The Crofton Gazette

AND COWICHAN NEWS

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

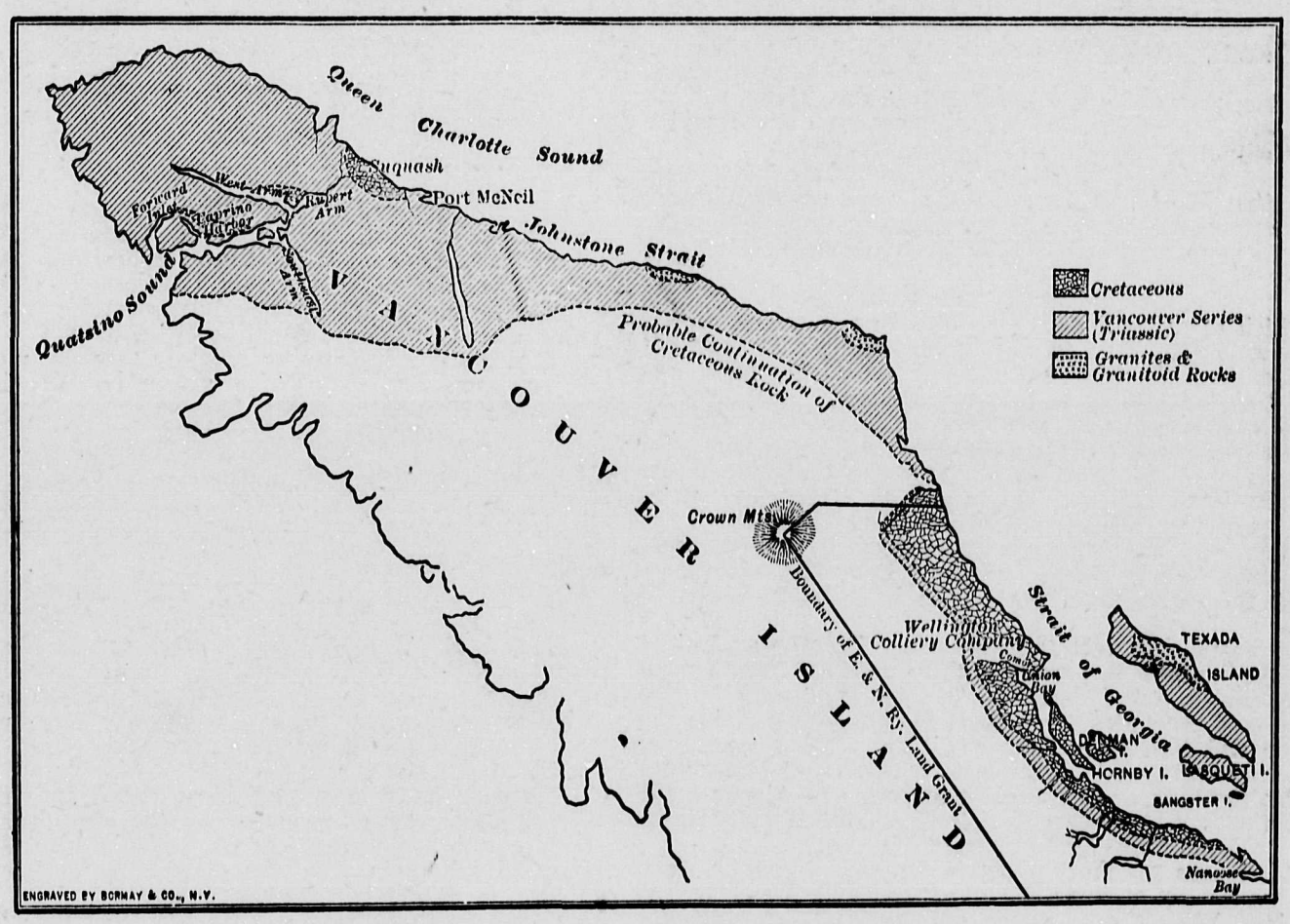
VOL. 1. CROFTON, B. C., THURSDAY, MAY 15, 1902. NO. 12

COAL MINING ON VANCOUVER ISLAND.

By William M. Brewer.

(Introduction to a descriptive article on British Columbia coal fields published in the Engineering and Mining Journal, to whose courtesy and to that of Mr. Brewer we are indebted for our illustration.)

