

Important Notices

This Week's Issue of Provincial Gazette Contains Many Interesting Announcements

Water to Be Reserved for Pulp Mill Purposes

The official Gazette this week contains quite a number of important announcements. The appointments are as follows:

Arthur D. Dupont, of Soda Creek, and Walter William West, of Pilot Bay, to be Justices of the Peace.

Caspar Phair, of Lillooet, S.M., to be gold commissioner for the Lillooet mining division, vice F. Sones, such appointment to take effect on the 1st day of May, 1901.

John Black McKilligan, of the city of Victoria, surveyor of taxes, to be a Justice of the Peace for the counties of Victoria, Nanaimo, Vancouver, Westminster, Yale, Cariboo and Kootenay.

John A. Furness, government agent, Thomas M. Ward and Fred Starkey, of the city of Nelson, to be members of the board of directors of the "Kootenay Lake General Hospital."

Reginald B. White, of Camp McKinney, M.D., to be resident physician for the southern Okanagan district.

To be notaries public in and for the province of British Columbia: Cecil Kilham, of the city of Vancouver, barrister-at-law.

William Henry Pope Clement, of the city of Columbia, barrister-at-law.

Walter Blair Cochrane, of the city of Phoenix, solicitor.

George Brandon Bath, of Ferguson, and Thomas John Smith, of the city of Vancouver.

Captain William John Rant, S.M., to be mining recorder for the Chikita mining division, to reside and usually perform his duties at Wells, Cassiar district.

A lengthy notice is also contained defining the assessment districts of the province which in some instances have been altered. The list of assessment districts, with assessors and collectors and post office address, follows:

Comox: Booth, Victoria; Nanaimo, Mark Bate, Nanaimo; Cowichan, Jas. Maitland-Douglass, Duncan; Alberni, A. J. Smith, Alberni; Comox, John Baird, Cumberland; Pender Island, Egan Hooper, Pender Island; Galiano Island, Herbert Macklin, Galiano Island; Mayne Island, W. M. Robson, Mayne Island; Salt Spring Island, Ed. Walter, Fagan Harbor; Vancouver, Wm. L. Fagan, Vancouver; New Westminster, Chas. G. Fisher, New Westminster; Rossland, John Kirkup, Rossland; Slokan, E. E. Chipman, Kaslo; Nelson, E. E. Chipman, Kaslo; Kettle River, C. A. R. Lambly, Fairview; Princeton, H. H. Hunter, Princeton; Revelstoke, F. S. Faugier, Revelstoke; Ashcroft, J. W. Burr, Ashcroft; Nicola, George Murray, Nicola; Lillooet, Caspar Phair, Lillooet; Kamloops, E. T. W. Peacock, Kamloops; Vernon, Jas. C. Tunstall, Vernon; Golden, P. C. Lang, Golden; Fort Steele, A. C. Nelson, Fort Steele; Quesnel Forks, James Murphy, Quesnel Forks; Barkerville, John Stevenson, Barkerville; Telegraph Creek, James Porter, Telegraph Creek; Omineca, F. W. Valieu, Manson Creek; Atlin, J. D. Graham, Atlin.

The Chief Commissioner of Lands and Works makes the important announcement that all the Crown lands under authority of the water clauses Consolidated Act by any specially incorporated company for the purposes mentioned, upon such company showing to the satisfaction of the Lands and Works Commissioner that it is financially and in other respects in a position to establish and carry on an industrial enterprise of a beneficial nature, and subject to such terms and conditions as the Lands and Works Commissioner-in-Council may direct.

A record of the reservation of water provided for shall be made by each commissioner and gold commissioner whose district is affected, such record and reservation to be subject to the provisions of section 126 (2) of the Water Clauses Consolidation Act.

The Bennett Lake mining division has been redefined, and the Chikita district created as follows:

Bennett Lake—Commencing on the 60th parallel north latitude, where it intersects with the west shore of the Taku Arm of the English lake; thence southerly following the west shore of said lake to its southern extremity; thence southerly along height of land between the Lynn canal and the Taku river to the international boundary thence north-westerly following said boundary to its intersection with the height of land forming the watershed between the south fork of the Whiston river and on the east and the Kusewah river on the west; thence north on said height of land to its intersection with the 60th parallel; thence east along said parallel to point of commencement.

