The Advantages Of Victoria

Theme of Lengthy Talk at Special Meeting of Board of Trade.

Report of the Committee Discussed and Alterations Are Proposed.

For over three hours last night the Board of Trade in special meeting assembled, discussed the report submitted by Messrs. C. H. Lugrin, J. J. Shallcross and J. A. Mara, the question under discussion being whether reference to Barkley Sound and Quatsino in the report be deleted. Mr. Shallcross, the only member of the framers of the report present at the meeting, fought against alteration, and Mr. Ker and others argued for the deletion of the phrases referring to the West Coast ports. The meeting was called for the further consideration of this report upon the resources of Vancouver Island and the advantages which it offers in connection with a terminus of a transcontinental railway. The discussion of this report was adjourned at the last meeting of the Board because some members were of opinion that in such a report it was not advisable to call attention to the terminal advantages offered on the West Coast of Vancouver Island, and that reference should only be made to those offered by Victoria for that purpose.

The secretary read the following letter from Mr. Lugrin:

F. Elworthy, Secretary of the Board of Trade, City.

Dear Sir,—I have so bad a cold that I think it best not to attend the meeting of the Board of Trade tonight, consequently I will have to forego my right to close the debate upon the report of the committee on Vancouver Island. I hope the Board will extend to Mr. Shallcross the privilege of doing so. This discussion has taken a much wider range than I anticipated, and I would not under any circumstances have been willing to consider on such a report the whole question of Island development. I understand the duty of the committee to be simply to report on Vancouver Island and to express no opinions on any sub-jects. If a majority of the members of the Board think that the report should contain no reference to the existence of any other harbors on Vancouver island than Victoria, I think in fairness to the committee, the Board itself should take the responsibility of it. If it is desired to make the report argumentative and to be a presentation to the Grand Trunk Pacific railway, of the advantages of Victoria as its western terminus, I think it well to bear in mind the fact that in the present condition of the proposed enterprise it would be premature to do more than present the promoters such facts as may lead them to reconsider their apparent decision to select Port Simpson and to investigate the subject more fully. In moving for the committee, I was induced by the hope that we can do this and induce them to take into consideration the advisability of establishing a more southerly terminus. I think it is demonstrable that such a terminus would be in the interest of the undertaking and of the whole province, and my object, as one member of the committee, was to approach the subject in such a broad and general way that no suggestion of sectionable prejudice would arise in the mind of any person considering the report.

Again expressing my regret that I am unable to be with the Board tonight, I am

Yours truly,
CHAS. H. LUGRIN.

Mr. Ker moved an amendment to the report that the words "with terminals on the West Coast at Barkley Sound or Quatsino," and "Either Barkley Sound or Quatsino" would provide a terminus for steamers to the Orient, safe of approach in all weathers, and with a less ocean mileage to the Orient than any port now used, so that the saving of time would be very considerable—certainly not less than a day on the average," be struck out.

S. J. Pitts, who seconded Mr. Ker's amendment said the advantages of Victoria as a terminus of a transcontinental line should be brought forward. It stands as a gateway to the Orient for the trade with the Puget Sound, Fraser river and Burrard inlet, which was likely to reach tremendous figures. The great advantage of its anchorage in the Royal Roads should also be considered. Then a breakwater could easily be built from Holland Point to Brotchie ledge. The proximity of the port to the Imperial naval station on the Pacific Coast was another point of the advantages Victoria has to offer should be included, and he would like to see the committee reconsider the report.

Mr. Ker thought that the report was not in keeping with a Victoria institution. The committee should not have gone out of its way to make special mention of other ports, which one would think had special advantages over the port of Victoria. Of course they may have facts to back up the statements made, but it should be Victoria whose advantages were shown. He hoped to have had a letter from the pilots, but his letter to them had been received too late. In conversation with the pilots he had found that they contended that Victoria offered the best facilities as a terminal port; it had the easiest means of being reached by large ocean liners on the Pacific Coast. The ports of Quatsino and Barkley Sound do not offer such advantages. The report states that there is less mileage to those ports from the Orient than to others now used, but the pilots figuring with him on the chart showed that there was little if any advantage accruing to these ports over Victoria in this connection. Capt. McCoskrie, who had gone into these ports at all stages of weather, and who had recently prepared a report showing the advantages and disadvantages of the West Coast and other ports of the Coast, stated the same. Capt. McCoskrie stated that Quatsino Sound would never attract large steamers. When a steamer enters that sound it has to head straight for a reef, and then take a sheer when nearing the reef and steer for another. Large vessels want a free channel. Parts of Barkley Sound had the disadvantages of having reefs at the entrance, although he would not go as far as to say that it would not make a port, if it became necessary, for vessels to call there. But neither of the ports mentioned could compare with Victoria. There is no port where vessels can come and go with such ease at all stages of the weather as from the ocean docks. This is borne out by the pilots. He had been surprised when he saw Barkley Sound. He thought it had lots of searoom by looking at the maps. After he saw and heard its disadvantages he came to the conclusion that there was not much to be feared by Victoria in comparison with Barkley Sound. Victoria is the best port. When vessels come from the Orient by the Great Circle route they do not strike for the North end of the Island as some believe, but for the Cape Beale light, which is practically at the entrance to the Straits. There are no rocks and no obstructions. The idea that it would be shorter to go to Quatsino or Barkley Sound by the circle route was a mistake.