THERE is a historic feature connected with the discovery and development of the coal fields of British Columbia which is of sufficient interest to be referred to by the writer as an introduction to the following descriptive article of the various coal fields and collieries on Vancouver Island and the Mainland. Dr. George M. Dawson, Dominion geologist, in his report dated March 1, 1887, refers to the fact that Dr. W. F. Tolmie in 1835 was the first to make known the occurrence of gold on Vancouver Island. It was not until about 1849 that any systematic exploratory work was commenced. This was inaugurated by the Hudson's Bay Company, which brought a number of coal miners from England to Vancouver Island. Suquash, situated on the northeast coast, about semi-distant between Port McNeil and Beaver Harbour, and near the head of Queen Charlotte Sound, was selected for boring. Two seams of coal outcropped on the beach at this point, the upper being about 1 foot and in places 2 feet in thickness, and the lower about 6 inches, with about 1 foot of soft shale separating the two seams. A short tunnel was driven and several borings made. From the former it is reported that in all about 9,000 tons of coal were mined, and the bulk of it shipped to Victoria. A record of three borings is included in Dr. Dawson's report, two of these in the northwest from Victoria by water, and immediate vicinity of Suquash, and the other at Kirk River, on the beach about 2½ miles distant from Port Rupert, in Beaver Harbour. The borings at Suquash were continued to depths of 329 feet 4½ inches and 265 feet 4 inches, respectively; that at the Kirk River was carried to a depth of 180 feet 7 inches. An examination of these records does not show that any coal seams of commercial value were encountered, but as work was carried on continuously from 1849 to 1853, there were undoubtedly several other shafts and borings besides those of which the records were obtained by Dr. Dawson. About the latter date, according to history, coal was discovered at Nanaimo, about 100 miles northwest from Victoria by water, and the force of miners transferred to that point, where extensive collieries are being operated to-day by the New Vancouver Coal & Land Company, which acquired its title from the Hudson's Bay Company.



AREAL GEOLOGY OF COAL MINING REGION ON VANCOUVER ISLAND.

The history of these coal fields dates back to about 1853, when boring operations were suspended at Suquash because of the discovery of a wide seam of coal in Nanaimo Harbour, on the east coast of the Island and about 100 miles by water from Victoria. Until 1862 the Hudson's Bay Company mined coal from a shaft sunk within the present city limits of During that year a large amount of this coal field was acquired by the New Vancouver Coal Mining & Land Company, Limited, an English corporation, which is still actively engaged in coal mining in the same field, with headquarters and main working shaft still located at the outskirts of the city of Nanaimo.

Soon after the organization of this company, the late Hon. Robert Dunsmuir, who had been in the employ of the Hudson's Bay Company as a miner, commenced systematically to prospect the territory outside of the lands acquired by

the New Vancouver Coal Company. He first located the Harewood field, at a distance of about 3½ miles to the west from Nanaimo, and secured 9,500 acres for an English company, which has since sold the trace to the New Vancouver Coal Mining & Land Company. Later he discovered the Wellington field, about six miles northerly from Nanaimo, which he acquired himself, a short time previous to the entrance by British Columbia into the federation of the provinces.

This portion of the history of the development of the coal mining industry in British Columbia is important, because as a direct result of Mr. Dunsmuir's work, it has followed the building of the Esquimalt & Nanaimo Railway, as well as the opening up of the collieries at Wellington, Extension, Alexandria and Union, the latter about 50 miles up the east coast of the Island from Nanaimo. In all these enterprises he was, during his life, the prime mover and organizer. Associated with him in building the railroad and operating all the collieries, except Wellington, were the late Senator Leland Stanford, the late Charles Crocker, the late C. P. Huntington and General Bullard, of California, who were the organizers of the Southern Pacific Railway. In the Wellington colliery some officers in the British navy were associated with Mr. Dunsmuir, but their interests were purchased by that gentleman previous to commencing construction of the Tsquimalt & Nanaimo Railway.

Natural outcroppings of coal occur in many portions of the coal fields under consideration. The dip of the seams varies from about 1 foot in 12 feet to 1 foot in 5 feet, and the strike is usually nearly east and west. The direction of the dip varies because of the number of anticlinals and synclinals which occur. On Gabriola Island there is apparently a basin covering considerable area where the coal dips towards a common centre from the various points of the compass. This has been demonstrated by diamond-drill boring, as well as the fact that a thickness of nearly 2,000 feet of shale overlies the coal seam. The roof of the coal throughout the entire area is variable, sometimes being composed of conglomerate, at others of shale, and in some cases sandstone; the floor is sometimes sandstone, but usually shale. Fire-clay of commercial value is wanting in this portion of the Island.

There are two productive seams, known as the Douglas and the Wellington, the latter underlying the former. At the Nanaimo and Alexandria collieries the Douglas seam is mined, and on a portion of the Nanaimo field both seams are productive; but at the Wellington and Extension collieries the Wellington seam only is mined, the Douglas having been carried off by erosion.

