

BELLA COOLA

COURIER

WEATHER REPORT
 Compiled by Mr. C. H. Urseth, of the Hagensborg Observatory.
 Temperature for the month of June, maximum, 67, minimum, 46.
 Rainfall for same period, 3.31.

SPEND YOUR SUMMER VACATION IN BELLA COOLA. EXCELLENT HUNTING AND FISHING.

VOL. NO. 43

BELLA COOLA, B. C., SATURDAY, JULY 12, 1913.

\$1.00 a Year

Drowning Fatality at Kimsquit

Timber-Cruiser Swept to His Death on Salmon River—Brave Attempt at Rescue

The death of E. S. Bennett by drowning was the result of the capsizing of a canoe on Salmon River at a point about four and a half miles from Kimsquit on July 4.

The deceased was employed with a party of timber-cruisers in charge of J. A. Burke, engaged in cruising the holdings of the Ocean Falls Company.

The unfortunate occurrence took place at 9 a. m. when four members of the party were crossing the Salmon River on their way to work.

The canoe being caught in the B. M. current capsized, throwing the occupants into the turbulent waters. The man Bennett was the only one of the party that could not swim and great credit is due to Bert McPhee for his gallant though unsuccessful attempt to rescue his companion.

Two of the four men at once swam to the bank, which, although handicapped by heavy clothing, they succeeded reaching in safety, while Bert McPhee, who is a powerful swimmer, assisted Bennett on to the up-turned canoe, staying with him until he himself was completely exhausted when he was compelled to make for the shore, leaving Bennett hanging on to the canoe, to which he was still clinging when swept under a log jam at a curve in the river.

Immediate steps were taken towards recovering the body, the entire party together with a number of Indians being engaged in the search, but at time of writing their efforts had been unavailing.

The deceased leaves a wife and family in Seattle.

Returned to Holloway

London, July 10.—Anne Kinney and Rachel Barrett, militant suffragettes who recently were released under the 'cat and mouse act,' have been re-arrested and are confined in Holloway jail.

To Ensure a "Good Catch"

Got One of the Famous



B. BRYNILDSEN & CO.,
 Stock Only the Best Fishing Tackle
 BELLA COOLA, B. C.

Inspects Harbor for Terminal New Transcontinental Railway

Prominent Engineer Is Impressed With the Natural Advantages of Bella Coola As a Trans-Pacific Port and Terminal

The C. P. R. steamer Princess Beatrice on arrival at this port, yesterday, had on board Mr. Edward Bath, M. A., B. Sc., of London, (England,) and Ottawa, the well known consulting engineer of the new great trans-Atlantic winter port at St. John, N. B., on which the Federal Government is expending \$15,000,000.

Mr. Bath came to inspect the harbor for a terminal of a new transcontinental railway and expressed himself as greatly impressed with Burke Channel as a safe entry to the Pacific for the largest steamers, also that the harbor with its nearly two miles width of water would be safe anchorage for a fleet of cargo boats, while the waterfront is most suitable for the building of docks and grain elevators to accommodate the immense traffic that will incur from the opening up of the Peace River district, in fact that Bella Coola as a trans-Pacific port and terminal for the railway has no equal north of Vancouver.

The C. P. R. company changed the route of their steamer to allow Mr. Bath time for his survey and inspection. We understand that the gentleman is associated as engineer with great harbor and dock schemes in the United Kingdom, and is intensely interested in the linking of the Empire by All Red Routes.

Minister to Welcome Ship Mr. Verschoyle Comes to Inspect Iron Claims

Vancouver, July 10.—Hon. J. D. Hazen, Dominion minister of marine and fisheries, will arrive here on July 25 and remain on the coast for about ten days. Mr. H. H. Stevens, M. P., stated that Mr. Hazen would take part in the welcome of the New Zealand battleship and would later inspect the various ports on the coast, including Prince Rupert.