He had secured a statement of the large Oriental vessels which came here in the last 12 months. There were 84. They called without difficulty, and often came with but 50 or 60 tons of freight, which went to show that Victoria was easy of access, cheap, and all told, a good harbor. Some of these boats had moored at the Outer docks with 18,000 tons at half tide. The trade was greatly increasing—and with all these things there are some who will say that Victoria has not got a harbor. The report is to show intending transcontinental lines the advantages of Victoria as a terminus, and the advantages it offers are great. They are known to McKenzie & Mann, who have given up the Northern ports. The same, he felt sure, would apply to the Trans-Canada and Grand Trunk lines. He referred to how the cars from the East were now being loaded with Western products, and of how J. J. Hill had noted this in a recent address on the advantage it gave to have cheap haulage for freight consigned to the Orient. He showed the timber resources of the Southern part of the island, and of how the timber changed North of Seymour Narrows, which were in the heart of the timber lands of British Columbia. Three-quarters of the timber of British Columbia is on the island below there, and on the gulf islands. That in itself offers some inducement to incoming lines of railway. A reference to the naval station at Esquimalt was also made. This was strongly to be considered from an Imperial standpoint. When the C. P. R. built their line it was taken through the Kicking Horse Pass instead of the Crow's Nest, because the Imperial Government objected to the too close proximity of the latter pass to the boundary. Another point touched on was the discovery of anthracite coal at Esquimalt, which would not only induce railways to enter that section, but would give fuel to the warships on this station, and the shipments from Wales would not be necessary.

The advantages of a line coming across in Seymour Narrows would in addition to coming through the great coal fields, reach the heart of the population of the Puget Sound, which would be an advantage. Victoria is the central point, and the one most fitted to cater to this trade. It is in close touch with other lines and ferries, could easily be operated to different points for the transhipment of freight. There was nothing to hinder any road making its headquarters at Victoria bidding for the trade of the Puget Sound as the C. P. R. does now with advantage. He believed the day would soon come when there would be an almost daily steamer to the Orient, and Victoria holds the position of being the departing point of these steamers. The number of steamers calling here now shows the advantages of the port, its easiness of access, cheapness, etc.

Mr. Pitts had spoken of a sea wall. He had seen plans made by experts in rock work, showing that this breakwater could be built for $800,000. There was rock in abundance back of Shotbolt's or Pemberton's, which could be blasted out and run by cars to the proposed breakwater. The place is not more than 60 feet deep at its deepest point. The project is not difficult and there will be then a land-locked harbor from Holland Point with the frontage owned by the city, which would be an advantage. It was not a serious matter if required.

