The Crofton Gazette

AND COWICHAN NEWS

Devoted to the Mining and Agricultural Interests of Vancouver Island, Texada Island, and Coast Mainland Districts.

VOL. 1. CROFTON, B. C., THURSDAY, APRIL 3, 1902. NO. 6

THE COWICHAN VALLEY RAILWAY MEETING.

A MEETING was held in the Agricultural Hall, Duncans, on Wednesday, the 2nd inst., to press the claim of the Cowichan district for a railway through the Cowichan valley. There were present, amongst others, the Reeve, Mr. J. N. Evans, Chas. Dickie, Esq., M.P.P., and Messrs. John Evans, J. P., J. Norcross, C. M. C., W. R. Robertson, D. Alexander. H. Williams, A. Sutton, P. Peterson, S. Robinson, Jas. Evans, J. Campbell, Duncan, H. Henderson, A. Peterson, Jerome, A. Evans, Wm. Gidley, A. Mackinnon, J. E. Hall, T. Pitt, D. Ford, D. Lomas, G. Hall, Currie, L. Truesdall, H. de M. Mellin H. H. Newill and Dr. Perry.

The Reeve was voted to the chair, and Mr. Norcross to act as secretary.

The secretary read the resolution passed by the North Cowichan municipality on the 22nd March: "That a strong resolution be presented to the government with respect to the proposed railway from Alberni to some point on the east coast of the island, showing the great natural advantages of the route by way of Cowichan valley, its easy gradient, its economy of construction; the best advantages to be opened up by such a road in minerals, timber and farming land.

"That a deputation be appointed from the council to present such resolution to the government.

"That our representative, Mr. Dickie, be asked to do all he can to assist in presenting the claims of this district.

"And that the Reeve call a public meeting of the residents of North and South Cowichan on Wednesday, April 2nd, to co-operate with the council in pressing this matter on the government."

The chairman stated that he must leave it to the meeting to act on the above resolution. The council had named himself and Mr. E. M. Skinner to approach the government on the matter.

Mr. Wm. Gidley had not a personal knowledge of the proposed route through the Cowichan valley to Alberni except as far as the Nitinat. So far it was an easy route, and presented no difficulties for railway construction. He wished that the meeting had been called for a couple of weeks later, for then Mr. Boyd, who was president of his company, could have been present to give information. He had been asked if his company, the Cowichan Lumber Co., held a charter for a railway through the Cowichan valley to Alberni. He believed it had, as he had found a document applying to the government for the right to build a railway up the Cowichan valley to a point on Cowichan lake, thence to Alberni near the Franklin river. This charter covered also the right to apply for bonuses, and for water-power for the generation of electricity, and for other powers. It was dated 1898, and had seven years to run, and should still hold good. Behind the Cowichan Lumber Co. were some of the wealthiest men in the Dominion, and they could carry out any scheme they took in hand.

Mr. Dickie wished it to be made plain whether the council's desire was for an independent railway or for the Canadian Northern to come through the valley. There were three routes proposed for the Canadian Northern, one was entirely by the east coast, another through to Nanaimo via the Cumberland gap, and the third was through the Cowichan valley. This last named was advocated by the member of parliament for Alberni. He reminded the meeting that strong pressure was already being brought to bear upon the government by the people of Nanaimo to get the railway through their town. He knew the country at the head of Cowichan lake. It was fairly good except at a point near the head of China creek. The resources of the Cowichan valley were undoubtedly ample to justify railway construction. At the same time the opposition in the house to the Canadian Northern scheme in its entirety was considerable, and the scheme might have to be modified on several points. It depended also on a satisfactory subsidy from the Dominion government being forthcoming. Any action, however, that might be taken by this meeting he would have at heart and would do his utmost to further in the house.

Mr. W. Herd said that as the originator of the resolution, passed by the council, he was greatly interested in this question. The survey that had been promised by the government was of the greatest importance. If Alberni secured the route of the Canadian Northern we must congratulate them. The principle that we were fighting for was our claim to a railway through the Cowichan valley, the wealth of which in minerals, timber, and agriculturally, he believed to be unsurpassed. A railway would develop these resources, and encourage capital and settlers, the two things most desirable. The difficulties might be great as so many parties were pulling, politically, different ways. He read in the paper that a strong party in Alberni was pressing for the Nanaimo route, and the Premier favoured it. The Victoria Board of Trade, to be sure, were working for us, but the strongest influence we could bring to bear must be brought by ourselves in united action. He would like to see a resolution passed appointing delegates from this district to see the government, and point out the great natural advantages and the claims of this district for the construction of this railway. He would suggest that a strong memorial be drawn up. He felt sure that Mr. Dickie would do all in his power to further our interests.

