WANT BOILER INSPECTION

The City Council Will Communicate With the Marine Department and Seek an Arrangement for City Boiler Inspection.

Attorney-General Notifies the Aldermen of the Dismissal of Mr. Macrae and Seeks a Favor for His Successor.

The city council disposed of all the business brought before it in an hour and a half last night, no subjects of more than ordinary interest coming up before it. The only vacancy was that of Ald. MacGregor, who is still unable to attend the sessions of the board.

The provincial secretary wrote informing the council of the appointment of Police Magistrate Hall, and in this connection the following was tabled from the attorney-general:

Vancouver, B.C., Nov. 24, 1898.

Sir: As you are no doubt aware, Mr. Farquhar MaCrae was a short time ago suspended as police magistrate for the city of Victoria by me. I beg to apologize to you and the city council for not giving you formal notice of this at the time. I overlooked doing so on account of the pressure of business. I beg now to inform you that Mr. Macrae has been dismissed by the lieutenant-governor-in-council, and Mr. Hezekiah George Hall has been appointed in his place. The salary has been fixed at one hundred dollars per month, as provided by statute.

Would your council be willing that Mr. Hall should try cases arising out of the city in your police court? It would be a great convenience to him.

I have the honor to be, sir,
Your obedient servant,
JOSEPH MARTIN,
Attorney-General.

C. E. Redfern, Esq., Mayor of Victoria, Victoria, B. C.

Ald. Humphrey could see no objection to the proposition, which was a small favor, and moved that the request be granted. Ald. Hall seconded the motion.

The mayor said that while he saw no objection to the use of the court room, yet he thought that in return the government should assist in heating the room and paying the clerk.

Ald. Humphrey said he did not expect the services of the clerk. The council was saving $1,200 a year by the new arrangement, and the subject was hardly worth discussing.

Ald. Wilson observed that the present salary of the magistrate was quite sufficient. The motion carried.

J. Buntzen, general manager of the B. C. Electric Railway Co., communicated as follows:

Vancouver, Nov. 26.

To the Mayor and Aldermen, Victoria.

Gentlemen: In view of the difficulties which have arisen with regard to the James Bay and Rock Bay bridges in the city of Victoria, now jointly used for ordinary traffic and by the cars of this company; and in further view of the advisability of some prompt action being taken within the time limit reported as safe by the city engineer, to provide for the future uninterrupted operation of our system over the said bridges, it has occurred to me to make the following respectful suggestion, which, if approved by the city authorities, I would immediately lay before my board of directors for their, as I trust, favorable consideration. Instead of this company, now under the provisions of its charter using the ordinary bridges of the city, with the obligation on the part of the city to maintain them in good repair and in safe condition, I would recommend our directors that our company build independent pile and trestle additions to the present bridges, or, if feasible, to any proposed new bridges over James Bay and Rock Bay, of sufficient strength to carry any of our cars with any number of passengers, and to be used for our traffic only, and we to take upon ourselves the complete maintenance of and responsibility for such bridges when constructed. And in regard to the Point Ellis bridge, I would suggest that until some definite decision has been arrived at as to the building of a permanent bridge at this point, the present temporary structure be strengthened in such a manner as to allow our cars to carry across a full complement of passengers, without the now existing restrictions, which are equally annoying to passengers and derogatory to the good name of the city. As the building of the above-named additions to the James Bay and Rock Bay bridges would entail upon our company a large expenditure at once, and also the cost and responsibility of further maintenance, at the same time relieving the city from both, I would suggest that in part compensation the city agree to extend the present exemption from taxation on our real property within the city limits for a further period of five years. Trusting that your honorable body will give these suggestions your early consideration.

F. BUNTZEN,
General Manager.

The letter was tabled and laid over for consideration at a special meeting.

T. R. Smith drew attention to the disfigurement of his property at the corner of Cook and Richardson streets by mischievous boys on Hallowe'en, and said that the chief of police had admitted that the police were unable to cope with the boys, and the city council had done nothing toward punishing tuem.