Mr. Shallcross pointed out that the committee had been instructed to make a report on the advantages of Vancouver Island, not Victoria. The committee had stated certain facts, which could perhaps have been omitted, but it was not wise to exclude facts which stare anyone in the face. He thought that three millions would be a nearer estimate for the breakwater spoken of, when the approaches were completed. It was a large sum, and a railway seeking a terminus would not feel called upon to spend it. The question whether the report was adopted was unimportant. It was more important to have the discussion and arrive at the facts. He took no exception to the attack on the report. Fourteen lines of print alone referred to the West Coast, much to Victoria, every point being brought out except the advantage of anchorage in the Royal Roads. He read quotations from the reports of Sir Sandford Fleming to show that Barkley Sound and Quatsino were navigable ports. The reports of several pilots showing the depth, approach, anchorage, etc., in Barkley Sound, were also read. One of the pilots told of ten vessels lying at Stamp's mill, another of Barkley Sound being easy of approach, while a third said there were three good entrances, but dangerous reefs outside; there was plenty of room around them, and the sound was quite safe. These reports, he said, justified the committee in calling attention to the entrance of Barkley Sound. It was absurd to say that there was no advantage in the shorter distance. He held that railways would not want to ferry their cars within 80 miles of the terminus. It was different between two long links of railway. The committee had no desire to conceal facts whether they militated against Victoria or not. Victoria was likely to gain more from the development of the Island than from being the sole terminus of a railway system. In drawing the attention of railway lines to Victoria as a terminus, it could be shown that Victoria was in the position to attract all the freight her position entitles her to attract. Victoria is the point of transit for freight to pass to and from the United States, and no transcontinental line could have its depot on the Coast without connection with Victoria. No advantage Victoria would get from the transhipment of such goods would be as great as that of opening up the Island. There have been meetings for railways, and the committee feel that if a transcontinental line crosses the Island, it will develop the mining, lumber and agricultural resources of the Island and bring trade to Victoria.

As far Quatsino Sound, he had been told by Capt. Troup that if there was a light on Entrance Island, which is an awkward place, the entrance would be as good one, there being a channel a mile and a half wide. The committee, he said, had stated facts and carried out directions. If Mr. Ker objected, an amendment should be made, rescinding the motion for the report.

D. W. Higgins thought the report should either be voted down or amended. He agreed with Mr. Ker on the question of altering the report.

W. Walker felt strongly that Victoria or Esquimalt should be the terminal advocated. There was plenty of land for wharfage and plenty of water. He held with Mr. Shallcross that the timber of the North was poorer. He hoped the reference to the West Coast ports would be eliminated.

W. H. Bone read the following reference to Quatsino Sound in Sir Sandford Fleming's reports:

In referring to the route via Bute Inlet, Sir Sandford Fleming, on page 14 of his official report on surveys re C. P. R., says: "If it be considered of paramount importance to convey an unbroken line of railway to one or more of the harbors on the western coast of Vancouver Island, and there is a likelihood that this project will, regardless of cost, hereafter be seriously entertained, then route No. 6 becomes of the first importance, and really the only one open for selection.'

In his report, "Canadian Pacific Railway" 1877, Sir sandford Fleming, on page 48, points out the advantage which a terminal on the northern end of the Island would have over that of one on the mainland. In case of the former selection, ocean navigation would not be beset with dangerous rapids and other impediments, while if a terminal were chosen on the Mainland, many of these obstructions to travel would be encountered.

Parge 14, section III., "Western Terminal Harbor," report 1878, says "That a terminus at Port Simpson would have the advantage of possibly the best harbor on the mainland; and that of all the terminal points projected on the mainland and on Vancouver Island, Port Simpson is most conveniently situated for Asiatic trade. But Port Simpson is open to climatic objections which are not experienced to the same extent at points farther south."

On page 72 of thes ame report appears the following: "From Elk Bay or Otter Cove a railway could be carried to Esquimait or to a much nearer point—Alberni at the head of the Alberni Canal; possibly to Nootka, or, perhaps with still greater ease to Quatsino Sound. Compared with Esquimalt, Quatsino Sound has the advantage of being fully 200 miles nearer the Asiatic coast. At Quatsino, coal beds are reported to crop out at the water's edge."

On page 72 Sir Sandford Fleming refers to Quatsino as a terminus of a trans-continental line, and as will be seen on map back of folder his line terminates on American property.

On page 68 appears a recommendation from De Horsay, British Admiral, that for the sake of a more direct through ocean traffic, a line should be extended to Quatsino Sound.

Mr. Oliver held that the clause referring to the West Coast ports should be left out, as there was some uncertainty regarding their advantages.

Mr. Beckwith spoke on the advantages offered by Victoria as a railway terminus. The report had not shown them as strongly as it might.

H. D. Helmcken, Mayor McCandless and others also spoke of the advantages offered by Victoria, and of how the report could be improved. Mr. Todd, the vice-president, said he thought the committee would amend their report if it was handed back to them. All were sincere in their work for the interests of Victoria. There were some broad statements in the report, and Mr. Ker was right in bringing them to the notice of the board.

Mr. Shallcross said there were no misstatements in the report. It was composed of statements of fact, and if there was evidence forthcoming to the contrary, he would be glad to listen to it. No problem could be solved, he held, unless the facts were faced.

