

**Lumbering and Logging.**—The Michigan-Pacific Lumber Company, operating at the mouth of the Jordan River, some eighteen miles by water or twenty-three by land from Sooke wharf, with which it is in direct telephonic communication, can be reached either by its own tug-boat (the Beatrice), which calls in frequently on its way to Sydney with booms of logs, or by one of the trap tugs operating at or near this point. By road it is some sixteen miles from Sooke to Shirley, and some seven by trail on from Shirley to Jordan River. The B. C. Electric Railway Company are now, however, at work on a first class wagon road between the two points.

The lumber company employs at present 80 to 100 men, at wages ranging from \$2.25 to \$5.00 per diem. A stoppage of \$5.00 per week is made for board, which is of first-class quality. The bunk houses are roomy and comfortable, and the general treatment of the men is all that can be desired. Several cottages for married men have recently been put up. The extent of this company's timber limits is sufficient to furnish steady work for the next fifty years, and it is expected that before long the output will be railed to Sooke Harbour.

On a smaller scale the Milligans, father and sons, are established at Kemp Lake, four miles out of Sooke by road, with fourteen men employed at wages from \$2.50 to \$4.00 per diem, and the usual stoppage for board. They have ten years' work before them, at least, and are settling down and making themselves comfortable accordingly, being within easy reach of stage and school, and a young settlement springing up around them. Charter's saw mill on the harbour and Peatt's and Phillips' logging camp up the river employ a few men.

With the arrival of the Canadian Northern railroad and branch logging roads to tap the inner timber, saw mills of the largest capacity will be established in Sooke Harbour, or on the Straits at Sooke Bay, as a matter of course.

**Mining.**—Copper mining on the slopes of Mount Maguire and adjacent lands on the East Sooke side is still in the initial or prospective stages, although many claims have changed hands and others are still on the market at fancy figures.

Some fine samples of good copper have been got out, and it is reported that others with sufficient traces of gold and silver to pay for the working have been found. A rise in copper values would with the superior advantages offered by ready water communication lend to the development of this industry, and as the depth of water in both the outer and inner harbours runs from  $2\frac{1}{2}$  to 14 fathoms all along this side, dredging for shore communication would be merely nominal.

**Canadian Northern Railroad.**—We wish to call especial attention to the building of the Canadian Northern Railroad