Mr. Duncan looked upon the matter in quite a different light. He had been over most of the country on the proposed railway route. It was a wild and difficult country to traverse. The mountain backbone of the island, 3000 to 4000 feet high, cut through it. He did not think that a railway would ever be constructed to Alberni, either from Nanaimo or the Cowichan vallley. Indeed he did not see what claim Alberni had to a railway at all. If Alberni ever got a railway it would have to be from Comox. There was, however, a line of rail-

way that he would advocate, and that was through the Cowichan valley to Bamfield creek, on Barclay Sound. This ought to satisfy Alberni. The whole country throughout the route was valuable. He had traversed it himself, all but twenty miles. It presented no difficulties for railway construction. He knew of immense ledges of quartz on Franklin river, and of enormous quantities of quartz and splendid timber around Cowichan lake, and he believed that a railway through here would pay from the very start. From the Leach river to Franklin river the whole country was mineralized. Mr. Duncan told of many interesting personal experiences of his own in traversing this country, and we wish we had space to tell them.

Mr. W. R. Robertson produced a report of Mr. Ralph's on the Alberni route, which route Mr. Duncan had stated to be impossible. Mr. Ralph's report showed that the cocntry was fairly level and quite feasible for railway construction all through the Cowichan valley to end of Vernon creek, thence via the Nitinat valley to the pass, and down Franklin river to Alberni canal.

The chairman felt sure that in any case the Bamfield creek line would not suit Alberni. He drew the attention of the meeting to the fact that the charter of the Cowichan Lumber Co. was for an electric railway. This was the right idea in his opinion. Electricity was the power of the future. An electric locomotive could negotiate grades that were impossible for a steam locomotive. We had enough water power in the Cowichan river to do anything with. He thought the Dominion government should willingly subsidize a line such as that under consideration. He would like to hear Mr. Boyd on the matter.

Mr. Dickie asked when Mr. Boyd would arrive in the district. Mr. Gidley expected him almost immediately. Mr. Dickie reminded the meeting that the sooner it got to work the better. Strong pressure was being brought to bear upon the government. The Canadian Northern railway would no doubt come by the easiest and straightest route.

Mr. W. Herd proposed, and Mr. A. Mackinnon seconded a motion that this meeting take immediate action in the matter. And a resolution was thereupon proposed by Mr. W. Herd, seconded by Mr. W. R. Robertson,

"That whereas a railway has been projected from Alberni to a point on the east coast;

"And whereas, it is most desirable that the railway should traverse the Cowichan valley with further connection with Victoria;

"Be it resolved, that a deputation be appointed from this meeting to co-operate with the deputation from the Council in laying a memorial before the government showing the great advantage of the route by way of Cowichan, its economy in construction and operation, the vast wealth of the country it would open up in minerals, agricultural produce and timber. And that Mr. Dickie be asked to assist as far as he possibly can in helping the delegates to press upon the government the claim of our district."

This resolution put to the meeting was carried unanimously, and Messrs. Wm. Gidley and H. Newill were appointed as delegates.

With a vote of thanks to the chairman, proposed by Mr. W. R. Robertson and seconded by Mr. J. Evans, the meeting terminated, resolved to press the matter further in every way possible.

MINING NEWS.

THE LENORA MT. SICKER MINING CO.

The high-grade ore which was struck last week in the crosscut in No. 3 tunnel of the Lenora-Mt. Sicker mine has now been proved to continue solidly. The ore body has at present a width of 17 feet. Further development is proceeding About the middle of the month this mine will be the scene of renewed activity. Shipments of ore will be resumed, these will be made over the Mt. Sicker railway extension direct to the Crofton smelter.

THE KEY CITY PROPERTY.

The manager of the Key City mine, adjoining the Lenora-Mt. Sicker to the west, is daily expected to commence active operations.

THE TYEE COPPER COMPANY.

Development work is proceeding very satisfactorily. The Tyee Co. are putting in the foundations for their new machinery. The cage and ore cars for their new double drum steam hoist have arrived from Henty, San Francisco.