Much faulting has occurred through this portion of the Island, which of course causes complications in the workings. For instance, a bore-hole on the Harewood property exposed a workable seam of coal, but a shaft sunk about 200 feet from the bore-hole failed to intersect the seam at the depth estimated, and later investigations proved that a fault had occurred in the space between the shaft and and bore-hole, which was not apparent on the surface, and the down-throw had been 80 feet. Another instance is at Extension, where the main working tunnel was driven half a mile to catch the coal seam on the dip; beyond the intersection a fault occurred, and the tunnel being driven another half-mile, picked up apparently the same seam, the dip in both cases being to the south.

To the north and west from Nanoose there occur limited areas of the igneous and metamorphic rocks of the Vancouver series, which form a break in the continuity of the cretaceous coal measures for o short distance, and divide the Wellington and the fields south of it from the Comox coal fields, to the northwest. These latter are of vast importance and furnish the bulk of coal used by ships in the Alaska trade and a portion used by the British North Pacific squadron, stationed at Esquimalt Harbour, near Victoria.

The total area of the productive territory cannot be estimated, because no accurate detailed geological survey has been made. With the exception of the Wellington colliery proper and the acreage owned by the New Vancouver Coal Mining & Land Company, and a few small holdings, the entire field is included in the land grant of the Esquimalt & Nanaimo Railway.

MINING NEWS.

AN IMPORTANT LEGAL DECISION.

An important point in mining law was recently decided by the Full Court in the case of Paulson versus Beaman. In that case the map filed by the plaintiff in the office of the mining recorder showing the nature and extent of his adverse claim was only a sketch map, and although made by a provincial land surveyor was not made from an actual survey of the ground. The Full Court held that this map was insufficient, and it would appear to be necessary in adverse cases to have the ground in dispute surveyed before filing the adverse. This is an important legal decision for prospectors to note.

THE AUGUSTA MINERAL CLAIM.

A body of good ore was struck on the Augusta mineral claim, on Mount Sicker, a few days ago. The ore is very similar to the Lenora and Tyee ores, and as the Augusta lies on the same lead of ore as do the other mines, its ore body is no doubt a continuation of the Lenora and Tyee ledges. The Augusta mineral claim is owned by Mr. E. W. Molander, of Port Townsend, and it adjoins the Fortuna. Mr. Molander is continuing steady development work.

THE YREKA COPPER CO.

The Yreka Copper Co. will start to crosscut from the bottom of their shaft at the Yreka mine, on Mount Richards, this week. The intention of this company is to develop thoroughly to a depth of 200 feet.

THE LENORA-MOUNT SICKER MINE.

Lenora-Mount Sicker mine development is continuing very satisfactorily. The installation of the sorting machinery has been completed. The five-drill compressor plant supplied by Holman Bros. arrived and is being set up. The new hoist worked by compressed air has been erected in No. 2 tunnel. It is agreed that the recent strike inthis mine in No. 3 (the lowest) tunnel has increased the ore tonnage of the mine by about 30 per cent.

THE TYEE MINE.

Another strike is reported on the Tyee mine, and a body of rich ore is said to have been openedup. It is declared to be the best looking ore that this mining company have yet found on their property. Work on the aerial tramway siding near Somenos is proceeding apace. Messrs. Keast & Lewis, of Duncans, are busy drawing the new machinery that is to be installed in the Tyee mine, and they hope to finish their work this week. The same contractors have also secured the contract to draw the supplies and material, etc., for the new aerial tramway.

MOUNT SICKER NOTES.

Mr. G. S. Williams, editor of the B. C. Mining Exchange, who recently visited Crofton and the Mount Sicker mines, has expressed himself to several reporters as simply astonished at the development both at the smelter works and at the mines.

Alderman H. M. Grahame, of Victoria, who also has been visiting Crofton and Mount Sicker, gives quite an enthusiastic description of both the scenery and the work that is going on, and declares that it behooves the business men of Victoria to take cognizance of the fact that Mount Sicker is rapidly developing into an important mining centre. Crofton he found to be already "quite a bustling little town.

A rich strike has, we hear, lately been made on the Copper Canyon property. The ledge is four feet in width.

Capt. Wasson is proceeding energetically with his new machinery to develop the Key City property, adjacent to the Lenora.

A large solid block, 30 feet through, of fine ore from the Lenora mine at Mount Sicker may be seen in Mr. Pellew-Harvey's office at Victoria. His assay value is $58.84 in gold and copper.

WEST COAST NOTES.