Ald. Humphrey had been looking into the matter and found that there is no reward now offered for the apprehension of these lads, and moved that a reward be offered for their apprehension.

The mayor thought if citizens who saw these boys at their pranks would do their duty the solution of the trouble would be simple.

Ald. Wilson said that if the police would dress in plain clothes instead of going about in bright buttons they could catch the boys all right, and Ald. Humber told of a narrow escape he had from being thrown headlong over a wire some boys had strung for the purpose of seeing him exhibit a feat in acrobatics.

Ald. Williams agreed with Ald. Wilson, and said that $25 reward should be offered. A motion was finally passed offering a reward for the apprehension of anyone doing depredation to public or private property.

Ald. Bragg didn't agree with this procedure, and said that there wasn't an alderman at the board who would inform on these boys, an imputation which was at once repudiated by two or three aldermen, Ald. Bragg prescribed special constables as the panacea for the trouble.

Ald. Kinsman added a note of protest and the mayor saw a loophole for boys to put up a job to compass the reward, but the motion passed.

J. A. Sayward wrote to the council as follows:

"If your honorable body will agree to rebuild the proposed new Rock Bay bridge on the present site, I will agree to furnish sufficient slabs, f. o. b. my wharf, to build a retaining wall of about 400 feet in length, 15 feet high and 8 feet wide, you to furnish labor to take said slabs from my wharf and place them in the wall. When such wall is completed, I will undertake to convey sufficient refuse, within two years from date of agreement, from my mill for filling said space to the height of the present bridge. Should you wish to continue the filling further out into the bay, I would furnish you sufficient slabs at a moderate cost, and fill the said space with refuse free of cost to the city."

The letter was referred to the Rock Bay bridge committee and the city engineer for report.

J. N. Muir asked for water connection with his residence at Foul Bay, a concession which had been promised him. The communication went to the water commissioner for report.

A long discussion ensued on the reading of a request from A. L. Shirk, who is erecting a cyanide plant at Foul Bay, for fresh water from the city mains free of cost. The feeling seemed general that every encouragement should be extended to this firm, but it was pointed out that the council have no power to grant the request. Mr. Shirk will be informed of this fact and that he will be supplied with water if he lays the piping and pays for the service in the regular way. It was generally felt, however, that a low rate should be given the firm.

In consequence of the large outlay required to extend the water mains to Moss street to T. F. Dickson's residence and three others, the petitioners will be informed that the work cannot at present be undertaken. The extension would be about 3,500 feet, and the cost $2,250.

The trustees of South Saanich school asked if the council had any objection to them using Mr. Smith's house as a school house. The house is about 400 feet from Elk lake, and there is no means of drainage excepting into Elk lake. The trustees will be informed that the council decidedly object to the proposition.

The petition of H. P. Young and thirty others asking permission to connect their closets with the surface drain on Michigan and Superior streets was refused on the recommendation of the sewerage committee and city solicitor.

The streets committee reported as follows:

November 25th, 1898.

To His Worship the Mayor and Board of Aldermen, in council assembled.

Gentlemen: Your Streets Committee having considered the undermentioned subjects, beg to report and recommend as follows:

That a drain be opened up, or a new drain laid, on south side of Chatham street, east of Government street, for about 200 feet; also, that some stone be put down along south side of said street, where there are deep mud holes.

That a cinder and gravel walk, four feet wide, be laid on South road, between Ridge road and Fernwood road, on north side, for a distance of about 300 feet; estimated cost, $33.00; also, that a gravel sidewalk be laid on north side of Shakespeare street, distance about 500 feet; estimated cost, $50.00.

That a sidewalk be laid on Superior street, south side, between St. Lawrence and Montreal streets, to complete portions where sidewalk is not already laid; distance about 300 feet; estimated cost, $65.00; also, a cinder walk be laid on the north and south sides of Fort street, east from Cook street, about 250 feet in length; estimated cost, $38.00.