Mr. Verschoyle arrived yesterday on his way to Tatlayoc Lake to look over some iron claims in which he and Mr. and Mrs. Hicklenton are interested.

He reports that the state of the money markets in London and New York make it practically impossible to obtain money for new ventures at the present time, but that there are, however, indications that the worst stringency is over and that there should be improvement shortly. As regards the Bella Coola railway he has nothing new to report. After a very strenuous campaign at Ottawa he succeeded in getting the Pacific & Hudson Bay railway on the revised list; that is to say it was put ahead of about one hundred and fifty schemes that were applying for government assistance. If any new schemes had received any help this session this railway would have been the first on the list. The big demands of the C. N. R. and the G. T. P. made it impossible for the government to consider new business.

It requires the expenditure of large sums of money and much energetic pushing to get anything through next session and this Mr. Verschoyle hopes to be able to arrange for.

Mr. Verschoyle states that Mr. H. Clements, M. P. for Comox-Atlin, was in the front ranks in the battle for government recognition, and certainly deserves much credit for the time and hard work he gave to the project.

A Novel Wedding

A somewhat unusual proceeding took place on board the S. S. Venture on Sunday morning last about 4 a. m., while the ship was unloading freight at the wharf, when Miss Lena Siwallace and James Kelly, both popular figures on the local Indian village, were united in marriage. The ceremony was performed by Rev. G. H. Raley of Port Simpson, who happened to be a passenger on the steamer, and was witnessed by numerous persons including several members of the ship's company.

At the close of the ceremony, Captain Parks with his customary courtesy presented the bride with a beautiful bouquet of pink roses. The happy couple took passage on the Venture to Namu where they will spend their honeymoon.

Skeena River Rises

The Skeena River is very high. There has been a rise of at least six feet, and at more than one point along the railway the effect of the rising water is evident. The worst, however, was at Mile 73. At that place, there was a fill made in a small gulch for a stretch of about fifty feet, leaving the track unsafe for the passage of trains.

AUTO ACCIDENT

Vancouver, July 10.—Mr. H. Hepburn, residing at the Metropole hotel, was knocked down while crossing Abbot street by an automobile driven by George Grant, of 532 Granville Street. The injuries consist of a badly-crushed shoulder and a number of bruises. As the occurrence was a pure accident, Grant was not detained by the police.

Jottings of Bella Coola and District

S. S. Princess Beatrice arrived on Friday last, her passenger-list for this port including Mrs. Wright, mother of Mr. W. Wright of the "Crossing."

S. S. Venture arrived early Sunday morning bringing a large consignment of freight as well as a moderately long list of passengers, which included Mrs. P. Noot, Miss Ellen Thorson, Miss Olsen, Mr. and Mrs. J. M. Rolston, Messrs T. Crofton and G. Dagg.

Mrs. P. Noot comes from Victoria to pay a visit to Captain and Mrs. T. Thorson.

Miss Ellen Thorson returns home after an extended visit to her sister Mrs. P. Noot, Victoria.

Mr. and Mrs. Rolston have taken temporary residence in a beautifully situated summer camp on the Necleetsconny River, where Mrs. Rolston and some lady friends will spend a portion of the summer.

Mr. J. M. Rolston is awaiting horses which he expects to shortly arrive from the interior in the charge of Mr. R. Lowe, when he intends making a trip through part of the interior.

Mr. T. Crofton will spend a couple of months in Bella Coola.

Miss Olson comes to visit her three brothers at Hagensborg, one of whom recently had the misfortune to meet with a serious accident by falling on a double-bitted axe.

We are pleased to state that the injured man is progressing favorably and is well on the road towards complete recovery.

Frank Johnson arrived in town on Sunday last, leaving the next day with a full load of supplies for the road-camp in the Upper Valley.

Mr. Percy Gadsden left on Tuesday for a six weeks' trip through the interior.