The preparation of their new smelter site at Ladysmith is in progress. Messrs. Thos. Kiddie, the manager with Mr. Geo. Thomson, the eminent metallurgist, and Mr. Bradley, of the Allis-Chalmers Co., have been on the ground.

Mr. B. C. Riblet, of Nelson, has secured the contract for the ærial tramway. Mr. E. M. Skinner, P.L.S., has been making the survey.

ILLEGAL FISHING.

Mr. A. H. Lomas, the provincial constable at Duncans, and Mr. R. Colvin, the fishery guardian, have been watching the river for sometime past. They have suspected illegal net fishing and this no doubt has been prevalent along the Indian reservation. The other day they were successful in securing several Indian nets illegally set in the river down below Quamichan.

LOCAL NOTES.

Mr. James Maitland-Dougall, the government agent, is putting in additional fencing on his property.

Mr. Henry Croft, and Mr. H. Burroughes were down at Duncans on Easter Monday fishing. Their basket was not large, but Mr. Burroughes managed to land a steel-head weighing 7½ lbs.

Mr. W. Dwyer, the mechanical engineer of the Tyee Copper Co. has been spending an Easter vacation in Duncans, visiting his ranch where he has just erected a small house and done some fencing.

Mr. Alan Sutton caught 30 trout on Good Friday and 28 on Easter Sunday in the Cowichan river. The fish averaged nearly a pound weight throughout. Mr. F. Lomas, who was fishing with him, caught 23 the first day and 27 the second. These two anglers were the envy of Mr. Galbraith, the fishery inspector, and many Victorians who were also trying the water.

Dr. F. Lindsay Dickson has just arrived from Santa Cruz, California. He contempiates putting up a house near Quamichan lake. He and Mrs. Dickson, during their visit to California, met with an unpleasant experience, being "held up" by burglars who entered their room one night and robbed them of jewellery and other valuables. These "gentlemen of tne road," however, did not know a good thing when they saw it, and threw on one side as worthless, a most valuable Indian-work gold locket belonging to Mrs. Dickson. They thought it was brass, and will repent of that if of nothing else.

Mr. Speck, of Victoria, spent Easter at Duncans.

The S. P. C. A. announced a meeting for Wednesday.

Mr. A. F. Owen, the piano tuner, is in Duncans, at the Tzouhalem hotel.

The Cowichan Fisherman's Union will meet at Quamichan on the 5th inst., at 2 p. m.

Mr. H. Greaves, lessor of the Quamichan hotel, has been on an Easter visit to Duncans.

Mr. Geo. Harvey landed a steel-head 4½ lbs. — this time without wading above his knee.

Miss Whidden has returned to Duncans from a visit to her sister, Mrs. Gunn, at Mt. Sicker.

Mr. and Mrs. W. E. Blythe and family are going to Maple Bay for a time for change of air.

Mr. W. Riley, of the Tyee mine, is again at work after a bad accident to his hand. Dr. Perry attended him.

Mr. F. C. Davidge and Mr. Monteith, of Victoria, caught 40 to 50 fish each per day in Cowichan lake at Easter.

Active steps are being taken to secure an adequate water supply for Duncans, Mr. Skinner has been making investigations.

Mr. Galbraith, fishery inspector, and Messrs. Cathcart and Salle, amongst others, have been at the Alderlea hotel, Duncans.

A flower social and dance will be held at Lamming's hall, Mt. Sicker, on 7th April. Admission, ladies free; gentlemen 75 cents.

We regret to report that Mr. A. Robinson who owns a ranch on the road to Cowichan lake, had two fingers cut off in a chaff cutter.

The Farmers' Institute meet at Duncans on 5th inst., and at Westholme on the 7th inst., when Messrs. Smith and Anderson will give addresses.

Dr. and Mrs. R. N. Stoker came down this week from Cowichan lake. Mrs. Stoker is leaving on a four months' visit to Ireland. The doctor stays behind. He is building a house on Quamichan lake.

Lakeside hotel, the Messrs. Price Bros. house on Cowichan lake, will open for the season during the first week in April. Mr. F. Price brought up a team from Victoria last week for his stage service to and from Duncans.

Mr. George Lewis will start his logging camp up on Cowichan lake about the 10th of the month. This will include probably about 40 men, besides two donkeys and twelve horses. His contract is to cut timber for the Cowichan Lumber Co. and this is the fourth year that he has undertaken the work.