Mr. J. R. Archbold, representing the Tarsis Copper Company, and who lately visited the Mount Sicker district, has more recently been up the West Coast to Nootka and Alberni. He declares that it is "a healthy coast"! He is leaving again in a few days for Sidney Inlet and other places further north on the coast, being accompanied by Dr. Marshall.

Messrs. Rafenbury and Gunn have just returned from Wreck Bay, where they have been looking over some placers with a view to purchase for the American Amalgamation. They have brought many samples of the black sand.

Mr. J. H. Little, who has mining claims on Mount Sicker, has gone up the West Coast to the Quatsino district to prospect the country.

Messrs. Gwin and Clarke, of the Yreka Copper Company, have just returned from their properties at Comstock Mountain, Quatsino Sound. They have 40 men working there. It was their intention to have shipped 700 tons of ore on the 20th of this month, but the horses theytook up with them had to be tumbled overboard to swim ashore, owing to absence of landing facilities, and the consequence was a general attack of grippe. The transport of ore from the mine to the salt water was thus delayed; but by the 10th of June Messrs. Gwin and Clarke say that they will have 800 tons of ore ready for shipment. By that time the Crofton smelter will probably be ready to take everything that is offered to it.

Messrs. Clarke, Gwin and Lea have taken over separately a property at Quatsino known as the June group of claims. Indications point to the richness of the vein in gold, silver and copper, but especially gold. The difficulty will lie in transportation, as the mine is four miles distant from the coast.

MOLYBDENUM.

From the report of the Geological Survey Department just issued we clip the following interesting statement about

molybdenite, and the economical value and occurrence of this little known mineral: "The demand for molybdenite at good prices still keeps up, so that with the discovery of workable and accessible deposits a new industry could be in augurated. This mineral is of common occurrence in the Laurentian rocks of Eastern Canada, and discoveries are also reported from British Columbia. At no point, however, has it so far been developed sufficiently to prove its existence in commercially workable quantity. It seems to occur mostly as disseminated crystals in quartz veins, and where the larger and thicker foliated crystals are plentiful, it would seem that profitable extraction by crushing and hand picking should be possible in view of the prices offered, viz., $200 to $250 per ton for the carrying the mineral evenly disseminated in small flakes, as is so often the case, difficulty would probably be experienced in making an efficient separation by the usual methods of ore-dressing, the flakes being apt to float away with the lighter gangue material."

GOOD PROSPECTS FOR THE LUMBER INDUSTRY

THE Vancouver "World" says that sawmills in British Columbia, most of which are situated either in Vancouver or in the immediate neighbourhood, have more orders on hand than they can fill. The statement was made by a prominent man in connection with the lumber industry. He also stated that, notwithstanding the article in an evening contemporary, logs are still a comparatively scarce article, lathough two or three booms were brought down last week. Three of the local establishments are partly shut down because of the logs not coming in fast enough to keep the machines going.

The output of the shingle and lumber mills form interesting statistics. It was recorded previously that the product of the shingle manufacturing establishments with the recent increase in the number of mills was 800,000,000 shingles per year, and of this amount it is expected that 225,000,000 will be disposed of in the Canadian market, and the remainder in the United States. The estimated cut of logs for 1902 is 260,000,000 feet, roughly speaking. Two-thirds of this quantity will be fur, with a small percentage of spruce. One-third will be cedar. Of the amount of fur cut one-quarter will run from 35 to 100 feet in length. The prevailing prices for logs are: No. 1 long deck plank, $9 per M; fir merchant able, $7; fir flooring, $8; No. 2 merchantable, $6; 50c. per M is added for each additional 10 feet from 40 feet in length upwards; No. 1 cedar, $7.50 per M, and merchantable, $6.50. All the above prices are delivered at the mills. The local market, it is stated, is bare of logs, as up to the end of the year it was possibl eto export, especially cedar logs to Puget Sound, while the past winter has been a very wet and unfavourable one for working in the woods. The mills holding leases are increasing the number of camps operating on their own account. A sharp lookout is being maintained by the government officials to discover if any timber is being taken out of the province contrary to the provisions of the law governing the export. According to the act which came into force at the first of the year, it is illegal for any timber cut from licensed ground to be exported, and the officials have been instructed to be vigilant in the matter.

Since the law came into effect, the increase in the timber dues has been such as to astonish the department at Victoria. During the last nine months the receipts have reached an amount which exceeds that of the twelve months previous, and when the fiscal year is completed the returns will show a sum which should not fail to be a source of satisfaction to the government for having passed the law

LITERATURE FROM THE BUREAU OF PROVINCIAL INFORMATION.