Mr. George Dagg who is part-owner of the Kleena Kleene iron mines left town on Tuesday.

Mr. Dagg intends visiting the property in order to inspect the progress made towards development.

The C. P. R. steamer Princess Ena, Captain Douglas Robertson, docked here on Wednesday last bringing the material for the new bridge to be constructed over the Necleetsconny River.

Bridge-foreman Keough and his gang are making preparations for the commencement of construction which will be undertaken as soon as possible.

The new bridge will be built immediately alongside the present one, thus necessitating very slight alteration to the present road.

Captain Robertson, while the Princess Ena was unloading, took the opportunity of enjoying a short drive up the valley and renewing the acquaintance of numerous people who have pleasant remembrances of him as chief officer of S. S. Tees, which regularly visited this port some years ago.

A Sporting Crew

Every evening numbers of ardent sportsmen may be seen thrashing the waters of the Necleetsconny river and last Wednesday their numbers were augmented by several members of the S. S. Princess Ena's company, including Captain Robertson and Mr. L. March, joining the local rod-men in levying toll on our well-stocked rivers.

Fine sport was indulged in, even the fish showed a desire for closer acquaintance with their visitors, the popular skipper of the Princess Ena being kept busy by the numerous callers, at the end of his line, for assistance to terra firma to make a closer inspection of his genial visage, thus enabling him to carry off the honors of the day with a big catch.

The local farmers are busily engaged hauling potatoes to the wharf in readiness for shipment to Prince Rupert and other coast ports. Over forty tons were shipped on the Venture last week, consigned to Prince Rupert, and a like quantity will be ready for the same boat on her next call.

Rev. T. C. Colwell returned from a visit to Kimsquit on Monday last by gasoline launch in company with Messrs C. A. Crosby, supervisor of the B. C. branches of the Royal Bank of Canada, and P. D. Roe of Port Moody, who are looking over the valley.

Constable Broughton left for Bella Bella on Wednesday morning.

Mr. and Mrs. Astleford and daughter, of Firtvale, visited town on Wednesday last. Mr. Astleford reported crops in fine condition in his neighborhood.

Mr. Roy Collard, who recently left Bella Coola to make his home in the Peace River country, writing to a reader of the "Courier" says: "I am thoroughly satisfied with the country and have already taken up a homestead about twenty-two miles north-west of Peace River Crossing.

"It is a fine park-like country, every quarter-section containing from sixty to one hundred and twenty acres of open prairie.

This class of land extends far north of Dunvegan to Fort Vermillion. Indeed a person has no idea of the vastness of this great country until he travels through it."

Mr. Collard goes on to speak of the grain crops which he describes as excellent, and the potatoes grown in his locality of which, he says, "although not as good as those grown in Bella Coola Valley, are yet of a very fine quality."

Mr. Collard remarks on the way the country is being so rapidly settled, the bulk of immigration being from the United States.

The closing passages of this most interesting letter speak of the great possibilities of Bella Coola as a grain port in view of the immense amount of wheat which will be shipped from the Peace River country in the near future.

Mr. Collard has many friends among "Courier" readers who will be glad to learn that he is so contented with his new surroundings, and we trust that he will not fail to favor us with further communications from time to time.

Public School Meeting

A meeting of the tax-payers was held at the Mackenzie School for the purpose of electing a school trustee in place of Mr. C. Carlson, retired, and also an auditor in place of Mr. J. Gummert whose term is completed.

Mr. Frank Hagan was duly elected trustee with Mr. C. Tucker as auditor.

Provisions were made for the clearing up of the school grounds and the maintenance of the buildings.

Church Notice

Sabbath School - 2 p. m.
 Church Service - 7:30 p. m.
 Subject: "Lord, what wilt thou have me do." Preacher, the Pastor.
 All Are Welcome.

Dr. L. Crippen of Prince Rupert, well known in Bella Coola, has struck a clam patch on Queen Charlotte Islands and will start a cannery.