That $200 be expended on Douglas street, north of the fountain, and that the wood block crossing in front of Mr. Jones's drug store on Government street be raised to the grade of that street.

Your committee have the honor to be, gentlemen, your obedient servants,
JOHN E. KINSMAN.
R. T. WILLIAMS.
WM. HUMPHREY.

Ald. Phillips wanted a cinder sidewalk on the north side of Fort street from Cook to Quadra streets, and wanted the streets committee's report amended to include it.

The Mayor—"You understand, gentlemen—"

Ald. Phillips—"Oh! yes. I understand. The money will go to the north or south ward as usual!"

Ald. Kinsman endeavored to mollify Ald. Phillips by saying that his request would be remembered the following week, and Ald. Humber told of the woeful neglect from which his ward suffers.

The payments into court by-law was reconsidered and finally passed.

Ald. Williams's motion instructing the city engineer to communicate with the department of marine in reference to having the boilers in the municipality inspected by the Dominion inspector next came up. The mover, in introducing the motion, referred to a letter he had received from an engineer in the city who had lately taken charge of a boiler, who reported that the boiler before his taking charge had been in a most dangerous condition. He thought the council should do all in their power to remove the possibility of accidents from this cause.

Ald. Wilson gave Ald. Williams credit for the step he had taken, but he thought the only proper course was to have a local examiner appointed by the provincial government, a reform which Mr. Turner and Mr. Eberts had each signified their intention of introducing. It was, however, a move in the right direction.

Ald. Phillips rose with a grim smile which boded ill for Ald. Wilson. He pointed out that the previous speaker had commenced his remarks by saying that Ald. Williams was moving in the wrong direction and concluded with saying that the same alderman was moving in the right direction. Which did he mean? Both the aldermen interested and the mayor became involved in the question before the matter was allowed to drop.

Ald. Humber pleaded guilty to common sense, and wanted an inspector to come out and see his boiler, so that he wouldn't lost his life.

The motion was passed, a clause being added as follows: "Until such time as a provincial inspector shall be appointed."

After the regular business was concluded Ald. Wilson said that all sewer pipes, gas pipes, etc., should be laid before the paving of Fort street was completed. The alderman told of other abuses on the streets, and Ald. Humphrey followed in a similar strain.

Council adjourned at 9:30.

KNIGHTHOOD FOR HARDY.

Toronto, Nov. 30.—Arthur Hardy, leader of the Liberal party in Ontario, who has been premier of the province since Sir Oliver Mowat resigned the position in June, 1896, has been given to understand that he can be made a knight at the coming new year, when the Queen generally bestows honors on a number of home and colonial statesmen and others as a distinction.

Mr. Hardy is a native of Canada, sixty years old and a lawyer of repute.

Derangement of the liver, with constipation, injures the complexion induces pimples, sallow skin. Remove the cause by using Carter's Little Liver Pills. One a dose. Try them.

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40 YEARS THE STANDARD

FROM TESLIN TO ATLIN

Two Denver Men Who Penetrated from Teslin Landing to Wright's Creek and Found Paying Gravel.

They Found Skulls of White Men on the Summit Near the Blow Hole—A Mad Prospector.

Dr W. D. Kinsloe and Mr. T. H. Jones, two Denver mining men who have spent the entire summer in the Stikine-Teslin-Atlin country, are to-day at the Dominion hotel, having arrived two days ago at Port Townsend on the City of Topeka. Both gentlemen are strong, wiry men, who have proved equal to the privations, sometimes most exacting upon their constitutions, which they have been forced to undergo during the summer