A man working on the Mt. Sicker railway the other day fell off a trestle. It was a twenty-five foot fall, but he managed to steer himself into the one spot amidst heaps of ties and timbers in which his life had a chance. He was laid up only two days.

Messrs. Geo. Harvey, J. P. Mann, Joseph Babcock, fishery inspector, W. H. Langley, C. H. Stahlschmit, Jas. H. Lawson, B. S. Heisterman, Harold R. Robertson, A. and C. Vernon, also Mr. and Mrs. Leonard M. Solly and son have all registered at the Tzouhalem hotel, Duncans, during Easter. Mr. and Mrs. T. Kiddie, Mrs. F. Sherbourne and son, and Mr. Geo. Thomson have been staying there for some time.

We have pleasure in announcing the approaching marriage of Mr. James Murchie, of Duncans, and Miss Steel, of Victoria. Mr. Murchie is one of the lucky prospectors and others on Mt. Sicker. He was one of the original purchasers of shares in the Tyee mine, and has been round about the district logging and mining for ten or twelve years. He spent Easter in Duncans.

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The Stage will run from the Price Bros. Tzouhalem Hotel, Duncans, to their Lakeside Hotel on Cowichan Lake, every Monday, Wednesday and Friday, commencing Monday the 7th inst.

THE CROFTON GAZETTE

AND COWICHAN NEWS

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THURSDAY, APRIL 3, 1902.

THE COWICHAN VALLEY ROUTE.

WE congratulate the North Cowichan municipal council on their public-spirited policy in having at the instance of Mr. W. Herd, sent a delegate to Victoria and convened a public meeting to press the innumerable advantages of the Cowichan valley route for any railway that may be made either from Alberni or through the island. The meeting held last night was an influential one, and unanimously expressed its sense of the importance of a railway through the Cowichan valley. Mr. Duncan alone questioned the claim of Alberni to a railway, but he sketched out an alternative line through Cowichan valley to Barclay Sound, and he thought the whole country through which this line would pass valuable enough to make the railway pay from the very start. There was not a discordant note as to the almost unlimited resources of the Cowichan valley in timber, mines and agriculture. Mr. Dickie, M.P.P., pointed out the political influences that were bearing on the construction of the Victoria and Seymour Narrows railway through the island, and urged prompt and immediate action. There were some present who resting in a perfect knowledge of the vast resources of the Cowichan valley and the influence such natural resources must exert upon a far-seeing government, were desirous of adjourning the meeting until other prominent residents were present. But this would not do at all. The meeting passed its resolution and appointed its delegates to approach the government, and this they will do forthwith.

But we hope that the inhabitants of Cowichan will not rest here. Let them have further meetings and send more delegations to the government. The Cowichan district has a legitimate claim. Let its residents press that claim. The Victoria Board of Trade are working in their interests. Let them strengthen the Board's hands by united action of their own.

If a second railway is to pass through the island, it should be the aim of the government in power to get that railway constructed along a route that will develop the largest and most valuable area possible upon the island. There can be no question at all that the wide area of country through the Cowichan valley is richer both in minerals, in agricultural lands, and especially in timber than the proposed alternative route across to Nanaimo. Moreover, Nanaimo is already served by a railway. Further, the route via Cowichan valley is more direct to Victoria. The interior of the island, especially to the west of the Cowichan valley is only half explored. Its timber is the wonder of all who have seen it. The mines up near Cowichan lake and at the headwaters of the Chemainus river are being developed with more than satisfactory results. Valuable agricultural areas scattered throughout await cultivation pending only means of transportation. It is impossible that the claims of such a country can be ignored in the railway schemes of a government which is taking considerable pride in its railway policy.

The Easter entertainment was an unqualified success. The Cowichan district is happy in its musical and dramatic talent. The Agriculturall hall was crowded, and old and young seemed to enjoy themselves immensely. The only criticism one can find to make at all is that the hall was too small for the requirements of so large a gathering.

We understand that for our present daily mail bag at Crofton we are indebted to the kindness of Captain Mackenzie, general manager, of the Victoria & Sidney terminal railway. Capt. Mackenzie is carrying this daily mail bag for our benefit entirely, without subsidy or charge of any kind. The thanks of Crofton as a community are heartily due to Captain Mackenzie for the public spirit which he is showing.