It Pays to Advertise. An ad. in the Courier never fails to bring results. Give us a trial. (THE BEST WEEKLY IN NORTHERN B. C.) Let us publish your Land Notices.

The Courier

PUBLISHED WEEKLY AT BELLA COOLA BY THE BELLA COOLA PUBLISHING CO. LTD.

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1 Year	\$1.50
United Kingdom	
1 Year	\$2.00

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Subscribers not receiving their copy regularly please notify the management at once. Changes in address should be sent in as soon as possible.

FOR ADVERTISING RATES, APPLY AT OFFICE.

TO CORRESPONDENTS—No letters will be published in the Courier except over the writer's signature. The Editor reserves the right to refuse publication of any letter. All manuscript at writer's risk.

Vancouver Office - - 317-323 Cambie St.

"Salus populi suprema est lex."

SATURDAY, JULY 12, 1913.

The Remedy

Once, in their distress, the Romans took a man from his plough set him at the head of affairs, allowed him a free hand and when he had saved the Senate and the people, allowed him to return to his plough. Oliver Cromwell was a farmer who became the military head and saviour of England. Warren Hastings, a clerk, established English rule in India and was in fact finally ruler of a vast Indian Empire. Abraham Lincoln, probably the greatest of American Presidents, went for a few months to a backwoods school, did the farm chores, kept a small store, ran a cargo-boat, was village-postmaster and so on.

There are innumerable instances which prove THAT IT IS NOT THE MAN'S BUSINESS WHICH COUNTS, BUT THE MAN HIMSELF. AND IN THE MAN, IT IS CHARACTER. Ability with character makes Luthers, Knoxes, Cromwells. It would be hardly wise for us to assume that because one Postmaster made a Lincoln we should be safe always in promoting ours. Yet we do little better.

The welfare and fortunes of real-estate agents are totally opposed to the welfare of the people: the business of a real-estate agent is to raise the price of land, and land of ANY kind, anywhere, good, bad or indifferent. With admirable logic therefore we send them to represent us in parliament.

A lawyer is concerned with interpreting the meanings of a number of words, called "laws": he is not concerned with right or justice, or equity. Trained by his profession to deal with words only, and naturally being imbued with the idea that words are more important than truths, we of course select lawyers as the men to whom above all others we may turn for a keen sense of what will most benefit the people. And so it goes. When the men we elect have indeed had training at all, it is a training far removed from that which would make them sympathetic with the needs of a country: to avoid that error, however, we usually elect men without any training. We are a logical people. What we get is what we may expect, and what do we get?

The older countries are crying out for food. Canada grows

grain sufficient to feed their millions, but the grain grown cannot cross our country so that it may be used. Carriage is too dear, or too inefficient.

Fish is one of the most valuable foods, and can be one of the cheapest. Instead of allowing the amount of fish taken to be guided by the amount of need of fish throughout the world, we allow the catch to be regulated by the profits of a trust which closes the coasts of British Columbia to open competition.

Settlers, men, women and children, being the greatest need in a new country—and people who will work on the land having the character which is most valuable to any country and the world—we hand the land to English Earls and Dukes who can buy hundreds of thousands of acres: we encourage them to hold this land up for years till it reaches a price which the settler cannot afford: we part with our birth-right, we live on our capital. And then to show we have forgotten nothing we deliberately discourage men from settling on virgin country: we tell them, **NOT THAT WE WILL DRIVE ROADS WHICH SHALL FOLLOW AND GROUP THEIR INDUSTRY, BUT THAT HERE WE SHALL BUILD A ROAD AND THERE YOU MUST GO.**

We have now in British Columbia created a sufficiently vicious state of affair. The towns by far outvote the country, and in order that towns shall still hold their predominance, we are promised a redistribution of seats. This redistribution will be based on population with the result that once again the vote of a man who lives upon his country will be more valuable than the vote of a man who lives and works for his country. Towns are parasites and unnecessary: **THAT COUNTRY ALONE CAN BE SELF-SUPPORTING WHERE THE BULK OF THE PEOPLE LIVE ON THE LAND. DO WE SEE THIS? CAN WE MAKE THE GOVERNMENT SEE THIS? HERE IS OUR FIRST DUTY.**

The new Neclétsconnay bridge. Count the time and ascertain the cost.