The men went up the Stikine last April and, delayed by the condition of the Glenora-Teslin trail, it was late in the year before they got all their supplies into Teslin. En route they had fallen in with Col. Hughes, of Rossland, and the three formed xeirlyffBud, cmf and the three joined their fortunes. While Messrs. Hughes and Jones were lying at Teslin preparing to descend the Hootalinqua, news came of the rich strike at Atlin. Without waiting for the doctor, who had gone back to hurry forward the remainder of their supplies, they started for the new gold fields, leaving word for their companion to follow as soon as possible. The only available overland road was an old Indian trail long fallen into disuse, and which no white man had traversed for years. It runs in a southeasterly direction for Teslin, and then winds back again to Atlin, forming a complete V shaped road. The two men pushed along this road, which on account of its circuitous windings, prolonged the time they had to spend on it, and reduced their rations so low that for three days they were without food. At the summit, 3,000 feet above sea-level, they found two white men's skulls near what is known as the Blow Hole. The shape of the skulls and the depression of the cheek bones showed that they were not those of Indians, but were probably those of adventurous prospectors who paid for their daring with their lives.

Arriving at Atlin the two men staked out their claims, afterwards leaving in search of the lost rocker, an account of which appears in another column. While there, however, Mr. Rose saw, Capt. Sperry, of Portland, clean up $175 worth of gold in eight hours, and a Frenchman had a pint and a half of dust to show for seven hours' work. Others reported that they had averaged an ounce a day, and the whole character of the country is most reassuring.

They confirm the strike reported in these columns a few weeks ago some distance in from Teslin lake in the direction of Atlin. They believe it is on a river which flows out of Long lake and into Teslin, and which, if such proves to be the case, will be a valuable waterway between the two sheets of water. Its richness they place as beyond doubt, as Mr. Wright at Teslin has left his store and gone to the new digging. A good strike was also made in the left fork of the creek which Col. Hughes and Mr. Jones followed in searching for the lost rocker. The discoverers are keeping their discovery secret and are passing the word to their friends.

The two men came out to Bennett in a boat, eleven days being consumed in making the journey. They say that the trail from Log Cabin to Atlin is now almost completed, and that packers are offering to take supplies over it for eight cents a pound. It leaves the Skagway trail about a mile and a half from Log Cabin at Shallow lake, and follows an old Indian route. It is estimated chat the distance to Atlin from tide water by this route is about 90 miles.

The day on which they left Skagway a report came in that, following the accident on the Dyea trail, a man had been frozen to death in the White Pass.

When Mr. Rose was returning with Col. Hughes from Long Lake he was overtaken by a Montana party, who reported discovering a man in a swamp dancing about a fire which he had kindled and stark mad from the effects of exposure and hunger. It is feared that many of those who stampeded to Long Lake in search of the mythical rocker may have lost their lives, as about 400 men are supposed to have gone in there, many of them insufficiently provisioned.

If you have catarrh, don't dally with local remedies, but purify and enrich your blood with Hood's Sarsaparilla.

STILL MORE QUARTZ FINDS.

Princess Royal Island the Scene of a Copper Ore Discovery.

The tales of rich finds of mineral in the northern districts which come down by every returning steamer are becoming monotonous. Hardly a vessel reaches Victoria which does not bring some man who has discovered good mining property and is in a position to prove the truth of his statements and the richness of his find.

Now comes the Danube, and among her passengers is Mr. Colin Cameron, an old friend of Stephen Jones, of the Dominion hotel, with whom he is a guest during his stay in the city. Mr. Cameron has just returned from Princess Royal Island, where, with a companion, he has been prospecting for mineral. He has discovered a very rich vein of peacock copper, and brings with him some beautiful specimens of the ore. Mr. Cameron has located eight claims on the lead, and describes the location of the property as being wonderfully well situated for the cheap and expeditions handling of the ore. An aerial tramway could be easily installed, and if development proves, as Mr. Cameron firmly believes it will, as rich as the surface indications suggest, there is little doubt that work will be pushed vigorously. Mr. Cameron proceeds hence to Vancouver, where a party of capitalists are already awaiting his return with interest.

CONSUMPTION CURED.