VICTORIA & SIDNEY RAILWAY

Trains will run between Victoria and Sidney as follows:

DAILY:

Leave Victoria at	7.45 a. m.	4.00 p. m.
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Leave Victoria at	7.45 a. m.	2.00 p. m.
" Sidney at	9.00 "	5.45 "

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CROFTON UP TO DATE.

Dr. Foot's new office in town is nearly completed.

Mr. Kirkwood has built a small residence on York avenue.

The streets are drying up well, and promise to set hard and solidly.

Mrs. Greaves' two new residences on Edmund street are nearly completed.

Mr. D. S. Fotheringham of the smelter syndicate was in Crofton on Tuesday inspecting operations.

Mr. Walter Harvey has taken a contract for painting Mr. Joel Broadwell's store, and the work is in progress.

The Ladysmith *Leader* announces that "work on the Crofton smelter is indefinitely postponed." We invite the editor to come and see, and change his opinion.

The two hotels are rapidly nearing completion. Meanwhile comfortable temporary accommodation, both for bed and board, is available at either of them, or at Mr. Whittingham's boarding house.

Messrs. Dyke & Kirrkwood are receiving and distributing mails. They have charge of the mail bag which is being daily sent by steamer to and from Victoria by the post office officials, pending the establishment of a post office.

Messrs. Dyke & Kirkwood are also agents for the Crofton GAZETTE. Last week's batch of papers for some reason or other never reached them. Hence the delay experienced by subscribers.

Mr. Lindsay is putting up a residence for himself and family on his lot in Joan avenue, in front of his stables. Most of the teaming work in town has been done by Mr. Lindsay, and before this dry weather it was very heavy work indeed.

Capt. Livingston Thompson and his survey party have been away at Mt. Sicker surveying a mineral claim on the Copper canyon property. They returned to Crofton on Tuesday, and will very shortly complete their work on the townsite.

THE TELEPHONE AND THE RAILWAY.

The telephone will be connected this week. This will be a very great convenience indeed, and will expedite all work proceeding, as it will save the necessity for contractors and others to make frequent visits to Victoria. The laying of the rails on the Mount Sicker railway extension will be completed as far the pass over Mt. Richards before the end of the week.

THE SMELTER.

The Smelter site is a scene of increasing activity. Now that the rains have held over for awhile the work of excavation is making very satisfactory progress. Messrs. Sherbourne and Smith are daily on the ground hurrying forward building preparations, and Mr. Jos. Bye, superintendent of construction for the Smelter Co., and Messrs. F. Young and Geo. Williams, the Company's engineers, are kept hard at work superintending the operations.

Messrs. Keast and Lewis who hold the sub-contract for supplying stone, sand, etc., have made a camp just behind the town and have cut a road for use by their teams. Mr. Geo. Maupin is in charge of the work, and commenced to draw down rock to the building site today. The first work will be masonry for the foundations of the big stack. The excavation for this is all ready. Several of the buildings have already been framed, and carpenters and blacksmiths are hard at work.

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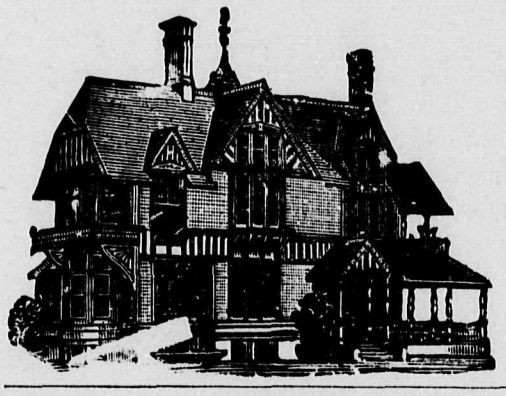

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THE EASTER ENTERTAINMENT.

THIS was one of the most successful entertainments that have taken place in recent years. Some 300 persons attended, and $100.00 were taken for St. Peter's church as the proceeds. Mr. Pimbury was chairman. Amongst those present were Mesdames Pimbury, Dickie, J. Maitland-Dougall, Maitland-Dougall, R. Barkley, Mutter, D. Alexander, Dunn, Sherbourne, Parry, A. Green, Wilkinson, Clarke, J. McDonell, T. Kiddie, T. Jackson, Whittome, Jaynes, H. de M. Mellin and F. Price.

Misses B. and A. Mutter, Robertson, Holmes, Lomas, Prevost, Skinner, Clarke, Hadwen, Rose Lyall, A. Jaynes, B. Jaynes, Wilkinson, L. Jaynes, Robertson and Allison.