Progress or Retrogression

Under the government railroad policy as at present disclosed two important railroad projects have been allowed the privilege of making use of the provincial credit, namely the Canadian Northern and the Pacific Great Eastern. Whether or not the province is likely to reap an advantage in any way equivalent to the risk it has run is a point that would seem to be well worth investigating. It must be remembered in all fairness to the government that we only know a portion of their plans for the development of the province and in judging what has been done allowance must be made for what may still be in their minds to do.

The government has taken a risk of \$21,000,000 in respect to the C. N. R. extensions in this province. Apart from the expenditure of huge sums upon construction which necessarily tend to an unnatural and possibly unhealthy inflation of business in the coast cities; the lasting advantages to be derived from this risk do not appear to represent a fair compensation. The C. N. R. parallels the C. P. R. for something like 200 miles and for this distance certainly opens up no new territory. For the balance of the distance through the province the land is of very largely doubtful value and is certainly not of sufficient importance to warrant the outlay, as a short branch line from the C. P. R. would have achieved the same result and at one-tenth the cost.

The principal advantage then of this huge outlay is that the C. N. R. is enabled to use Vancouver as its western outlet for business that originates in Alberta and Saskatchewan, and this advantage would appear to be largely to the C. N. R. and not to the province of British Columbia. The question then naturally arises why should not the C. N. R. have financed this British Columbia extension themselves, or, if unable, why should not the Dominion have taken the risk?

All that can be said of the provincial risk is, that a few wholesale and shipping houses in Vancouver will derive much benefit; but that since no new land is opened up that could not have been opened up at very much less cost, the province as

a whole derives no lasting benefit from the outlay.

With regard to the P. G. E. the position is perhaps even worse. The commitment in respect to this line is not less than \$16,000,000. A small amount of good land will be opened up by it and a few mines of unknown value, but no estimate has as yet been prepared nor no definite plan advanced as to the paying of interest even on the cost of construction. In fact it would appear that this line can only be made to pay (1) if the entire business of the Grand Trunk is by it deflected to Vancouver, or (2) it is extended on through the Pine Pass into the Peace River District, making Vancouver the shipping port for the whole of this district.