Mr. Robinson asked if the paragraphs spoken of in the report could not be eliminated with regard to the difference of opinion concerning them? and Mr. Shallcross said that if there was a question of facts, he would crave permission to bring evidence to bear out the report.

D. B. Bogle favored the amendment of Mr. Ker and spoke of the commercial advantages of Victoria as more than sufficient to counterbalance any advantages possessed by any other points on Vancouver Island as a railway terminus.

After much other desultory discussion, it was decided to refer the report back to the committee with instructions to eliminate the words as above stated, and report to the next meeting of the board.

IMPROVEMENTS ON YATES ST.

Brick Block For Sylvester Company And Others Contemplated.

Instructions were received by cable yesterday from the owners in England to proceed at once with the erection of a commodious business block to be used by the Sylvester Feed Company, Limited, who for some time past have been trying to secure additional accommodation for their constantly growing business. The building will be erected on lot 18, Yates street, four doors above Douglas, and opposite the Clarence hotel. Messrs. Hooper & Watkins are the architects.

The new premises will have a frontage of about 40 feet, and will for the present be two storeys in height, but provisions will be made which will permit of an additional storey being added should it be needed. The fittings will be of the most modern character, including an electric elevator and electric power machinery for the grinding of grain will also be installed.

This firm have experienced the greatest difficulty in securing new premises and report that there was not a single vacant building suitably situated of a desirable character that they could secure. For some time now Messrs. Sylvester have been anxious to secure larger premises in order to handle their increasing trade, and the passing of the ferry bonus bylaw by which the market building was set aside for the railway purposes, their quest for new quarters has been acute, and although they had advertised and kept a sharp look out for a desirable location, the firm has found it impossible to make a selection. Under the present arrangement they will now have as fine business premises as any of the character in town.

It is understood that there are two or three other improvements contemplated on this portion of Yates street should the Carnegie library finally be located in the neighborhood. The city architects report an unusually heavy run of orders, and the opinion has been expressed that should the site of the library be decided as above, quite a number of buildings would be put in hand immediately. With these in hand and work on the street railway extensions, besides the extensive corporation works now under way, or shortly to be started, it is expected that the year 1903 will be a most prosperous one for this city.

JAMES HEMSWORTH.

A Hero of Rossland Mining Camp Is Dead—His Brave Deed.

A hero of the Rossland mining camp died at Spokane on Friday. James Hemsworth, familiarly and almost exclusively known as "Jim," passed away after suffering from diphtheria for two days. Six years ago he saved the lives of two miners named Smith and Conson by thrusting his arm into the cogs of a windlass and risking death and horrible mutilation. For seven years he had been employed as a motorman and conductor by the streetcar company here, and many of his friends did not know that he was the man that set the entire west talking of his heroism and won a medal for bravery from the Royal Canadian Humane society.

At the time of the accident Hemsworth was working at the mouth of a 150 foot shaft of the Young America mine, hauling up ore in an ironbound bucket by means of a windlass. The bucket, filled with rock, had almost reached the top when the iron crank of the windlass snapped in two and the heavy bucket started for the bottom at a terrific rate, straight toward the men below. He was thrown to the ground by the accident, but sprang up in time to see the whirling windlass and realize that death was impending above his comrades.

Springing forward, he threw himself upon the revolving machinery, forcing his arm and shoulder between the cogs. With a jerk and a crunch the bucket stopped just above the heads of Smith and Sonson.

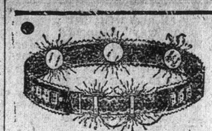
An ovation awaited the hero. At a mass meeting at Rossland he was presented with the bronze medal of the humane society, engraved on one side with the arms and name of the society and bearing on the other: "Awarded to James Hemsworth for heroic courage and presence of mind in saving (at the risk of his own life) the lives of two men in a mine at Rossland, B. C., 7th February, 1897." A fund of $72.45 was raised for the hero while he was in the hospital but this he refused to accept and at his suggestion it was given to aid the family of a disabled miner named Baynes.

His only known relative is a sister living somewhere in the East. He had been living by himself in a small house next to 02403 Monroe Street, the home of his friend Harry Miller. He came from Rossland to Spokane and has resided here for the past seven years. His arm healed and he recovered the perfect use of it. At the time of his death he was 47 years old.

LE ROI SMELTER.

Has Arranged For a Supply of Coke at Northport.