Messrs. W. H. Elkington, J. P., Pimbury, J. Maitland-Dougall, T. A. Wood, E. M. Skinner, S. M. Lamb, C. M. Lamb, J. Mutter, A. Mutter, S. Mutter, W. Dwyer, Langley, Stahlschmidt, George Hadwen, A. Holmes, Rivaz, W. R. Robertson, F. Prevost, J. M. Campbell, T. Castley, D. Alexander, J. Alexander, W. Smithe, O. Smithe, A. Vernon, C. Vernon, R. Barkley, E. Wright, H. L. Norie, T. Pitt, A. Peterson, Bolton, Middleton, St. John, Price, H. Newill, Dr. Dickson and Dr. Perry.

Mrs. Jarley's Wax Works opened the entertainment. Mr. Pooley impersonated Mrs. Jarley with excellent effect and put life and humour into the scene as he introduced his various characters. He was ably assisted by "Johnny," Mr. Percy Jaynes, who almost made the wax-work figures speak as he moved them to and fro.

The exhibition was admirable. Arthur Green was a splendid "Little Boy Blue," Maggie Duncan represented "Mother Winslow" with good effect, "Little Miss Muffet" in the person of Ruby Alexander was as pretty as it could be, Hugh Parker made a capital "Little Jack Horner," Irene Parker was a charming "Little Bo Peep," Frank Parker with his flaming flag made one exclaim "Excelsior," Philip Jaynes was a quite captivating Dwarf, Bertie Rolston showed a Chinese Giant as we would like him to be, and perhaps best of all was the "Two-headed Girl." This was admirably impersonated by the Misses Irene Duncan and Jennie Lomas. As they went through their clock-work motions in their charming Japanese draperies they made a picture that one will not easily forget.

After the Wax Works the interval before the operetta was filled by songs and music. Mrs. Clarke and Miss Clarke opened with a duet rendered admirably. Mrs. Parry and Mrs. Wilkinson played a Hungarian mazurka, and were much applauded. Mr. Webster sang a good song. Mrs. J. Maitland-Dougall, with a fine voice and skilful rendition, gave "Blow, blow, thou winter wind." Mr. H. Norie then gave a solo on the violin of which he proved himself to be a master, playing with excellent feeling "A Romance," and afterwards "A Reverie," both by Sbinson. Mrs. Parry followed with a song "Love the Pedlar," which was deservedly heartily applauded. Mrs. H. de M. Mellin sang "The Sweetest Story Ever Told." It is not often that one can hear such a story so charmingly rendered. As an encore to this Mrs. de M. Mellin gave "The tale of a Kangaroo." The Cowichan district is indeed rich in a singer so accomplished as Mrs. de M. Mellin.

Miss Allison had a somewhat trying task to follow a songstress like Mrs. de M. Mellin, but she not only accomplished it with glory, but won an encore. This, too, we believe, was her debut before a Cowichan public. Miss Allison has a very sweet voice, and well cultivated, and she sang her two songs "Carmina," and "Hush, my Little Coon," with fine feeling and charming effect.

After this the curtain rose on the operetta "The Twin Sisters." The story of this is a little mixed and uncertain but the impersonation of the characters was admirable. The Cowichan Dramatic Society has a great future before it. Marion (Miss Jaynes, soprano) was the wife of Frank Duryea (R. Service, bass). Nelly (Miss B. Jaynes, contralto) was their maid, and Peter (H. Williams, tenor), with the high B-flat chest note, was Nelly's lover. The Duryeas go to a Royal Academy ball and get mixed up. Frank lets his wife come home by herself, and she is naturally indignant. He has been devoting himself during the evening to a girl in a red domino. This girl he imagines to be Lucy the twin sister of his wife. He was in love with her in the days long gone by. There is mutual jealousy. Peter comes into the scene by an accident, and Nelly the maid nearly goes into a faint when she sees him — naturally, because she is in love with him. Presently Peter impersonates an artistic gentleman who declares that Mrs. Duryea has been nodding at him, etc. Marion was previously jealous of Frank. Frank is now jealous of Marion, and the result is an explanation that Marion was the real red domino, not Lucy. Nelly and Peter tender good advice, and an excellent example, and the consequence is that Mr. and Mrs. Duryea live happily ever after.

