CANADIAN PACIFIC

XMAS and NEW YEAR

Reduced Rates

B. C. COAST S. S. LINES

Excursion Tickets will be on sale at FARE AND ONE-THIRD FOR THE ROUND TRIP between Vancouver and Victoria, Nanaimo, Union Bay, Comox and other points.

SELLING DATES ..... Dec. 22 to 25 and Dec. 29 to Jany. 1.

RETURN LIMIT ..... January 2, 1913

RAIL LINES

FARE AND ONE-THIRD FOR THE ROUND TRIP between all points west of Port Arthur.

SELLING DATES....Dec. 21 to Jany. 1

RETURN LIMIT ... JANUARY 6, 1913

B. C. COAST SS. SERVICE

FOR VICTORIA

10:00 a. m. ..... Daily
3:00 p. m. ..... Daily
11:45 p. m. ..... Daily

FOR SEATTLE

10:00 a. m. ..... Daily
11:45 p. m. ..... Daily

FOR NANAIMO

1:00 p. m. ..... Daily except Sunday
7:00 p. m. ..... Wednesday and Friday

FOR PRINCE RUPERT AND ALASKA

11:00 a. m. ..... Dec. 30, Jan. 13, 27
PRINCE RUPERT AND GRANBY BAY
11:00 p. m. ..... Jan. 1, 15, 29

FOR SKEENA RIVER POINTS AND GRANBY BAY

1:00 p. m. ..... Tuesday
FOR QUEEN CHARLOTTE ISLAND POINTS
Leave Westminster ..... 4:00 a. m.
Leave Wed. and Friday.
Leave Chilliwack ..... 7:00 a. m.
Tues. Thurs. and Sat.

FOR GULF ISLAND POINTS

7:00 a. m. Tuesday, for Victoria, calling at Galiano, Mayne Island, Kope Bel, Port Washington, Saanich Harbor, Chemainus, Crofton, Boatter Point, Thetis and Kuper Island.

For rates, reservations and all further information apply to J. MUR. Gen. Pass. Agent, 434 Hastings St., C. E. BURT, Depot Ticket Agent, or E. W. BROBLE, G. P. A., Vancouver.

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Steamer CHELOHSIN, CAMANA and VENTURE alternate the following sailings:

Every Thursday at 11 a. m. from Victoria, Wednesday (midnight) for Powell River, Campbell River, Alert Bay, Sointula, Port Hardy, Shushartie Bay, Port Neville, Refuge Cove, Beaver Point, Thulme Bay, Blubber Bay, Lund, Pender Harbour, Sechelt, Gibsons Landing, Roberts Creek, Wilson Creek, Union Steamship Wharf, Granville St.

Every Saturday at 7 p. m. for Campbell River, Alert Bay, Namu, Bella Bella, Swanson Bay, Port Essington, Stewart, Anyox, Skeena River Canneries, Port Simpson, Port Nelson, Port Essington, Lowe Inlet, Grenville Channel, Granby Bay.

Every Saturday at 7 p. m. for Campbell River, Alert Bay, Namu, Bella Bella, Swanson Bay, Port Essington, Stewart, Anyox, Skeena River Canneries, Port Simpson, Port Nelson, Port Essington, Lowe Inlet, Grenville Channel, Granby Bay.

Steamer PRINCE RUPERT, Port Simpson, 7:00 p. m. February 6, 21, will omit calls at Lowe Inlet and Skeena, and will take Port Essington, Stewart, Anyox, Granby Bay.

NOTE—On Saturday, January 11, Lowe Inlet will be omitted.

Steamer CAMANA, Port Simpson, 7:00 p. m. February 8, 22, will omit calls at Lowe Inlet and Skeena, and will take Port Essington, Stewart, Anyox, Granby Bay.

Steamer CAMANA will leave Granville Street Wharf, Vancouver, 7:00 p. m. January 18, February 1, 15, 29, March 14, 28.

Steamer CHELOHSIN will leave Granville Street Wharf, Vancouver, 7:00 p. m. January 25, February 8, 22, March 7, 21.

