

successful navigation of this river by a steamer has become a fact, the cost of living in the interior will be much reduced, and consequently there will be more encouragement to develop the mining resources of the interior.

WILLIAM'S HEAD.

Quarantine Station, British Columbia.

It having been decided to acquire property at William's Head, situated about 8 miles south of the city of Victoria on the coast of Vancouver Island, for the purpose of a quarantine station, orders were issued to take steps to purchase a property containing 60 acres. Mr. Weir, the owner, was offered \$3,000, which he refused to accept, thereupon, in accordance with the Minister's instructions, the matter was placed in the hands of the Minister of Justice and the land expropriated.

Afterwards Mr. Weir was seen with regard to the right of way through his property, viz., sections 56, 37 and 31, a distance of 9,691 feet, for the water pipe line. After some negotiation he agreed to grant a right of way 12 feet wide for the sum of \$250 and executed an indenture to that effect.

An agreement was also come to with Mrs. Conway, owner of the adjoining property, sections 40 and 42, through which the pipe line also passed, for the sum of \$100, but unfortunately, on the day the deed was to be signed, she died. The matter remains unsettled at the present time and it may be necessary to resort to expropriation, the mortgagees being inclined to repudiate the arrangement with the late Mrs. Conway.

Wharf. On the 7th of April last, James Leamy, of the city of Vancouver, entered into a contract for the erection of a deep water pile wharf at William's Head for the sum of \$13,125, the Government supplying the Muntz metal for covering the piles. The date for the completion was fixed for the 26th of June last, but on that date for various reasons the work was only about two-thirds done, the value of the work and material up to that time amounting to \$8,317.58.

The wharf is situated in Parry Bay, which opens towards the north, and Victoria, on the west side of William's Head. The position is well sheltered from the several prevailing winds and sea, and consequently affords safe mooring for ships of the greatest existing draught of water.

The wharf is 480 feet long by 40 feet wide, with an approach to the south of 320 feet, leading to the hospital residence and first class passenger shelter houses, with another to the north leading to the disinfecting apparatus house and to the Chinese and Japanese shelter-houses.

The superstructure of the wharf consisting of caps, stringers and flooring, all of heavy timber, rests on large piles placed at 10 feet centres, driven to bed-rock and covered from 1 foot above high water mark with 14 oz. Muntz metal, as a protection against the teredo. The bearing piles are strongly braced back and front, with brace piles of similar size, also metal covered, bolted to bearing piles and caps. Along the front are clusters of three fender-piles, not metalled, secured to front bearing piles by means of three turns of 1 inch c. s. wire rope. There are mooring bollards at set intervals. Slipways to facilitate landing have been placed in the front of the wharf at a convenient distance apart. To secure undoubtedly the requisite depth of water for ships of greatest draught, the dredge "Mud Lark" was engaged in dredging along the front line of the wharf for 99 days, at a cost of \$2,088.

Water Supply.—Arrangements were made in April last to commence the work of supplying water to the station from a small lake situated in the mountains, about $3\frac{1}{2}$ miles from the station, at an elevation of 226 feet above high water.

Proposals for supplying four inch pipe were asked from various firms in the province, as well as from the Pelton Water Wheel Co. of San Francisco. The offer of the latter being the most favourable both as to quality and price was accepted, and 17,500 feet of lap-welded, asphalted pipe, manufactured at McKeesport, Connecticut, fitted with the patent converse lock-joint was ordered. Pending its arrival,