The acting throughout was beyond all praise. Miss Jaynes, in spite of suffering from a bad cold, brought down the house with her song twice rendered, "See how it Sparkles this Beautiful Wine." Mr. R. Service rendered excellently a "Lie song," and Mr. H. Williams, besides convulsing the house with his dry humourous acting, sang with telling effect an invocation "List to the Song of the Gay Guitar."

The whole piece went without a flaw and was most creditable to the performers.

Dancing followed and was kept up until the early morning. Mrs. Maitland-Dougall, Mrs. Parry, Mrs. Wilkinson, and Mrs. Mutter and others contributed very greatly to the evening's entertainment by their kindness in accompanying singers on the piano and playing dance music.

Mr. Bolton kindly assisted in the stage management. Supper was served at 10.30 p. m. The arrangements for refreshments were admirable.

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THE WHARF AT CROFTON.

Messrs. Sherbourne and Smith have been staying down at Crofton personally superintending the construction of the new wharf. The piles have now been driven for a distance of about 700 feet out into the bay and the pile-driver is hard at work from morning to night. The floor timbers have been placed for a portion of the way, and these are now being planked, and this section of the wharf will be ready for small steamers to lie alongside in a few days.

LOTS FOR GOVERNMENT AND CHURCHES.

Mr. Croft has given the Government a block of lots for a school, also for a military reserve and drill-hall.

He has also provided lots for the Methodist, Episcopal and Roman Catholic churches.

THE WATER SUPPLY.

Mr. Croft has made arrangements for putting in water pipes and for a complete system of water supply for the town. The Company's engineers have been engaged taking levels for this purpose.

NOTICE

Notice is hereby given that application will be made to the Legislative Assembly of the Province of British Columbia at its present session for an Act to incorporate a company with power to construct, equip, maintain and operate a single or double line of railway, to be operated by steam, electricity or any other mode of power, at and from the City of Victoria in the Province of British Columbia, thence northwest by the most feasible route to a point at or near Seymour Narrows in the said Province of British Columbia; and with power to construct, establish, maintain and continually operate a railway ferry steamship service for the purpose of transferring for reward, passengers and passenger and freight cars from the said point at or near Seymour Narrows in Vancouver's Island to a point on the Mainland of the Province of British Columbia; and with further powers to build, equip, maintain and operate branches of the said railway from any point on the main line thereof to any point in Vancouver Island; and with power to build and operate tramways in connection with the said railway; and with power to build, construct, equip, maintain and operate telegraph and telephone lines in connection with the said railways and branches; and with power to generate electricity for the supply of light, heat and power, and for all, any and every other purpose mentioned in sections 80, 81, 82 and 83 of the "Water Clauses Consolidation Act, 1897," and to do everything necessary or incidental to the carrying out of all or any of the objects referred to in the said sections; and with power to exercise all the powers given to the company by parts IV and V of the "Water Clauses Consolidation Act, 1897;" and with power to build, own and maintain saw-mills; and to carry on a general express business, and to build, maintain and operate bridges, roads, ways, ferries, wharves, docks, steamboats, steamships, coal bunkers and other works; and to make traffic or other arrangements with railway, steamship or steamboat and other companies; and with power to expropriate lands for the purposes of the company and to acquire land bonuses, privileges or other aid from any government or municipality, or other persons or bodies corporate, aud with power to build waggon roads to be used in the construction of such railway and in advance of same, and to levy and collect tolls from all persons using, and on all freight passing over any of such roads built by the company, whether before or after the construction of the railway, and with power to sell out its undertaking; and with all other usual, necessary or incidental rights, or privileges as may be necessary or conducive to the above objects, or any of them.

Dated at Victoria, B. C., this 24th day of March, A.D., 1902.

ROBERTSON & ROBERTSON,
Solicitors for the applicants.

6-6

E. M. SKINNER,

CIVIL ENGINEER AND PROVINCIAL LAND SURVEYOR.

DUNCANS.

THE TOURIST ASSOCIATION OF VICTORIA.

The first act of the Tourist Association of Victoria has been to issue a really well arranged, concisely written and charmingly got up little leaflet setting forth the beauties and advantages of Victoria as a resort.

Shawnigan lake, Cowichan lake and Mt. Sicker, are especially alluded to amongst "delightful excursions." We congratulate the Literary committee on their neat and useful production and hope that it may be followed by others equally readable with Duncans and Crofton also amongst its headlines.

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