We have received several bulletins published by Mr. R. E. Gosnell, chief of the Bureau of Provincial Information. These booklets are about subjects as interesting as "A General Review of Mining in British Columbia," "British Columbia of To-day," "The Skeena River District," and last, but not least, "Good Roads." Both are sources of information for the settler, and as hand-books for the would-be settler, or even the tourist, they are invaluable. They are comprehensively written and very interesting reading, and will later on be incorporated in the forthcoming edition of the Year Book of British Columbia, which Mr. Gosnell has edited with such conspicuous ability and success. In the "Mining" Bulletin (No. 1), the amount of mining work already accomplished has been ably summarized. Contained in it also there is an article on the pulp and paper industry, dealing briefly with pulping woods, economic and other conditions, markets, etc. The "Good Roads" Bulletin (No. 5) is a little book full of practical information. The first part, dealing with road-metalling, rolling and drainage of roads, dimensions and crowning, embankments and cuttings, location of roads, bridges and culverts, effects of waggon tyres, etc., is taken from the Report of the Superintendent of Roads in Ontario for 1896. The second part has been extracted from the Report of the Commissioner of Public Roads in New Jersey for 1900, and, as the introduction states, "it may be known to most readers that New Jersey some time ago vigorously took up the subject of road improvement, and that state is now famous for its good roads."

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THE CROFTON PUBLISHING CO.

MANAGER, - - - - - - - - - H. MORTIMER LAMB
EDITOR, - - - - - - - - - - HENRY H. NEWILL

RATES FOR ADVERTISEMENTS:

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THURSDAY, MAY 15, 1902.

THE WEIRS IN THE COWICHAN RIVER.

THERE is a strong feeling in and around Duncans that the movement to induce the Government to insist upon the opening of the weirs in Cowichan River is a wrong and mistaken one. The Indians have always retained the right of making and using weirs. Mr. F. Price, of Duncans, who has been fifteen or sixteen years in the country, gives to the "Colonist" an eminently sensible opinion on the question. He points out that the weirs do not prevent fish from passing up the river. If they did so, the Indians would certainly not take the trouble to build other weirs 10 and even 15 miles further up stream. Besides, Mr. Price himself has seen fish passing through. Quite recently an angler caught four large steelheads—the largest 11 pounds—just above a weir, and only on Tuesday lost we hear that a schoolboy caught a steelhead of 9 pounds weight in the river just above a weir. In any case the weirs are open on Saturdays and Sundays, and they moreover frequently rest on stones at the bottom, and so would in any case allow fish to pass through. Mr. Price points out that ten years ago there were four times as many weirs in the Cowichan River as there are now. The real cause why the fishing is degenerating is attributable to log-driving, also in a degree to night fishing by the Indians, and this of course is illegal and to be condemned. But as for weirs, the privilege of using them is a hereditary right amongst the Indians. And in any case it would be a great mistake to fall foul of the Indians around Duncans, with their good fishing and hunting rights over most of the neighbourhood.

There is broad common sense in this view of the question when we come to consider that the welfare of Duncans is bound up to a certain extent with her fishing and hunting advantages. Since there seems to be absolutely no positive proof that the weirs do stop the fish from ascending the river, while there is eye evidence that fish can and do pass through the weirs, and indirect evidence of the same in the fact that Indians live on the same fish higher up the river, why then deliberately set about to make enemies of the Indian owners of most of the best fishing and hunting in the neighbourhood? The Indians have always shown the greatest courtesy in allowing visitors and tourists to fish along their reservations, and it would seem, to say the least, a pity to stir up strife unnecessarily, apart from the harm that would thus be done to Duncans as a fishing resort.

We hear that the management of the Victoria Terminal & Sidney Railway has again changed hands, and that Mr. J. Anderson, the late traffic manager, is now the general manager. We congratulate him heartily. He has been a frequent visitor to Crofton, and has made many friends. At the same time we are assured that we shall not altogether lose our genial friend Captain Mackenzie, who finds that the superintendence of the ferry services between Liverpool and Sidney and Crofton will fully occupy his time.