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Something very delicious and easy to make.

Two cups granulated sugar, 1 cup milk, 1 small piece of butter, 2 teaspoonfuls Mapleine. Boil until substance holds then boil briskly until it forms soft ball in cold water. Cool a little and beat until creamy.

Mapleine is not a substitute for Maple, or an imitation of anything, but a delicious flavor similar to Maple. It will not cook out or granulate.

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Rates $2.50 per day and up. Special Xmas Plan.

MARINE NOTES.

With 3,700 tons of United Kingdom and Tehuantepec freight, the Norwegian liner Crown of Cordova, which arrived at Victoria late on Sunday from San Francisco, will leave tonight for Vancouver and should reach here early this morning. The Cordova picked up 800 tons of extra freight at San Francisco for Victoria which resulted in her being detoured.

Out for 24 days, the halibut fishing steamer Kingfisher has arrived in this harbor with 35,000 pounds of fish. She met very heavy weather and was able to fish only during two days of her absence. She will be laid up for a time with the other halibut steamers now berthed at the dock of the New England Fish company.

Ninety-four days out from Vancouver with a cargo of lumber, the British mark Harold has arrived at Capetown, South Africa, after a fairly smart passage.

TREASURE OF COCOS ISLAND IS MYTHICAL

Such Is Claim of Master of Schooner Which Carried Searching Party.

BOOSTED BY PROMOTER

Claim That Latter Finds It Pays to Get Searching Parties to Make Trip.

That the much-sought-for treasure on Cocos Island, the little chunk of land lying in the Pacific ocean off the coast of Central America, is nothing but a myth which is used by treasure-hunting promoters to exploit gullible investors is the information received by The Sun from Captain Brown, former owner of the schooner yacht, Ramona, of San Diego, which spent six months at Cocos Island with a party of treasure hunters, who failed to find any sign of the treasure after a tedious search.

Must Share Location.

The Ramona was chartered for the voyage by a Los Angeles promoter three years ago, who had aroused the interest of a number of men of means in the expedition. The promoter, of course, had to go along to take charge and show the location of the treasure, all for a good-sized sum, which represented but a small part of the expenses of the voyage and the chartering of the Ramona.

After an absence of several months, according to the skipper of the Ramona, the schooner returned to San Diego with the party who had quickly tired digging holes in the island when not even the rusty hands from a "treasure chest" had been forthcoming. The promoter was the only one of the party who was not tired of the trip, which he alone had found profitable. The owner of the schooner had to institute court proceedings to secure the full amount of the charter money from the Los Angeles man.

Story Millionn.

The promoter then turned his attention to the east coast to get together another treasure-hunting party and, judging from the reports of new expeditions starting in search for Cocos island treasure, he was as successful this he must have engaged the services of several confirmed "treasure-hunting promoters."

The treasure is estimated at $60,000,000 and was supposed to have been buried it would have forgotten about it in the revolution. That the people who buried would have forgotten about it is hard to believe, and does not stand searched the island claim that there is not one chance in a thousand that even a gold piece was left to mark the spot.

ACTION OF JAPANESE AROUSING INTEREST

Sealers Believe Protest Made at Washington Should Also Be Made by Canada.

MEASURES CONFLICTING

Exact Bearing of Treaty Under Recent Legislation Clouded in Mystery.

Local sealing men, who formerly hunted in the north Pacific and Bering sea for seals are greatly interested in the protest registered by Japan against recent legislation by the United States congress, by which it was claimed that the legislature failed to comply with the terms of the treaty between the United States, Great Britain and Japan for a commission of pelagic sealing in the north Pacific.

For several months great indignation has been expressed by Canadian sealers over the peculiar arrangement now in effect and it is believed that the Dominion government should also take action similar to that of Japan, which nation has been the first to make a formal protest.

No Indian Shares.