Chikita—Commencing at a point on the 60th parallel, where it intersects with the height of land forming the watershed between the south fork of the Whiston river and the Kusewah river; thence southerly following said height of land to the boundary between Alaska and British Columbia; thence west and north following said international boundary to its intersection with the 60th parallel north latitude; thence east following the 60th parallel to point of commencement.

The foregoing alterations will take effect on and after the 1st day of May, 1901.

The following companies have been incorporated: Kettle River Co., Ltd., capital \$10,000; Mining Investment Co. of North America, Ltd., capital \$25,000; Rossland and Kootenay Athletic Association; St. Louis Mines, Ltd., capital \$1,500,000.

The Sun Life Insurance Co. of Canada has been licensed an extra-provincial company.

The assignments of H. L. Salmon, of Victoria, and Lawrence and S. Parsons, of Chilliwack, are announced.

The B. C. Pyrites Co., Limited, has given notice that they intend to build a tramway from their mines on Red Gulch creek to the Skeena river, a distance of six miles.

A special general meeting of the Mand Hydraulic Mining Co., Limited, will be held at Vancouver on May 20th, for the purpose of considering proposals for the disposal of the property of the company, and other business.

S. S. Sorensen, mining engineer, of Rossland, has been appointed attorney for the Velvet (Rossland) Mines, Limited, and the Portland (Rossland) Mine, Limited, in place of James Morrish and John L. Morrish, of Rossland.

Thomas Howard Ingram, of Columbia, Stanley Muir, of Grand Forks, and W. H. Covert, of Carleton Place, have formed a partnership for the purpose of carrying on business as wholesale grocers at Columbia and Grand Forks as the Ingram-Muir Co. W. H. Covert, who is a special partner, has contributed \$10,000 to the capital of the said partnership.

Will Hold Celebration

This Was Almost Unanimous Decision at the Public Meeting Last Evening.

General Committee Appointed to Consider Ways and Means—Adjourn Until Thursday.

The anniversary of the birth of the late Queen will be celebrated in Victoria as usual. Possibly the demonstration will not be so extensive, but the genuine energy and elaboration are expected to characterize the arrangements.

This was decided at the public meeting held in the city hall last evening, and the resolution to this effect was carried with little opposition. A general committee was appointed, and after the preliminaries had been discussed an adjournment of the meeting was taken until next Thursday, while the committee will meet on Wednesday evening next, reporting to the general session on the subsequent night.

Mayor Hayward presided, and in opening the meeting expressed his regret that the large attendance at the public meeting on the 24th of May, 1900, was not possible.

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"Pilotage Authority"

The New Members Appointed Yesterday and Something About Their Duties.

Fees Charged Vessels for Services—The Earnings of the Pilots.

As stated by the Times Ottawa correspondent yesterday the pilot board of Victoria has been reorganized and Capt. J. G. Cox, A. B. Fraser, sr., and Joshua Kingham have been appointed new members.

The pilot board for the district of Victoria and Esquimalt is constituted under Dominion Act, 36 Vic, Cap. 54, entitled "An Act Respecting Pilotage, 1873," and amending act and orders-in-council. It is variously referred to as the Pilot Board and "Commissioners of Pilots," but the official designation is "Pilotage Authority." The Authority is composed of four members, the gentlemen who have for a number of years past discharged the not onerous duties of the position being Robert P. Rithet (chairman), Matthew T. Johnson, Herbert G. Lewis and Edgar Cook-Baker, secretary-treasurer. The meetings, which in late years have not been very numerous, are held in the office of the secretary-treasurer, where the books and records are kept. The removal of Mr. Rithet to San Francisco, the frequent absence of Mr. Johnson from the city, and the official engagements and advancing years of Mr. Lewis, have all combined to render meetings and consultations of the "Pilotage Authority" impossible, and while it is not alleged that any serious injury has thereby resulted to the shipping interests of the port, it is obvious that if the existence of the "Authority" is necessary it should be accessible at all times, especially to those interested in the shipping interest. On a recent visit of a government official to Victoria it was found impossible, for reasons above stated, to obtain a meeting of the commissioners. The secretary-treasurer, as a matter of fact, was the only Authority official in question was able to consult. On these facts being reported to the government, Deputy Minister Gourdeau recommended the appointment of a new board, and on this recommendation the government has now acted. The selection of the new commissioners, who, like their predecessors, will act without pay, will be generally approved of. They are all engaged in commercial pursuits, and are in close touch with the shipping interests of the port.