A portion of the beautiful island of Martinique, in the West Indies, has been subjected to a catastrophe the extent and horror of which will not easily be realized by a generation that prides itself upon the controlling powers it has undoubtedly acquired over many of the rude forces of nature, and whose worst shocks have hitherto been insignificant in comparison with this overwhelming disaster. The volcano of Mount Pelee has erupted and overflowed, and the gay town of St. Pierre, lying at its feet, is a buried Pompeii. The almost simultaneous eruption of La Soufriere, on the neighbouring island of St. Vincent, whereby 2,000 pertons are supposed to have perished, would have been in itself a stupendous catastrophe, but words cannot well express an idea of the awful feelings that occur to one at the thought of upwards of 30,000 persons being thus hurried without a moment's notice to a terrible doom. The two French islands of Guadaloupe and especially Martinique are probably the brightest and gayest of all the West Indian Islands. The very dress of the people suggests the fact. In the British West Indian Islands you may note that the prevailing dress of the people is of white cotton. In Martinique it is of the brightest colored fabrics obtainable. The fact that 30,000 of the lightest-hearted of God's creatures have thus suddenly been ushered into eternity is a subject for meditation: it is too deep and awful for words.

The Kamloops "Inland Sentinel," in urging the establishment of a creamery in the Okanagan district, makes the censorious assertion that: "There are many cattle-raisers in this province who never milk a cow, and who use canned milk on their tables." Our contemporary doubtless speaks from facts, but we hope that the Cowichan district, with its flourishing creamery, is without suspicion in this respect. We admire the "Sentinel's" sturdy demand for "more vigorous farming, and less of the dolce far niente variety." The fact is very evident that a general "waking up" of farmers all round would certainly do this province no harm, and it might be relied on to do our trade competitors no good.

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Crofton Up to Date.

PROGRESS OF THE SMELTER CONSTRUCTION. THE BIG STACK.

The erection of the big stack was commenced on Saturday last, and this imposing circular chimney is now being built up by Messrs. Smith & Sherbourne's bricklayers at a very rapid rate. Every day sees it attain several additional feet in height, and with an inside diameter of 12 feet and a totall height of 125 feet it will in a few weeks time be one of the landmarks of the country. The main flue connecting it with the furnaces has already been solidly built into the foundation.

ORE BINS, SAMPLING AND MACHINERY HOUSES.

The ore bins, capable of accommodating over 1,600 tons of ore, are now completed; the gates of special construction, made so that they are mechanically self-acting, were landed from the steamer Mystery on Monday. Situated immediately between the two blocks of bins is a lofty and very massively built building, in which are rooms for the sampling machinery and working space for an elevator which will lift ore from a heavy rock-crusher below. The building is practically complete, but the machinery has not yet arrived. The sampling machinery will work automatically, and indeed the ore will not be directly handled from the time it is dumped into the bins until it leaves the furnaces. By the time the required machinery arrives, the somewhat steep railway incline on trestles leading to roofed-in floors just above the bins will be finished construction, and this part of the smelter works will then be completed. Several carloads of machinery are already lying at Liverpool, awaiting transportation by the new ferry service.

THE ENGINE AND BOILER HOUSES.

These were built a week or more ago. The boilers have already been placed in position, and the iron boiler stack, which along with the three boilers was made by the Victoria Machinery Depot, merely requires raising and setting in place. The engine-house next door has two large towers, with windows, through which power can be transmitted both to the sampling and machinery houses, or to any other part of the works, by means of rope pulleys. A dynamo for electric lighting purposes has already arrived.

THE WATER SUPPLY FOR THE TOWN.

The new water supply was turned on last week, and works well, meeting all present requirements. To Mr. J. C. Lang, who carried through the scheme with so much promptitude and energy, much credit is due. The flume conveying the water from the dam on Grouse Creek to the tank at the top of Robert street, is over 2,300 feet in length, and necessitated a deep cutting through the bank for about 30 yards of its course. From that point iron pipes are laid through the town and the fall will carry water well above the roof of the highest house likely to be built for some time to come.

THE BUILDING OF THE COPPER QUEEN.

The building of Crofton's first ship is progressing apace. The hull of the new 24-foot racing yacht "Copper Queen" is all but completed, and she will be ready to take the water in a few days. She is being built on a slip at the smelter works, close to the engine house. The builder is Mr. Fred. Clark, and the designer is his brother, Mr. Parker Clark, who has already designed several very successful racing yachts in America. The owners, we understand, are Messrs. Parker Clark, George Williams and Fred. Young, all engineers in the employ of the smelter company. They have entered her for the 24th of May races at Victoria, by which time they hope to have her completed, though the short interval of time at their disposal will not allow of much previous testing of her speed and sailing. She is the lightest of skimming dishes to look at, and will have a steel centreboard and a rudder that can be drawn up like the centre-board. A sister yacht by the same designer has won not a few races on "the other side," in all weathers, and the Victoria racing swans will have to be on their mettle when they offer battle to the "Copper Queen," bird of Crofton.

MR. H. C. BELLINGER RETURNS.