The recent legislation by the United States congress provides that sealing be prohibited on the Pribyloff islands for five years, instead of a much longer period, as had been intended by the provisions of the four-power treaty which put a stop to extensive operations by Canadian sealing vessels. The big sealing fleet at Victoria was allowed to go into "the discard" to the idled that payment would be made by the powers for the resulting loss, but this has failed to materialize and the Dominion government seems to be very little interested in the matter one way or another.

Originally arranged to protect the conservation of the seal herds, the treaty appears to be useless in view of the great increase in the number of seals since sealing was stopped. In one year 4,000 seals were killed on the Pribyloff islands. United States experts and agents of the Canadian government members on St. Paul Island have recommended that it is necessary to kill each year, "in order to prevent the overcrowding of the breeding grounds."

Increase Shown.

It had been expected that under the convention of pelagic sealing the herds would increase by 27,000 seals during the first year, but reports show that the increase for the five years was 24,000 seals, of which females alone were in excess of 24,000 seals. The increase will be even greater with each succeeding season.

The sealers, whose industry has been taken away from them by the terms of the treaty, are anxiously awaiting compensation thereby, and bank weeks ago the news of 1194, 000, an advance of the payment of the share interest of the Dominion in the value of the seals killed on the Pribyloff islands was paid over by the United States to the Dominion. The sealers are now keenly searching for signs that the money will be paid over to them whose industry in pelagic sealing gave the Ottawa government its claim to share the proceeds of the seal islands.

Just at present the former sealhunters find it hard to understand the arrangement between the different governments, in view of the peculiar legislation recently put through at Washington, as compared to the terms of the sealing treaty.

ARRIVALS AND DEPARTURES.

HALIFAX, N. S., Dec. 23.—Arrived: Shenandoah, London; Pursia, Hamburg; Bonaventure, London; Canada, Portland; Hesperian, Liverpool. Sailed: Halifax, Havana; Virginian, Liverpool; Canada, Liverpool; Pem, Boston.

SAN FRANCISCO, Dec. 23.—Arrived: Governor, Willamette, Seattle. Sailed: Norwood, Fair Oaks, Grays Harbor.

LOS ANGELES, Dec. 23.—Arrived: Grays Harbor, Aberdeen; Seward, Balboa, Panama. Sailed: Grays Harbor, San Francisco; Sotos, German, San Francisco; Shoshone, Grays Harbor.

SEATTLE, Wash., Dec. 23.—Arrived: Steamers Prince Rupert, British, Prince Rupert; Columbian, San Francisco. Sailed: Steamers Prince Rupert, British, Victoria; Prince Rupert, British, Prince Rupert; Capt. A. F. Lucas, barge 93, San Francisco; Nauplia, German, Hamburg; Yukon, southwestern Alaska; Melville Dollar, Los Angeles.

TACOMA, Wash., Dec. 23.—Sailed: Usaki Maru No. 3, Japan, Shanghai.

NEW YORK, Dec. 23.—Arrivals: Mendoza, Genoa; Barbarossa, London, Portland—Pretorian, Glasgow.

Merville—Caledonia, New York. Liverpool—Teutonic, Portland; Scandinavian, Portland; Grampian, St. John.

Finland—Carania, New York.

Southampton—Oceanic, New York.

Glasgow—Saturnia, St. John, N. B.

Sailed—Glasgow—Ionian, Halifax, N. S.; Letitia, St. John.

Passed — Lizard — Montezuma, St. John, N. B.

Fastnet—Mauretania, Liverpool, reported by wireless 322 miles west at 1 p. m. due Fishguard about 5 a. m. Monday.

A chain supporting a large steel ladle at the Globe Foundry, Leaside, broke while molten metal was being poured into a mould. The metal fell among the men and instantly killed Albert Girling, who was in charge of the lever. William Leathier died in the infirmary, and three other men had their clothes burned off and were very painfully injured.

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THE SUN ASSURES YOU that these business people are responsible dealers in their respective lines. YOUR needs can be fully supplied by them. Trade with them. Patronize them at all times.

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THIRTY-SECOND WEEK, DEC. 24, 1912

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THIRTY-SECOND WEEK, DEC. 24, 1912

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This Directory is placed here for your guidance. Look it over carefully.

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