An old physician, retired from practice, had placed in his hands by an East Indian missionary the formula of a simple vegetable remedy for the speedy Bronchitis, Catarrh, Asthma and all and permanent cure of Consumption, Throat and Lung Affections; also a positive and radical cure for Nervous Debility and all Nervous Complaints. Having tested its wonderful curative powers in thousands of cases, and desiring to relieve human suffering, I will send free of charge to all who wish it, this recipe, in German, French or English, with full directions for preparing and using. Sent by full directions for preparing and using. Sent by mail, by addressing, with stamp, naming this paper, W. A. Noyes, 820 Powers' Block, Rochester, N. Y.

A MINING RUSH ABOUT DUE.

Since '49 Every Year Ending With 9 Has Witnessed Excitement.

One of the oldest of the old-timers spun this half prophetic yarn to a Spokane reporter:

"Every ten years we have a mining excitement in this country. These events have been occurring regularly every year that ends with the figure 9 since the eventful year of '49, when the famous rush to California took place. There has not been a single break in all that time. There have been rushes between times, but the nine years never miss. Some of the rushes, stampedes, excitements—call them what you like—have been more noteworthy than others, but all have been of such importance as to stamp the year plainly upon the memory of mining men who participated in the events.

"Now I mention this because I feel it in my bones, see it in the signs of the times, scent it in the air around me that the rush which is due next year will start in the early spring direct for Spokane. It's coming, sure as fate. Now, just look over the past 50 years, and see if my theory of these periodical mining stampedes is not correct. One of you, at least, can remember the rush to California in '49, when 150,000 men dared the perils of plain and sea to reach the scene of Marshall's discovery. Ten years later, in 1859, the miners of California stampeded to the Fraser river in British Columbia. It was a mighty rush, and one that was well rewarded. It was a Yankee rush, too. I believe between 75,000 and 100,000 men went to the Fraser and the districts north of it in that year.

"The two stampedes which I have mentioned were caused by discoveries of placer gold. The one of the next decade was a quartz excitement, and was due to the discovery and development of the great Comstock ledge at Virginia City, Nev., a ledge which set the world to talking. The rush of '99 will be like it, for it will be due in large measure to the development of the great Republic ledge.

"Silver had its innings again in 1879, when the tide of mining excitement set strongly toward Leadville. But in that same year the free-milling gold ledges of Tombstone, Ariz., also attracted many.

"The last excitement we had upon a year ending with the figure 9 was caused by the discovery of the famous Harqua Hala gold mines on the Colorado river, and the silver mines at Chihuahua, Mexico, both of which events occurred in 1889, and caused many thousands of old-time prospectors and miners to get the stampede frenzy in their veins once more.

"I am not alone in the belief that these rushes come every 10 years. You will find many an old-time prospector and miner who remembers the stirring years I have mentioned, who is looking forward to the coming year as one which will see the world stirred again with intense interest in mines."

THE CALEDONIANS.

Continuing his interesting reminiscences of early days in the local Scottish societies, Mr. Thos. Russell writes as follows:

"No incident of much moment occurred from the year 1864 until 1868, except that the societies held their annual banquets and did much good in a benevolent way. But I may remark here that on Burns's anniversary, 1867, the Caledonians held their banquet at Gorrie's, who had constituted himself chief cook and waiter combined. After every one had been seated at the table and when the Rev. Thos. Somerville was about to rise to say grace, Gorrie's voice came from the kitchen: 'Hold on. Somebody has stolen the tatties.' The tatties, however, were eventually found and the banquet passed off with much mirth.

"In the year 1868 the Caledonians held their first public banquet in the Driard house, with Mr. I. K. Suter (afterwards editor of the Mainland Guardian) in the chair. This was one of the largest banquets, and it may be worthy of remark how many men of mark who were present upon that occasion have since passed over the great divide, notably: the Hon. Hugh Nelson, Hon. Dr. Carroll, Hon. F. I. Barnard, Hon. Armor De Cosmos, Hon. Alex. Watson, Hon. Dr. Trimble, Dr. Turner and several others.