Mr. H. C. Bellinger, the eminent metallurgist and director of the Northwestern Smelting & Refining Co., arrived back from Greenwood on Monday, having there attended the blowing-in of the Sunset smelter, and came down to Crofton, where he has been busy inspecting the progress of the smelter works and forwarding operations. He will probably build a house at Crofton.

Keast's Livery Stable.

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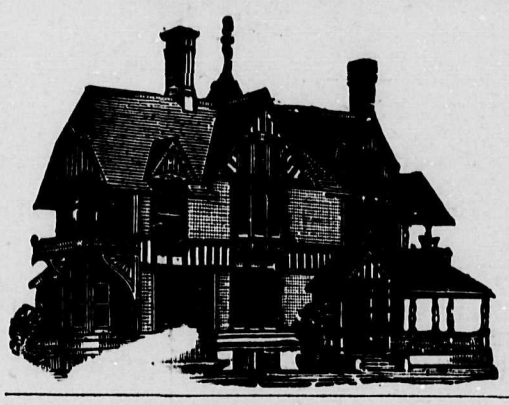

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Duncans and Cowichan Local News.

THE NORTH COWICHAN MUNICIPAL COUNCIL.

A meeting of this Council will be held on Saturday next, the 17th instant, at Duncans, and amongst other business to be transacted will be the consideration of a by-law to give the newly-incorporated Duncans Waterworks Company, Limited, powers to put in and operate a waterworks system to supply Duncans. Popular opinion is very strong in support of the objects of the company making this application, as it is widely recognized that a waterworks system for the town is more and more becoming an absolute necessity; and there is no time to be lost at this season with the dry weather coming on. Our municipal fathers may, we think, be trusted to support the project with their unfailing regard for the best interests of the municipality.

NEW BUILDINGS.

Building activity has been very noticeable in and around Duncans during the past month or two. The Quamichan Hotel is now all but completed, and will be opened within a week or two. Mr. R. H. Whidden's premises on the Government road are receiving their last touches, and Mr. Charles Grassie's new residence is nearly finished. And now Mr. J. M. Campbell having received a contract to erect an office for the Tyee Copper Company, has started in to work at once, and a 32-foot by 24-foot structure, two storeys high, is now in course of erection on the lot adjoining the Post Office.

LOCAL NOTES.

Mr. F. Harrison, we are glad to say, has returned from hospital.

The Cowichan Lawn Tennis Club will open the season on the 24th instant.

Mr. and Mrs. P. Woolaston are spending a few days at Cowichan Lake.

Mr. S. Tolmie, veterinary surgeon, has been paying a professional visit to Duncans.

Dr. A. C. West is in Duncans, attending to the soundness and repair of wise people's teeth.

Mr. H. Mortimer Lamb, managing editor of the Mining Record, has taken a house in Duncans for a month. Mrs. Mortimer Lamb and family are with him.

Mr. C. Rivaz met with an accident and cut his foot badly whilst working on the Tyee tramway survey with Mr. E. M. Skinner.

Mr. Joseph Martin has been spending a few days in Duncans, where he caught some excellent baskets of trout, and incidentally met a few followers.

We regret to hear that Mr. S. Hagan, who met with an accident about six months ago whilst working at the Chemainus River mines, has been obliged to go to the hospital, and will be laid up for about six months.

Messrs. E. Hicks-Beach and F. J. Ticehurst, pioneer ranchers of the Bulkeley Valley, have just returned from England, and are spending a few days visiting friends in Duncans.

A strange accident happened to a Chinaman who was working on the right-of-way for the Tyee aerial tramway. Two Chinamen were undercutting a log, and one slipping, fell upon the saw. The other at the same moment drew the saw and literally cut his fellow-worker's throat. The injured man by latest reports is just alive.

Mr. Barry, when filing a saw at the Shawnigan logging camp, stepped back, and caught his foot in a root, with the result that he fell against the saw and his arm was nearly cut off. He came to Duncans to Dr. Perry for medical aid.

Amongst others staying at the Tzouhalem Hotel during the week have been Lieut. F. F. Rose, of H. M. S. Shearwater; Mr. and Mrs. P. Woolaston; Dr. A. C. West; Mr. Joseph Martin, M. P. P.; Mr. A. G. Sargison; and Messrs. G. M. Perdue, B. J. Perry, C. S. Baxter, W. Chinte, G. H. Hayes, C. H. Piles, C. B. Lund, W. H. Burton and F Harrison.