Rossland, March 6.—The Miner announces that the Le Roi smelter at Northport has arranged for a supply of coke and that consignments are now in transit to the plant. The two large furnaces will be blown in next week, and this will be followed as coke arrives by similar action in respect to other furnaces. The company has 60,000 tons of ore piled up at the yards.



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FINNS ASK ASSISTANCE

Malcolm Island Settlers Want a Loan of Ten Thousand Dollars.

Matti Kurikka, president of the Kalevan Kansa Colonization Company, Malcolm Island, has applied to the Government for a loan of $10,000 to enable the settlers to retrieve the loss sustained by the recent fire. The application is made to the Government for the reason that the agreement between the Government and the company debars the latter from hypothecating its property until such time as all the terms of the contract have been fulfilled.

The loss of many of their homes and belongings has placed the settlers at a great disadvantage, as instead of being able to proceed with the work of general improvement they are now forced to devote their time to replacing the buildings destroyed and thus a lot of time and labor will be pracically wasted.

Mr. Kurikka says if he succeeds in securing the loan from the Government the settlers will be able to procure some much needed machinery amongst which would be the tools, etc., necessary in the making of barrels for packing fish, and a planing mill and additions to the small saw mills already established.

The settlers have done considerable work since they landed on the island last year. A quantity of land has been cleared, so as to afford excellent pasturage for the cattle which they have. Twelve milch cows, a pure-bred Durham bull and a number of calves make up the stock of cattle now owned by the company. They have in addition six draught horses, which are used for the purposes of carrying on the lumbering and farming operations. In addition to this pasture land several swamps have been drained by cutting deep ditches varying from six to eight feet in depth, by which the superfluous water is taken off. In this way about 60 or 70 acres of land have been made arable. Considerable of this will be tilled and devoted to grain growing. For next winter's supply of hay the company has rented some tracts of land across the strait on Vancouver Island. With their own steam tug and barges this may be brought over to their stables, so that a sufficient supply of fodder will be available for the horses and cattle.

Mr. Kurikka expresses the deepest gratitude to those who so generously contributed to the assistance of his unfortunate fellow countrymen in the time of their sore trouble. He was personally a heavy loser by the fire. Several valuable manuscripts, which he had prepared with much care and hard work, were destroyed, among them a translation into Finnish of one of Tolstoi's works.

SMALLPOX AT BLAINE.

Dr. Fagan Says the Situation Is Very Much Improved.

Dr. Fagan, who has been investigating the smallpox situation at Blaine, Washington, returned to Victoria by last night's Charmer. Dr. Fagan says the situation is much improved on the other side of the line. The Washington legislature has given greater powers to the municipalities in regard to the exercise of their judgment in sanitary matters affecting the public health, with the result that the disease is being rapidly stamped out. Dr. Fagan considers the action of the legislature of Washington state directly due to the attitude of British Columbia in the present smallpox outbreak. He says for some time yet he will continue to take every precaution along the border in preventing the disease getting a foothold in the province.

DEADMAN'S ISLAND.

Mr. Gilmour Would Submit the Question to Popular Vote.

Hugh Gilmour, M. P. P., was a passenger on the Charmer last evening. Mr. Gilmour, in speaking of the Deadman's Island question made the suggestion that it be settled by a vote of the people of Vancouver. That they vote on a mill or no mill, with the understanding that if a mill be built the conditions be imposed by the Provincial Legislature. Mr. Gilmour says if the Provincial Government gave the Island to the city they would also, it was altogether likely, give them a law suit with the Dominion Government.

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B. C. STEAM DYE WORKS, 141 Yates Street, Victoria. Ladies' and Gentlemen's Garments and Household Furnishings cleaned, dyed or pressed equal to new.

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WANTED—Ladies and gentlemen, do our work at home, spare time, $5 to $8 per week. Address with two cent stamp, Box 249, London, Ont. f23

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EPPS'S COCOA
An admirable food, with all its natural qualities intact, fitted to build up and maintain robust health, and to resist winter's extreme cold. Sold in ½ lb. tins, labelled JAMES EPPS & Co., Ld., Homœopathic Chemists, London, England.
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GIVING STRENGTH & VIGOUR.

SALMON HATCHERY.

First Output of Season From Bon Accord Hatchery Placed.

Westminster, March 6.—(Special.)—The first batch of the season's output from the Government salmon hatchery at Bon Accord has been put out. The earliest hatched sockeyes were ready before there was sufficient water up river to permit steamers placing them as usual in Harrison rapids, so 75,000 were placed in Sasche-On-Asche creek a depleted salmon stream near the mouth of Jervis inlet.