"On the 4th of July of this year the Caledonians held their first public out-door gathering for athletic sports, which was held on McNeill's point. On passing through the gate to the grounds, I was surprised to find a gate-keeper who presented arms with an old rusty sabre. He was dressed in the Highland costume, but had forgotten to take off his breeks. I learned afterwards he was a Sassenach, whose knees had not been accustomed to the weather. This was the beginning of those delightful annual gatherings the fame of which has gone over the seas.

"On the 12th day of April, 1870, the Caledonian Society was dissolved and united with the St. Andrew's. On the 7th of May the officers of the united society were elected, which since then has continued to flourish and do much good. Many amusing incidents might be related, which may form the subject of an article later.

"The banquet to be held at the Driard to-morrow night will be the thirty-ninth in the history of the society, and we expect a great gathering."

weak lungs

There are many people who catch cold easily—whose lungs seem to need special care and strengthening. Such should take

DR. WOOD'S NORWAY PINE SYRUP.

It so heals and invigorates the Lungs and Bronchial Tubes as to render them capable of resisting colds.

"I was troubled for years with weak lungs," says E. J. Furling, Lower Woodstock, N. B., "and could not get any relief, but on trying Dr. Wood's Norway Pine Syrup, it acted splendidly, healing and strengthening my lungs."

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Farm for Sale--Cheap.

188 acres of land on the Koksilah River, south from Cowichan Station, E. & N. Ry., 140 acres under fence, 50 acres improved, houses, barn, orchard, &c.; good fishing and government road; first-class water power, &c. This property will be sold at about one-half value, as the owner has to leave for Scotland. Apply A. W. More & Co., Victoria, B. C., or address D. Stewart, Cowichan Station, Vancouver Island, B. C.

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HOME WORK FOR FAMILIES.

We want the services of a number of families to do knitting for us at home, whole or spare time. We furnish $20 machine and supply the yarn free, and pay for the work as sent in.

Distance no hindrance. $7 to $10 per week made according to time devoted to the work.

Write at once. Name References.

Co-Operative Knitting Co., Toronto.

NOTICE.

Rectification of Crown Grant.

Whereas, on the 3rd day of February, 1898, a Crown grant was issued to one William Ross Dick, for Lot 4, being a subdivision of Section 42, Lake District, but the said grantee was therein erroneously described as William Ross:

Notice is therefore hereby given, in pursuance of Section 86 of the "Land Act," that it is the intention to cancel the defective Crown grant, and to issue a corrected one in its stead three months from the date hereof, unless good cause is shown to the contrary.

C. A. SEMLIN,
Chief Commissioner of Lands & Works.
Lands and Works Department,
Victoria, B.C., 3rd Nov., 1898.

Companies Act, 1897.

Notice is hereby given that Robert Hall, of the City of Victoria, B. C., has been appointed the Attorney for the "Arctic Express Company" in place of Francis M. Rattenbury.

Dated the 26th day of October, 1898.

S. Y. WOOTTON.
Registrar of Joint Stock Companies.

In the Matter of the "Tramway Company Incorporation Act."

NOTICE is hereby given that we, the undersigned, desire to form a company under the name of the "Atlin & Surprise Lake Tramway Company, Limited," for the purpose of building, equipping and operating a single or double track or aerial tramway, beginning at a point on Atlin Lake, in the District of Cassiar, in the Province of British Columbia, near where the waters of Pine Creek join those of Atlin Lake; thence along the valley of the said Pine Creek to the most convenient point near where the said Pine Creek joins Surprise Lake in the said District of Cassiar; and also for the purpose of building, constructing, equipping and operating a telephone or telegraph line or lines in connection with the said tramway, and with power to build, construct, equip and operate branch lines.

T. H. WORSNOP.
FRED. J. WHITE.
LYMAN P. DUFF.

NOTICE

Notice is hereby given that thirty days after date I intend to apply to the Honorable the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands, viz.: Commencing at a stake marked John Connelly, northwest corner, thence south three-fourths of a mile; thence east two miles; thence north three-fourths of a mile; thence west two miles to point of commencement, and containing about nine hundred and sixty (960) acres. This land is situated on the bank of Pine Creek, Atlin, Cassiar Mining District.