The "Pilotage Authority" is perhaps the least known institution in the city, and even among those engaged in commercial affairs there is but a limited knowledge as to who and what the "Authority" is. Perhaps a brief explanation will be of interest.

The "Pilotage Authority," as stated, is composed of four members, who are appointed by the Dominion government. The position does not carry with it any salary, but the duties of the Authority are to regulate, control and direct that very useful body of mariners known as pilots. Under by-laws adopted by the Authority persons qualified to pass an examination may become pilots within the jurisdiction by complying with the regulations, proving their competency and paying certain fees. At present, however, the number of pilots is at present limited to four, which seems adequate to the requirements of the port. In addition the masters and mates of steamers on the Sound and Skagway routes, as well as the masters of small coasting vessels, are permitted to receive certificates as pilots upon payment of following fees: Puget Sound steamers, \$100 per year; Alaska, \$50 per year; small sailing vessels, from and to British Columbia ports, \$5 per annum.

The four licensed pilots of the Victoria-Esquimalt district are required to maintain one pilot sloop or schooner, which must have on board or attached thereto a suitable boat and life preservers. Each pilot must be the registered owner of not less than three tons of the pilot boat, under pain of forfeiture of license. It is the imperative duty of the pilots in charge of the pilot boat to keep a log of all ships or vessels spoken by signal or otherwise, the time and date of speaking, their position at the time of speaking, the number of vessels piloted, and the amount of cargo, and to report, by whom piloted, names of vessels arriving in Royal Roads without being spoken, all of which information is to be reported to the "Authority" at the end of each month, under penalty for failure to do so of a fine of \$20 for each neglect.

The fees charged vessels for services of pilots are fixed by the "Authority." They are as follows: Vessels bound to other ports and coming to an anchor in Royal Roads are free unless they employ a pilot, when the fee are: Inside or north of Race Rocks to Royal Bay, 75c. per foot; Beechy Head to Royal Bay, \$1.50; from Pillar Point, \$3; from Cape Flattery, \$6.

For vessels entering into or clearing from Esquimalt or Victoria the charges are: Vessel under sail, \$3 per foot; vessel under steam or in tow, \$2 per foot; steamers, \$1.50 per foot. Pilotage to or from either of these ports is compulsory; that is, a vessel may take a pilot and pay full rates or refuse to take one and only pay half rate. No vessel can escape paying the latter. There are other regulations and charges governing other conditions, but the foregoing are the principal fees imposed upon vessels coming to this port. For the regular ocean steamships, such as the San Francisco, Australian and China steamers, the fee is \$1 per foot in and \$1 per foot out.

It will be interesting to know what the earnings of the four pilots were under this tariff. The following are the gross earnings for the last four years: 1897, \$14,459.67; 1898, \$19,069.72; 1899, \$17,756.63; 1900, \$18,068.71. After the share of Secretary-Treasurer Baker (50%) and office expenses (about \$750) are deducted, there earnings are equally divided among the four pilots, giving to each last year over \$4,000, a salary which will compare favorably with that of a cabinet minister, and will run into the hands of the average salary of other class of pilots, the hard-working members of the city. The pilots have to pay the expenses of the pilot vessel.

What is CASTORIA

Castoria is for Infants and Children. Castoria is a harmless substitute for Castor Oil, Paregoric, Drops and Soothing Syrups. It contains neither Opium, Morphine nor other Narcotic substance. It is Pleasant. Its guarantee is thirty years' use by Millions of Mothers. Castoria destroys Worms and allays Feverishness. Castoria cures Diarrhoea and Wind Colic. Castoria relieves Teething Troubles, cures Constipation and Flatulency. Castoria assimilates the Food, regulates the Stomach and Bowels of Infants and Children, giving healthy and natural sleep. Castoria is the Children's Panacea—the Mother's Friend.

Castoria is an excellent medicine for children. Mothers have repeatedly told me of its good effect upon their children." Dr. G. C. Osoboo, Lowell, Mass.

"Castoria is so well adapted to children that I recommend it as superior to any prescription known to me." H. A. Archer, M. D. Brooklyn, N. Y.

THE FAC-SIMILE SIGNATURE OF