LICENSE TO AN EXTRA-PROVINCIAL COMPANY.

"Companies Act, 1897."

Canada: Province of British Columbia.
No. 238.

This is to certify that "The Vancouver Island Mining & Development Company, Limited," is authorized and licensed to carry on business within the Province of British Columbia, and to carry out or effect all or any of the objects of the Company to which the legislative authority of the Legislature of British Columbia extends.

The head office of the Company is situate in England.

The amount of the capital of the Company is £50,000, divided into 50,000 shares of £1 each.

The head office of the Company in this province is situate at Cowichan Bay, Vancouver Island, and Clermont Livingston, general manager, whose address is Cowichan Bay aforesaid, is the attorney for the Company.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 24th day of December, one thousand nine hundred and two.

(L.S.) S. Y. WOOTTON,
Registrar of Joint Stock Companies.

The following are the objects for which the Company is established:

(a.) To search for, prospect, examine, explore and develop mines and grounds supposed to contain minerals, and to carry on the general business of miners by working all or any of the mines or minerals and exercising any mining rights which may be acquired by the Company.

(b.) To carry on the general business of smelters, reducers, refiners and separators of ores and minerals obtained from any mines, veins or mining rights acquired by the Company, or of any other ores or minerals, and to purchase, treat, smelt, reduce, refine, separate or convert into metal, ores, minerals or bullion of any kind:

(c) To make advances to or otherwise assist miners and prospectors in such manner and on such terms as may be thought expedient:

(d) To develop and turn to account any land acquired by or in which the Company is interested, and in particular by laying out and preparing the same for building purposes, constructing, altering, pulling down, decorating, maintaining, furnishing, fitting up and improving buildings, and by planting, paving, draining, farming, cultivating, letting on building lease or building agreement, and by advancing money to and entering into contracts, and arrangements of all kinds with builders, tenants and others:

(e) To construct, equip, maintain and work railways, tramways, roadways, bridges, canals, wharves, piers, docks and harbors, and sewage, drainage, sanitary, water, gas, hydraulic, electric, telephonic, telegraphic and power supply works and other works of public or private utility of every description:

(f) To carry on the business of contractors, general carriers by land and water, forwarding agents, traffic managers, storekeepers, warehousemen, shippers, shipowners, charterers of ships and other vessels, ship fitters and furnishers, ship managers, ship and boat builders, provision merchants, farmers, stock-owners and breeders, planters, builders, timber merchants, mechanical engineers, founders, coal owners, quarrymen, millers, spinners, brewers, wine and spirit merchants, distillers, tillers, hotel keepers, licensed victuallers and general merchants, importers and exporters, bankers and financiers:

(g) To manufacture, buy, sell, hire, exchange, let on hire, alter, improve, repair, manipulate, prepare for market and otherwise deal in all kinds of plant, machinery, engines, ships, boats, steamers, launches, barges, dredgers and other vessels, carriages, vehicles, engines and other rolling stock:

(h) To lend or advance money on such terms as may seem expedient, and to give guarantees either of principal or interest in respect of money so expended as either directly or indirectly to benefit this Company:

(i) To transact and carry on all kinds of insurance (except upon human life), agency, guarantee and indemnity business, and to undertake trusts of all kinds:

(j) To carry on any other business or undertaking which may seem to the Company capable of being conveniently carried on in connection with any business which the Company is authorized to carry on, or may seem to the Company calculated directly or indirectly to benefit this Company, or to enhance the value of or render profitable any of the Company's properties or rights:

(k) To acquire and carry on all or any part of the business, undertaking or property, and to undertake any liabilities of any person, firm, association or company possessed of property suitable for any of the purposes of this Company, or carrying on any business which this Company is authorized to carry on, or which can be conveniently carried on in connection with the same, or may seem to the Company calculated directly or indirectly to benefit this Company, and as the consideration for the same to pay cash or to issue any shares, stocks or obligations of this Company:

(l) To enter into partnership or into any arrangement for sharing profits, union of interest, joint adventure, reciprocal concessions or co-operation, with any person or company carrying on, engaged in, or about to carry on or engage in, any business or transaction which the Company is authorized to carry on or engage in, or any business or transaction capable of being conducted so as directly or indirectly to benefit this Company, and to take or otherwise acquire and hold shares or stock in or securities of, and to subsidize or otherwise assist any such company, and to sell, hold, re-issue, with or without guarantee, or otherwise deal with such shares, stocks or securities.

