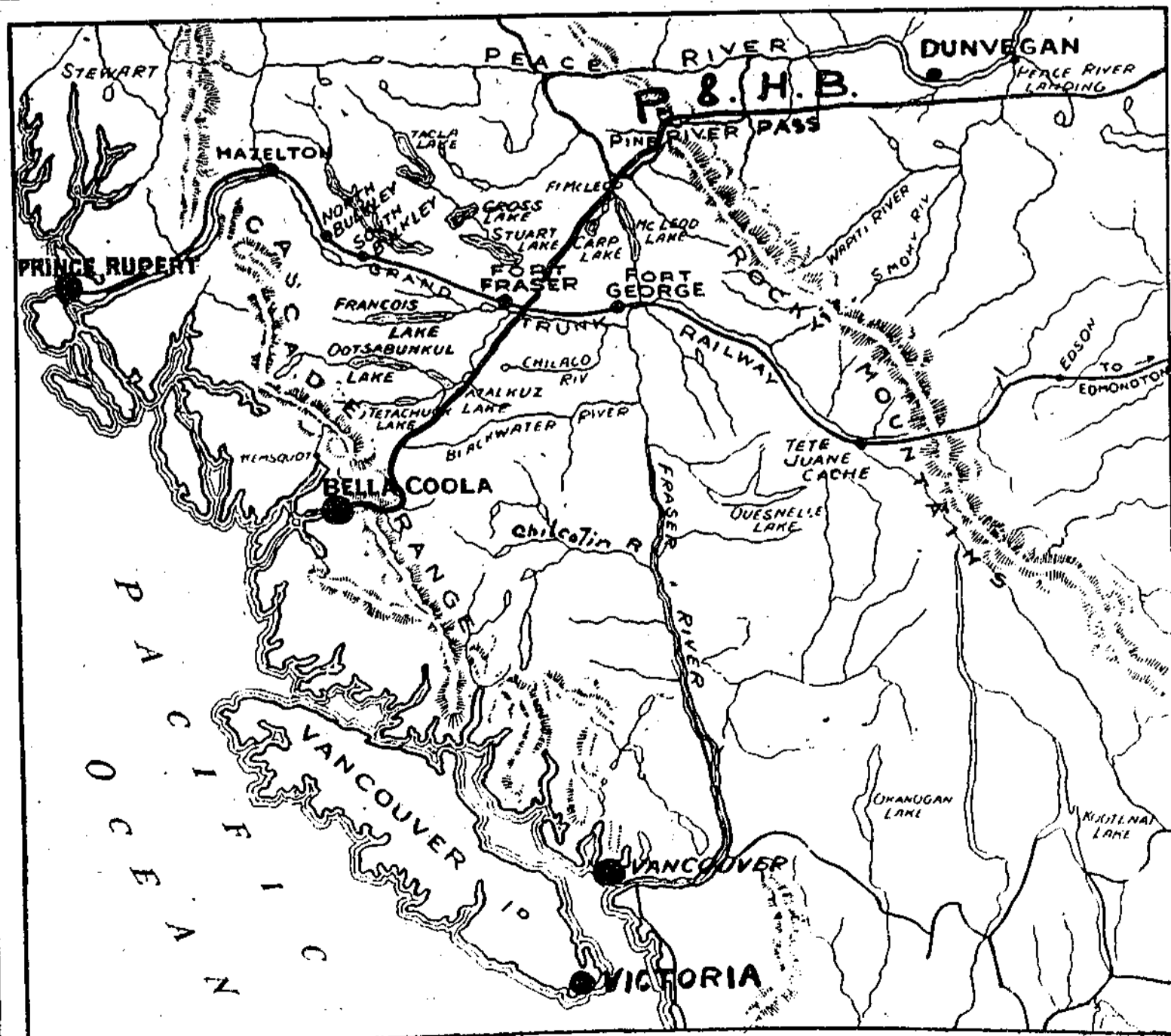
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PROJECTED ROUTE OF THE PACIFIC & HUDSON BAY RAILWAY.

The Borden Bluff

BY C. A.

Usually a joke does not improve with the retelling. Mr. Clements appears to have contributed something new (in his Bella Coola speech) to Mr. Borden's naval contribution proposal, but whether the statement that the contribution was not intended as anything further than a loan, makes it more acceptable to anyone is another matter.

We take it that everyone has a feeling that Canada is under an obligation to assist the mother country in policing the trade routes of the world, and we require no apology from our public men for any honest endeavor at discharging that obligation.

Mr. Borden did what laid in his power to contribute \$35,000,000 of Canadian money, the string attached was that it should be used to construct three first-class ships. As he did this to meet an "emergency", and as he did not propose to design, build, man, or keep the ships in repair, in fact do anything other than furnish the estimated cost of construction, it follows that the "emergency" must have been financial in its nature.

That Great Britain now is, or has in recent years been facing any serious financial difficulties or emergency is not correct, and the fact that Englishmen have not seriously challenged Mr. Borden's implication, either speaks little or much for present day Englishmen, much, if their passiveness speaks contempt for the views of a second rate political accident; but little if in it they reflected their own opinion of themselves.