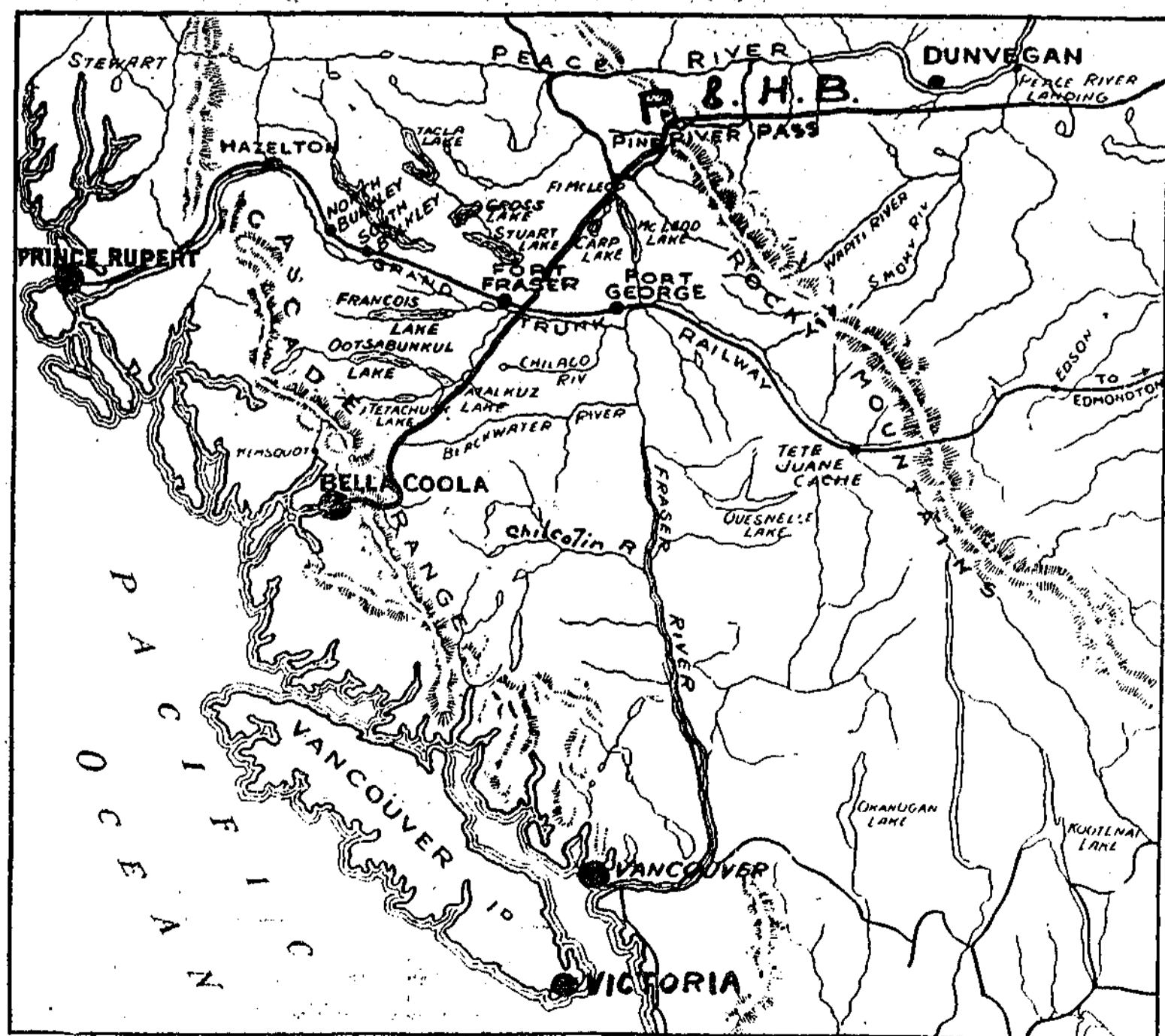
(1) Would mean the death-knell of Prince Rupert as an important port and (2) would mean an unnecessary tax of about \$1 per ton on all ingoing and outgoing freight from the Peace River since there are other ports (Kimsquit or Bella Coola) at least 200 miles nearer the centre of that district than Vancouver.

The P. G. E., therefore, since it is to all intents and purposes paralleling the Grand Trunk main line, does not in itself open up the greater resources of the Province. It will cause, by reason of the expenditure on construction, a temporary inflation of values in Vancouver but will do little towards establishing permanent values.

Opening up the land is the only permanent means of establishing sound progress, and it would therefore seem that unless further steps are taken towards the development of the Central and Northern portions of the province the vast outlay already provided for will not be productive of the permanent development of the province which its people have the right to demand.

It is still open to the government to bring forward some scheme that will lead to the economic development of the richest portions of the province, and it would seem that unless such a scheme is advanced and taken in hand without delay the railway policy of the government must be looked upon as a failure.

It has so far not facilitated the settlement of the rich lands of the province but has aimed at building up a great city at Vancouver thereby working against the best economic principles. Centralization as against decentralization. People in the city and none on the land. Is this progress or retrogression?



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S. S. "CAPILANO" or S. S. "COQUITLAM" also call with Gasoline and Explosives by special arrangement.