(m) To purchase, take on lease or in exchange, hire or otherwise acquire any real or personal property, rights or privileges which the Company may think suitable or convenient for any purposes of the business; and to erect and construct buildings and works of all kinds:

(n) To apply for, purchase, or otherwise acquire, patents, licenses and the like, conferring an exclusive or non-exclusive or limited right to use, or any secret or other information as to any invention which may seem capable of being used for any of the purposes of the Company, or the acquisition of which may seem calculated directly or indirectly to benefit this Company, and to use, exercise, develop, grant licenses in respect of, or otherwise to turn to account the rights and information so acquired:

(o) To purchase, subscribe for or otherwise acquire, and to hold the shares, stocks or obligations of any company, in the United Kingdom or elsewhere, and upon a distribution of assets or division of profits to distribute any such shares, stocks or obligations amongst the members of this Company in specie:

(p) To borrow or raise or secure the payment of money, and for those or other purposes to mortgage or charge the undertaking and all or any part of the property and rights of the Company, present or after acquired, including uncalled capital, and to create, issue, make, draw, accept and negotiate perpetual or redeemable debentures or debenture stock, bonds or other obligations, bills of exchange, promissory notes or other negotiable instruments:

(q) To sell, let, develop, dispose of or otherwise deal with the undertaking or all or any part of the property of the Company, upon any terms, with power to accept as the consideration any shares, stocks or obligations of or interest in any other company:

(r) To pay out of the funds of the Company all expenses which the Company may lawfully pay of or incident to the formation, registration and advertising of or raising money for the Company and the issue of its capital, including brokerage and commissions for obtaining applications for or taking, placing or underwriting shares, debentures or debenture stock, and to apply, at the cost of the Company, to Parliament for any extension of the Company's powers:

(s) To secure the registration or other legal recognition of the Company in British Columbia or elsewhere abroad, and to enter into any arrangement with any governments or authority, supreme, municipal, local or otherwise, and to obtain from any such government or authority any rights, powers, grants, licenses, decrees, concessions and privileges that may seem conducive to the Company's objects, or any of them:

(t) To form, promote, subsidize and assist any company or companies for the purpose of its or their acquiring all or any of the property, rights and liabilities of this Company, or in which this Company is interested, or for any other purpose which may seem directly or indirectly calculated to benefit this Company:

(u) To carry out all or any of the foregoing objects as principles or agents, or in partnership or conjunction with any other person, firm, association or company, and in any part of the world:

(v) To do all such other things as are incidental or conducive to the attainment of the above objects.

NOTICE.—Thirty days from date I intend to apply to the Commissioner of Lands and Works for permission to lease 80 acres of pasture land, commencing at a post placed about 20 yards west of M. D. Ross' lease on Riskie Beach, and marked H. Davies' lease, N. W. post; thence N. E. 40 chains, thence S. E. 20 chains, thence S. W. 40 chains, thence N. W. 20 chains to point of commencement.