Another of the most charming excursions that can be taken in one day from Victoria is announced for Sunday next by the Victoria Terminal & Sidney Railway through the beautiful Saanich peninsula to Sidney, and thence by the steamer "Iroquois" amongst the islands to the new smelting town of Crofton, where the smelter works which are now in an advanced stage of construction can be inspected, as also the new town and its picturesque surroundings during a stay of about three hours. The train leaves Central Station, Victoria, at 9 a. m., and excursionists on their return will reach Victoria at 6:30 p. m. Fare for the round trip, $1.

It takes about one pound of coal to evaporate one gallon of water.

CROFTON LOCAL NOTES.

Mr. Beltiner is building a house for himself on Chaplin Street.

Is it possible that we have had two American multi-millionaires at Crofton and entertained them unawares?

Mr. and Mrs. Baker have rented the second of Mrs. Greaves' houses on Edmund street. Mr. Baker is working at the smelting works.

Mr. Deppeisse, of Ladysmith, has bought the comfortable house on the main trunk road, just opposite that lately occupied by the townsite survey party.

The painting of the Crofton Hotel is now completed, and this architecturally picturesque building looks very pretty in its red coat and white facings. Mr. Walter Harvey was the painter, and he is doing other work in the town.

Mrs. Dyke and family have come to reside at Crofton. Mrs. Dyke is the wife of our pioneer merchant, who has built additional premises on to his store in Joan Avenue for the accommodation of his family.

Mrs. Foot has been making a stay at Crofton with her husband, Dr. Foot, who, short as his professional residence in town has been, has already made himself very popular. His office is in York Avenue, facing down Joan Street.

Mr. and Mrs. A. Cayzer, late of Galiano Island, with their two daughters, are now temporarily located in Captain L. Thompson's late residence, on the main road. The view from this site is most commanding, and embraces nearly the whole town below, and the distant views across the bay are very fine. Mr. Cayzer is working with Messrs. Smith & Sherbourne.

Our hotel proprietors, Messrs. J. T. Pearce, of the Osborne, and M. J. Conlin, of the Crofton, have been paying business visits to Victoria. The finishing touches are now being put to the furnishing and decoration of both these comfortable houses. Both would seem to be doing good business. Mr. A. B. B. Whittingham's boarding house, further up the street, is also being well patronized, and provides good cheer.

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VICTORIA——AND——VANCOUVER.

DEHORNING BEEF CATTLE.

The Sydney (Australia) Stock and Station Journal strongly advocates the removal of horns from cattle intended for beef. The Journal contends that "humanity, utility and the unanswerable argument of market discrimination against horned beeves all urge the removal of these useless and often unsightly appendages. Among the great advantages of dehorning may be mentioned the saving of space at feeding, bunk hayrack shed, watering tank, or wherever cattle congregate; less danger of injury in shipping; a more uniform appearance; and, most important of all, the fact that, other things being equal, horns detract 10 to 15 cents per hundredweight from the selling price of cattle. This is especially true where they are intended for further shipment alive; in fact, some of the Eastern shippers have instructions not to buy horned cattle if they can possibly fill their orders with dehorned animals of the required weight and grade. * * * We believe that it is to the interest of every man who raises or feeds cattle to dehorn them, and the younger it is done the better. This of course refers only to cattle to be fattened for slaughter. There is no valid argument in favor of dehorning breeding animals, and many against it.

HIGHER TARIFF ON FARM PRODUCE.

Thus the Kamloops Sentinel: "The Okanagan Board of Trade is apparently of the opinion that if the Dominion Government would increase the tariff on farm produce the farmers of that section would be able to successfully compete with produce imported from the United States into the Kootenay district. The Government cannot make a tariff discriminating in favor of a certain locality, and there is nothing to be gained by passing resolutions asking for it, and it is very doubtful whether even if it were granted that would altogether fill the bill. Take hay, for example. The Colvill Valley hay enjoys a reputation far above that of any other hay taken to the Kootenay market. It is clean timothy, well cured, and customers are willing to pay more for it than for an inferior home-grown article. In order to successfully compete with it, our farmers must grow just as good a quality and cure it in the same perfect manner. There is no reason why butter and other dairy produce cannot be produced and marketed as cheaply by British Columbians as by our neighbours across the line. The fact of the matter is the dairying business, with a few exceptions, is not gone into with the thoroughness nor to the same large extent as is the case on the other side. There are many cattle-raisers in this province who never milk a cow, and use canned milk on their tables. This is a great mistake. What is required is required is more vigorous farming, and less of the dolce far niente variety. With the establishing of more creameries conducted on a sufficiently large scale to ensure the economical production of butter, much could be done towards promoting the farmer's prosperity. There appears to be an opening in this district for a creamery. The butter made locally by farmers is of excellent quality, but it is made in small amounts, and cannot therefore be sold as cheaply as that made in creameries, where

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