The facts are that neither Great Britain or any nation in history has ever been as strong financially as Great Britain is today. With a revenue of a billion dollars, she is spending this year one hundred million dollars in social reform work, (where Canada is spending hardly a dollar,) yet last year she had a surplus of \$3,000,000. But even if her present revenue were found inadequate for say a revised naval program she has two definite proposals for increased revenue. First—the tariff reformers. In the fall of 1909 I heard an able tariff reform speech in the city of Glasgow in which the speaker declared he had investigated his subject and would undertake to derive £40,000,000 from customs duties without increasing the cost to the consumer on a single article, but that the foreigner would pay every penny of it. This statement is absurd to any-

one who has had opportunities of comparing prices in free trade and protective countries, but it is mentioned to show that even the dear friends who wined and dined Mr. Borden so royally while he was gathering the information and inspiration which brought forth his contribution proposal, are not in financial despair.

Second the land reformers. They comprise about 180 members of the present House of Commons, varying all the way from out and out single taxers to the fellow who on the general principle of human cussedness favors any proposal calculated to make the other fellow pay. Those are the fellows backing up Mr. Lloyd George, and no one has any delusion as to who will get hit should Mr. Lloyd George be called upon to go gunning for further revenue. The greatest difficulty encountered by land reformers in advancing their proposal, is that present sources of revenue are more than ample for requirements. In meeting this they now propose that certain local rates producing £75,000,000 should be reduced one third, that a land tax of one penny in the pound be imposed on ground rental values, which is estimated to produce £25,000,000 annually.

Thus we see just who was under fire when Mr. Borden discovered the "emergency" on the horizon and came so gallantly to the rescue. Does it not seem that no mere monetary contribution can discharge this obligation of ours? Does it not go further and deeper than what we may owe the mother country herself? Is it not a part of the white man's burden to assist in saying "thou shalt not" when less fortunate fellow beings are being trampled under.

It may suggest itself to some minds the "emergency" was really the joker in the pack, that Mr. Borden had discovered a serious doubt in some British minds with which he came in contact as to the underlying loyalty of a certain element that were largely dictating things in his government, and that he proposed throwing Great Britain \$35,000,000 to show that everybody's heart was in the right place. It would have cost less had he acted on Sir Wilfrid Laurier's suggestion and thrown the above mentioned element overboard, especially as he had the assurance they would receive no refuge on the Liberal ship.

They do not expect to start the session of the federal House till January thereby showing that the "closure" is being kept well oiled and in good repair.

Notice—First-class Watch Repairs done at reasonable prices. All work guaranteed and postal charges paid. Address all work to P. G. NOOT, 1353 Merritt Street VICTORIA, B. C.

SYNOPSIS OF COAL MINING REGULATIONS

COAL MINING RIGHTS in the Dominion, in Manitoba, Saskatchewan and Alberta, the Yukon Territory, the North-west Territories, and in a portion of the Province of British Columbia, may be leased for a term of twenty-one years at an annual rental of \$1 an acre. Not more than 2,500 acres will be leased to one person.

Application for a lease must be made by the applicant in person to the Agent or Sub-Agent of the district in which the rights applied for are situated.

In surveyed territory the land must be described by sections, or legal subdivisions of sections, and in unsurveyed territory the tract applied for shall be staked out by the applicant himself.

Each application must be accompanied by a fee of \$5 which will be refunded if the rights applied for are not available, but not otherwise. A royalty shall be paid on the merchantable output of the mine at the rate of two cents per ton.

The person operating the mine shall furnish the Agent with sworn returns accounting for the full quantity of merchantable coal mined and pay the royalty thereon. If the coal mining rights are not being operated, such returns should be furnished at least once a year.

The lease will include the coal mining rights only, but the lessee may be permitted to purchase whatever available surface rights may be considered necessary for the working of the mine at the rate of \$10.00 an acre.

For full information application should be made to the Secretary of the Department of the Interior, Ottawa, or to any Agent or Sub-Agent of Dominion Lands.

W. W. COLEY,
Deputy Minister of the Interior,
N. B. (Unauthorized publication of this advertisement will be treated as libel.)

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Land Notices
VANCOUVER LAND DISTRICT
DISTRICT OF COAST—RANGE III.
TAKE NOTICE that Samuel Copeland, of Okanagan, occupation fruit raiser, intends to apply for permission to purchase the following described land:
Commencing at a post planted at the south-east corner of Lot 733, thence south twenty chains, thence west twenty chains, thence north twenty chains, thence east twenty chains to point of commencement, containing 40 acres, more or less.

SAMUEL COPELAND,
Agent.
W. W. COPELAND,
Agent.
July 19—Sep. 13.

VANCOUVER LAND DISTRICT
DISTRICT OF COAST—RANGE III.
TAKE NOTICE that William Wright Copeland, of Chehalis, B. C., occupation stock raiser, intends to apply for permission to purchase the following described land:
Commencing at a post planted at the south-east corner of Lot 329, G. L., thence south twenty chains, thence west twenty chains, thence north twenty chains, thence east twenty chains to point of commencement, containing 40 acres, more or less.

WILLIAM WRIGHT COPELAND,
Agent.
July 19—Sep. 13.

VANCOUVER LAND DISTRICT
DISTRICT OF COAST—RANGE III.
TAKE NOTICE that I, Joseph Tombolini of Western Island, B. C., occupation farmer, intend to apply for permission to purchase the following described land:
Commencing at a post planted about twenty chains distant and in a southerly direction from the north-east corner of Lot 310, thence south forty chains, thence east twenty chains, thence north forty chains, thence west twenty chains to point of commencement, containing eighty acres, more or less. Formerly pre-emption 2082.

JOSEPH TOMBOLINI,
Agent.
July 19—Sep. 13.

MRS J. CLAYTON BELLA COOLA, B. C.

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