H. P. ST. A. DAVIES.

Notice is hereby given that an application will be made to the Parliament of Canada at its next session, for an Act to incorporate a company to be known as "The Grand Trunk Pacific Railway Company" to construct and operate a line or lines of railway from a point at or near either Gravenhurst or North Bay in the Province of Ontario; thence in a Northwesterly and Westerly direction through the Provinces, Districts and Territories of Ontario, Keewatin Manitoba, Saskatchewan, Alberta, Athabasca and British Columbia, or any other Province or Territory of British North America, to the Pacific Ocean, at or near Fort Simpson, or at or near Bate Inlet, or such other port as may be hereafter determined, by way of the Peace River or Pine River Pass, or such other pass as may be found most convenient, or by such other more feasible route as may be hereafter more clearly defined; with power to construct, equip and operate branch lines to Winnipeg, Regina, Calgary, Dawson City, in the Yukon Territory, and any other point or points in the said Provinces, Districts or Territories, and to acquire, lease, amalgamate or connect with, or otherwise make arrangement for the use of the lines of any railway company in Canada, with power to build, purchase, or otherwise acquire and operate upon any navigable waters in any of the said Provinces, Districts or Territories, or from any point in the Dominion of Canada to any other point or points in or beyond the same, steam or other vessels and ferries for the purpose of the company; to engage in and to carry on an express and forwarding business on the company's railway and vessels; to purchase, lease or otherwise acquire land and water lots and thereon erect, maintain and use wharfs, docks, dock yards, elevators, warehouses, bridges, hotels, restaurants, houses and other buildings, terminals and properties, and collect wharfage, storage and other dues and charges for the use thereof; to acquire and utilize any property, water powers, etc., for the purposes of the company, and for the production and supply of electricity for any use, and to sell and dispose of such water and electric power; to locate, acquire, work, develop and dispose of mines, and mineral lands, timber and timber lands, to crush, smelt and otherwise treat and dispose of the ore and products of any mine, and to construct and use any buildings and works necessary therefor; to construct and operate tramways and other ways and expropriate any lands required therefore; to construct and operate telegraph and telephone lines for the purposes of the company's business and for public use, and to connect the same with any such lines already constructed; to acquire and dispose of any rights in letters patent, franchises or patent rights for the purposes of the company's undertaking; to acquire land for, and to lay out, establish and control parks and pleasure resorts; to acquire and utilize lands in Canada or elsewhere for the purpose of the company's undertakings and to dispose thereof when not required; to aid settlers upon lands served by the company's railway; to mortgage, pledge or charge any of the assets and property of the company; to issue, sell, pledge or otherwise dispose of from time to time, bonds, common and preferred stock, debentures or other securities of the company; to receive from any government, corporation, company or individual, lands, loans, gifts of money or securities for money or other benefit of any kind in aid of the company's undertakings, and dispose thereof, to make arrangements with any government or municipality respecting exemptions from taxation; to acquire, guarantee, pledge, sell, or otherwise dispose of shares or other securities of any government, corporation, or company, and to enter into contracts with any government, corporation, company or individual in respect of such bonds, shares or other securities, or in respect of the construction, acquisition, or operation of railways, steamship, telegraph or telephone lines or any public or private improvements in any Province of Canada or elsewhere; together with all such other powers and privileges as may have been given to any company having like purposes in view, or as may be incident to or reasonably necessary for the successful carrying out of the undertaking contemplated.

Dated this 15th day of December, A. D. 1902.

JOHN BELL,
Solicitor for Applicants.

NOTICE.

"Superior," "Pocohontas," "Tuscarora," "Quatsino Chief," "Ocean" Fractional, "Hiawatha" Fractional, "Ready Cash" Fractional, and "Omega" Fractional Mineral Claims, situate in the Quatsino Mining Division of Rupert District. Located West of the S. E. Arm, Quatsino Sound.

Take notice that I, Livingston Thompson, agent for W. H. Fortier, Trustee of the Superior Group, and for the Quatsino Mining and Reduction Company, Limited, and for the Yreka Copper Co., and also for Messrs. A. F. Gwin and Rowland Lee, Free Miner's Certificate No. B70467, intend, 60 days from the date hereof, to apply to the Mining Recorder for Certificates of Improvements, for the purpose of obtaining a Crown Grant of the above claims.

And further take notice that action, under Section 37, must be commenced before the issuance of such Certificates of Improvements.

Dated this 6 day of Jan., A. D. 1903

LIVINGSTON THOMPSON.

NOTICE

Is hereby given that sixty days after date we intend to apply to the Chief Commissioner of Lands and Works for permission to purchase 160 acres, situated on the north end of Union Bay, Cassiar District, commencing at a post marked R. & R., on the north side of said bay, thence north 40 chains, thence east 40 chains, thence south 40 chains, thence following the shore line to place of commencement, containing 160 acres, more or less.

Dated 16th day of February, 1903

ROBERTSON & RUDGE.

Notice is hereby given that application will be made to the Legislative Assembly of British Columbia for an Act to incorporate a company having the following powers:

1. To build, equip, maintain and operate a line or lines or railway of standard or other guage from a point at or near Hardy Bay or Fort Rupert, Vaancouver Island, thence by the most feasible route to a point on West Arm or Rupert Arm of Quatsino Sound, and to construct, equip and maintain branch lines.

2. To construct, acquire, equip and maintain steam and other vessels, and to operate the same.

3. To construct, acquire and maintain docks and wharves in connection with the said railway or any of its branches.

4. To connect with or enter into traffic or other arrangements with railway, steamboat or other companies.

5. To construct, acquire, operate and maintain telegraph and telephone lines along the routes of the said railway and its branches or in connection therewith, and to transmit messages for commercial purposes and collect tolls therefor.

6. To acquire from any government, municipality or person, any bonus, subsidy, grant or privilege.

7. And having all rights, powers and privileges