JOHN CONNELLY.
Lake Bennett, B.C., Nov. 2nd, 1898.

NOTICE.

Is hereby given that two months after date I, George Johnson, intend to apply to the Chief Commissioner of Lands and Works for permission to purchase one hundred and sixty (160) acres of land situated at the south end of Surprise or Pine lake, Cassiar district, described as follows: Commencing at a post marked North West Corner, George Johnson, planted about (¼) one quarter of a mile west of the outlet of Surprise or Pine lake; thence south 40 chains, thence east 40 chains, thence north 40 chains, thence west 40 chains to place of beginning.

GEORGE JOHNSON.
Pine Lake, Cassiar District, Sept. 3, 1898.

NOTICE

Notice is hereby given that thirty days after date I intend to apply to the Honorable the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands, viz.: Commencing at a stake marked Oliver Rolston's southeast corner, thence north three-fourths of a mile; thence west two miles; thence south three-fourths of a mile; thence east two miles to point of commencement, and comprising about nine hundred and sixty (960) acres. This land is situated on the banks of Pine Creek, Atlin, Cassiar Mining District, B.C.

OLIVER ROLSTON.
Lake Bennett, B.C., Nov. 2nd, 1898.

NOTICE.

Notice is hereby given that application will be made to the Legislative Assembly of the Province of British Columbia at its next session for an act to incorporate a company with power to construct, equip and operate by any kind or kinds of motive power, and maintain a single or double track tramway or any aerial or other tramway or tramways, with all necessary switches, sidetracks and turnouts, for the passage of cars, teams, carriages, and other vehicles adapted to the same and all other requisite appliances in connection therewith, for the purpose of conveying passengers and freight, including all kinds of merchandise, from a point at or near the foot of Crater Lake, in the District of Cassiar; thence by the most feasible route to a point at or near the head of Bennett Lake, and with power to construct, equip, operate and maintain branch lines, and all necessary roads, bridges, ways, ferries, wharves, docks, coal bunkers, and with power to build, own, equip, operate and maintain steam and other vessels and boats, and with power to build, equip, operate and maintain telegraph and telephone lines in connection with the said tramway and branches, and to carry on a general express business, and to build and operate all kinds of plants for the purpose of supplying light and heat, electric or any kind of motive power, and expropriate lands for the purpose of the company, and to acquire lands, bonuses, privileges, and other aids from any government, municipality or other persons, or bodies corporate, and to make traffic or other arrangements with railway, steamboat and other companies; and with power to build wagon roads to be used in the construction of said tramway in advance of the same, and to levy and collect tolls from all parties using, and on all freight passing over any of such roads built by the company, whether built before or after the construction of the tramway, and with all other usual, necessary and incidental rights, powers and privileges, as may be necessary or incidental or conducive to the advancement of the above objects or any of them.

Dated at the City of Victoria this 9th day of November, A.D. 1898.

BODWELL & DUFF.

NOTICE.

Notice is hereby given that application will be made to the Legislative Assembly of the Province of British Columbia, at the next session thereof, for an act to incorporate a company with power to construct, equip, operate and maintain a railway of standard or any other gauge from a point at or near the International Boundary line on the headwaters of Taku Inlet by the most feasible route to Atlin City or some other point on the shores of Atlin Lake in British Columbia, with power to construct, operate and maintain branch lines to a point at the south end of Taku Arm of Taglish Lake in British Columbia, or to a point at the south end of Bennett Lake in British Columbia, with power to construct, operate and maintain other branch lines and all necessary roads, ways, bridges and ferries and to build, own and maintain wharves and docks in connection therewith, and to build, equip, own and maintain steam and other vessels and boats and to operate the same on any navigable waters connecting with the said railway line, and with power to build, equip, operate and maintain telegraph and telephone lines in connection with the said railway works and to generate electricity for the supply of light, heat and power and with power to expropriate lands for the purposes of the company and to acquire lands, bonuses, privileges and other aids from any government, municipal corporation or other persons or bodies, and to levy and collect tolls from all parties using and on all freight passing over any of such roads, railway, ferries, wharves and vessels, and with power to make traffic or other arrangements with railway, steamboat or other companies, and for all necessary or incidental rights, powers and privileges in that behalf.