For rates of Freights, Fares and other information, apply to HEAD OFFICE, CARRALL ST., VANCOUVER; or JOHN BURNETT, 1003 GOVERNMENT ST., VICTORIA.



SYNOPSIS OF COAL MINING REGULATIONS

MINING RIGHTS of the Dominion, in the PROVINCE of BRITISH COLUMBIA, the NORTH-WEST TERRITORY, the NORTH-WEST TERRITORY, in a portion of the PROVINCE of BRITISH COLUMBIA, may be leased for a term of years at an annual rental of \$1 an acre or more than 2,500 acres will be leased...

HAS IT EVER OCCURRED TO YOU?

That nothing has yet been heard from Mr. J. S. H. Matson regarding what he did with the \$45,000 of the public's money.

That his continued silence is distinctly ominous.

That Herbert S. Clements represents Comox-Atlin at Ottawa.

That while he is wining and dining around Vancouver he ought to be giving an account of his stewardship to those whose interests he is supposed to represent.

That all his talk about the Bella Coola railroad would have more effect on the floor of the House at Ottawa than at banquets around Vancouver.

That Bella Coola is not to have a liquor license at present.

That this is no reason why Mr. Clements should not visit us and tell us what he knows about our railroad.

That while we cannot wine or dine him we will certainly not butter and egg him.

That a seat on the Church Committee need not make a postmaster any less obliging to his patrons.

HOPE UNFULFILLED

The first official statement concerning the Friedmann serum and its results is at hand in the current Medical Record, and it seems that the discovery which went up like a rocket has come down like a stick.

The report gives in detail the study of Dr. George Mannheimer, of New York, on eighteen treated cases, representing all stages and forms of tuberculosis. Twelve were pulmonary, while the remaining six were infected in various ways.

Not one of the cases has shown improvement; in not a single instance has temperature been reduced, and in a majority of instances the disease is progressing unfavorably without any apparent check.

The investigator goes on to declare that the greatest objection to the German scientist's method lies in the fact that he ignores all established rules of hygiene, does not agree for the patient's co-operation in the way of cleanliness, good food and fresh air, and depends entirely on his vaccine, which reliance, Dr. Mannheimer declares, is in no way warranted by results.

Dr. Mannheimer is a physician of reputation, the Medical Record is a journal of standing; so, even though it come as a shock to those ailing ones who hoped for relief, it may be said that the Friedmann turtle serum has been pretty well laid on its back.

Shipping Arms Into Ireland

More about the supplies of arms being shipped to Ireland is appearing in London exchanges. For example, the Daily News and Leader says: "Another supply of arms, ostensibly intended for the 'Orange of Ulster' was seized yesterday—at Dublin this time. The weapons arrived in the morning from Liverpool on board the City of Dublin Company's steamer Kerry, and news of them had evidently been sent over in advance, for representatives of the customs authorities and the police awaited the unloading of the cargo with unusual interest. The rifles were packed in a furniture van, on the outside of which was a label addressed as follows: 'From J. Ferguson & Co., to Lord Farnham, Cavan, Midland Railway, Ireland.' The van bore the number 49, and was of the type generally used for cross-channel household removals—that is, without wheels, so that it can be hoisted out of a ship and placed on a four-wheeled lorry for transit by road or rail.

'Inside the furniture van were ten huge packing cases, and when they were prized open it was found that each contained about fifty guns of the magazine pattern. Attached to each rifle was a tin ammunition case large enough to contain at least fifty cartridges. The guns had been well oiled and cleaned, and were provided with muzzle stoppers to prevent dust getting down the barrels. An official who was present when the 'furniture' was being examined said there were about five hundred rifles and a number of bayonets in the van.'