Dated at Victoria, B.C., this 23rd day of November, A.D., 1898.

ROBERT CASSIDY.
Solicitor for the Applicants.

NOTICE.

Notice is hereby given that application will be made to the Legislative Assembly of the Province of British Columbia, at the next session thereof, for an act to incorporate a company with power to construct, equip, operate and maintain a railway of standard or any other gauge from a point at or near Fort Simpson, in the Province of British Columbia, by the most feasible route to any point at or near Glenora or Telegraph Creek, on the Stikine River, British Columbia, with power to construct, operate and maintain branch lines and all necessary roads, ways, bridges and ferries and to build, own and maintain wharves and docks in connection therewith, and to build, equip, own and maintain steam and other vessels and boats and to operate the same on any navigable waters connecting with the said railway line, and with power to build, equip, operate and maintain telegraph and telephone lines in connection with the said railway works and to generate electricity for the supply of light, heat and power and with power to expropriate lands for the purposes of the company and to acquire lands, bonuses, privileges and other aids from any government, municipal corporation or other persons or bodies, and to levy and collect tolls from all parties using and on all freight passing over any of such roads, railway, ferries, wharves and vessels, and with power to make traffic or other arrangements with railway, steamboat or other companies, and for all other necessary or incidental rights, powers and privileges in that behalf.

Dated at Victoria this 23rd day of November, A.D. 1898.

ROBERT CASSIDY.
Solicitor for Applicant.

NOTICE.

Notice is hereby given that application will be made to the Legislative Assembly of the Province of British Columbia, at the next session thereof, for an act to incorporate a company with power to construct, equip, operate and maintain a railway of standard or any other gauge from a point on the main line of the British Columbia-Yukon Railway in British Columbia to the Taku Arm of Taglish Lake in British Columbia, and thence by the most feasible route to Atlin City, together with all the powers in regard to the said branch line which are granted to the said company by the said act in respect of their main line for the construction and use of telegraph and telephone lines, steamers and ferries on inland and coast waters, docks, depots, and other necessary works, and all other powers therein set forth, and with power to construct trails and wagon roads along and in connection with the said branch line and to levy and collect tolls from all part'es using and on all freight passing over any of such roads, railway, ferries, wharves and vessels, and with power to make traffic or other arrangements with railway, steamboat or other companies, and for all other necessary or incidental rights, powers and privileges in that behalf.

Dated at Victoria, B.C., this 23rd day of November, A.D. 1898.

ROBERT CASSIDY.
Solicitor for the British Columbia-Yukon Railway Company, the applicants.

NOTICE.

Notice is hereby given that application will be made to the Legislative Assembly of the Province of British Columbia, at the next session thereof, by the British Columbia-Yukon Railway Company, for an act amending the "British Columbia-Yukon Railway Act, 1897," so as to confer power on the said company to lay out, construct, acquire, equip, maintain and operate a branch line of railway with one or more tracks of a standard or narrow gauge from a point on the main line of the British Columbia-Yukon Railway in British Columbia to the Taku Arm of Taglish Lake in British Columbia, and thence by the most feasible route to Atlin City, together with all the powers in regard to the said branch line which are granted to the said company by the said act in respect of their main line for the construction and use of telegraph and telephone lines, steamers and ferries on inland and coast waters, docks, depots, and other necessary works, and all other powers therein set forth, and with power to construct trails and wagon roads along and in connection with the said branch line and to levy and collect tolls from all part'es using and on all freight passing over the same, and for all other necessary or incidental rights, powers and privileges in that behalf.

Dated at Victoria, B.C., this 23rd day of November, A.D. 1898.

ROBERT CASSIDY.
Solicitor for the British Columbia-Yukon Railway Company, the applicants.