Advertise in the Courier

Land Notices

VANCOUVER LAND DISTRICT

DISTRICT OF COAST—RANGE III. Take Notice that I. Lewis Wiley Hogan of Rivers Inlet, B. C., occupation canner man, intend to apply for permission to purchase the following described land: Commencing at a post planted on Campbell Island, alongside of the south-east corner-post of Lot or Claim No. 1, thence west twenty chains, thence south twenty chains more or less to sea shore, thence meandering along shore to point of commencement and containing 40 acres, more or less.

VANCOUVER LAND DISTRICT

DISTRICT OF COAST—RANGE III. TAKE NOTICE that Annie E. J. Burnett, of New Westminster, B. C., occupation married woman, intends to apply for permission to purchase the following described land: Commencing at a post planted about two feet distant and in a westerly direction from the south-west corner of Lot 324 A, thence South 40 chains, more or less, to the south-west corner of Lot 88, thence West and following the north boundaries of Lots 325 and 86, 100 chains, more or less, to the shore of Bentinck Arm, thence Eastwardly and following the shore of Bentinck Arm 100 chains, more or less, to point of commencement, containing 160 acres more or less.

ANNIE E. J. BURNETT. Date, March 31st, 1913. May 17--July 12

VANCOUVER LAND DISTRICT

DISTRICT OF COAST—RANGE III. TAKE NOTICE that Robert K. Burnett, of New Westminster, B. C., occupation boat builder, intends to apply for permission to purchase the following described lands: Commencing at a post planted about two feet distant and in a westerly direction from the north-west corner of T. L. 43600, thence westerly and following the shore of Bentinck Arm 80 chains, thence South 20 chains, thence East 80 chains, thence North 20 chains more or less to point of commencement, containing 160 acres, more or less.

ROBERT K. BURNETT. Date, March 31st, 1913. May 17--July 12

VANCOUVER LAND DISTRICT

DISTRICT OF COAST—RANGE III. TAKE NOTICE that Leonard John Calnan, of Bella Coola, B. C., occupation rancher, intends to apply for permission to purchase the following described land: Commencing at a post planted at the north-east corner of P. R. 3011 situate on Bella Coola River, thence south 20 chains, thence west 20 chains, thence north 20 chains, thence east 20 chains to point of commencement, containing 40 acres.

LEONARD JOHN CALNAN. Date, 27th March, 1913. May 17--July 12

MRS J. CLAYTON BELLA COOLA, B. C.

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TEN ACRE FARMS A SPECIALITY

After a residence of 30 years I have acquired a thorough knowledge of the whole coast of British Columbia, and can give reliable information of the different resources at almost any point in this part of the province. All information strictly guaranteed.

B. FILIJP JACOBSEN, Bella Coola, B. C.

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Bella Coola Mercantile Co. HAGENSBORG

12 Miles from Bella Coola and on Direct Route to the Interior

WANTED Listing of Lots and Acreage in Bella Coola and Valley. Give full particulars. Title, etc., to MARTIN J. RAVEY 1826 Pacific St. W., Vancouver, B.C.

BUSINESS CARDS Mineral Claims Sub-Divisions, Etc. T. BEAUCHAMP and M. P. McDONALD B.C. Land Surveyor - Civil Engineers BELLA COOLA, B. C.

Land Surveys and Sub-Divisions Geoffrey K. Burnett CIVIL ENGINEER and B.C. LAND SURVEYOR Grand View Hotel Bella Coola, B. C.

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LAND LEASE VANCOUVER LAND DISTRICT DISTRICT OF COAST, RANGE 2. Take notice that Adolph Schilling, of Kleena Kleen, B. C., occupation farmer, intends to apply for permission to lease 40 acres of land described as follows: Commencing at a post planted about two miles below Turner's pre-emption in the Coast District, Range 2, on the left bank of Kleena Kleen River, thence north twenty chains, thence east twenty chains, thence south chains, thence west twenty chains to point of commencement.

ADOLPH SCHILLING. Date, May 7, 1913. May 24--July 19

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