Victoria And The Island

This the Theme Which Engaged Attention of Board of Trade.

Valuable Information Contained in Report of the Special Committee.

Pressure on space necessitates the publication of a very greatly condensed report of the splendid meeting in the Board of Trade rooms yesterday evening, when the subject of the resources of Vancouver Island and its advantages as a field for the scope of transcontinental railway enterprises was discussed in all its interesting phases.

The meeting was an adjourned general meeting of the Board of Trade for the consideration of a report from a special committee. The discussion of the report had been adjourned at a former 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 the Island, and that reference should be made to those offered by Victoria for that purpose. The report was not adopted, it being considered advisable to further discuss its importance at a future meeting to be arranged at the call of the chair. There was a good attendance of thoroughly representative citizens and the discussion of the all-absorbing theme of Island development was very interesting.

L. G. McQuade presided. The first business dealt with was the report of the committee appointed to investigate the incident which had given offence to Mr. J. L. Beckwith—the writing of a jocular sentence on a letter intended for Mr. Beckwith. The report exonerated all connected with the Board of Trade and was adopted.

The following new members were elected, the rules being suspended so that they might participate in the discussions which followed: H. A. Wheeler, R. W. Clark, B. W. Greer, and Capt. J. S. Gibson.

It was decided, after some discussion, that in future the general meetings of the board shall be held in the evenings instead of the afternoons, as heretofore.

The committee's report for which the meeting had been summoned to discuss was next taken up. It is as follows:

VANCOUVER ISLAND.

Your committee beg to report as follows on the resources of Vancouver Island and the advantages which its geographical position offers in connection with the terminus of a trans-continental railway.

Your committee would call your attention in the first place to the following facts: Vancouver Island lies between latitude 46 degrees, 18 mins., and 50 degrees, 50 mins.; its extreme length is 285 miles, and its greatest breadth 80 miles; its area is approximately 16,000 square miles.

It may be useful to compare the areas of the following countries which bear some relation in size to Vancouver Island.

	Square Miles.
Scotland	29,800
Ireland	31,000
Wales	7,378
Switzerland	15,851
Nova Scotia (including Cape Breton)	20,907
Prince Edward Island	2,133
Vancouver Island	16,000

Vancouver Island is separated from the Mainland of British Columbia by waters which are landlocked and navigable with perfect safety by river steamers, open boats and scows.

In these waters rough merchandise is carried in open scows at all seasons of the year at a very low cost, and timber is transported in booms from point to point between the South and North ends of the Island to Vancouver and Victoria. The population of Vancouver Island is estimated at over 50,000, the chief towns and settlements being: Victoria and its suburbs, Nanaimo, Crofton, Chemainus, Ladysmith, Duncans, Sidney, Cumberland, Comox, Bamfield Creek, the terminus of the Pacific cable; Alberni, Clayoquot, Quatsino. The value of the foreign exports and imports of Vancouver Island is $8,300,000 (vide customs returns.) The exports and imports to and from Eastern Canada cannot be accurately estimated, but they are of great importance. The climate of Vancouver Island is mild and the snowfall nominal, excepting on the higher levels.

The average temperature for six months, April to September, inclusive, is at the Southern extremity, 55.2 and 150 miles to the Northward 55.27. The average rainfall during the same period, 7.13 inches, and 9 12 inches respectively. Highest temperature during 1900, 79.6 degrees, at the Southern extremity, in July, and 88.0 degrees in July at the other point. Lowest temperature, 18.0 degrees and 14.0 degrees in November respectively. Average annual rainfall, 31.61 inches; average snowfall, 16.1 inches. (Vide report of Department of Agriculture.) The rainfall of the West Coast is somewhat greater than on the East Coast of Vancouver Island, but is not excessive, and extremes of heat and cold are unknown, the climate being altogether favorable for agriculture and stock-raising. The chief industries of Vancouver Island are: Mining coal, mining quartz, lumber, fisheries, agriculture, fruit growing.

COAL.

The coal areas of Vancouver Island are very extensive and the quality of the coal is superior to any other coal mined on the Pacific Coast.

The Wellington Collieries Co., Ltd., has its mines near Ladysmith and at Comox, at both points ample facilities being provided for shipping, the coal produced near Comox being well known as an exceptionally good steam coal.

The New Vancouver Coal Co., now reorganized as the Western Fuel Co., has its mines at Nanaimo, with arrangements for loading vessels of any size.

Coal has been found elsewhere on Vancouver Island, both on the West Coast and at the South end of the Island.

The output of coal from the collieries now working was during 1902, 1,300,000 tons.

Recently a seam of anthracite coal has been found near Comox, which is known to extend over at least 1,000 acres. The Comox coal is a good coking coal, and a large number of coke ovens are being operated there which supply the smelters on the Coast.

MINERALS OTHER THAN COAL.

The whole of Vancouver Island is heavily mineralized. Gold, copper and silver-lead ores being found as well as deposits of iron. High grade copper ore has been found at Sooke, in the South of the Island, at Alberni, in the Southwest; at Clayoquot in the West; at Quatsino in the Northwest; at Mount Sicker, etc., in the Southeast, and at other points, the localities specified being cited only to show how widely mineralized deposits are distributed. Several lodes have been found near Cowichan lake and elsewhere. It is only during the last two or three years that serious attention has been directed to the mineral deposits of Vancouver Island, and owing to the large forest growth it will be a long time before a complete knowledge of the extent of these deposits is established. Several mines are now, however, on a mining basis, and being at widely divergent points, they afford valuable evidence of the extent and richness of the mineral deposits.

In this connection your committee would call particular attention to the Lenora mine and the Tyee mine on Mount Sicker near the south of the Cowichan lake, on the Southeast Coast of Vancouver Island and to the Yreka mines, on Quatsino Sound, on the Northwest Coast.

The Lenora mine has already shipped to the smelters by Lenora Shipg and to the Crofton smelter, which has been erected near the mine, 8,000 tons, valued at $350,000, and it is believed this mine has 100,000 tons of ore blocked out in the drifts ready for shipping.

The Tyee mine, also on Mount Sicker, is said to have sufficient ore blocked out to keep the smelter in full blast for three years. The Yreka mine is on Quatsino Sound. A good deal of development work has been done, equipment costing $20,000 during the last year, but only the first shipment has yet been made, which was shipped to a smelting company owning this mine has now been able to make a contract to ship 50,000 tons of ore, the Crofton smelter, which is now owned by the Canadian Smelters, being expected to take the greater part of the ore, the value of which is $10 a ton.

At Sooke, at the Sound end of Vancouver Island, a fine ledge of copper ore has been found and development work is proceeding, but shipments have not yet been made. At Alberni and on Barclay Sound, several extensive ledges of copper ore have been developed and shipments of ore have been made to the smelters on Puget Sound.

Between Barclay Sound and Quatsino, several promising ledges of copper ore are now being worked, but it is too soon to form an accurate estimate of their value.

There are also large deposits of ore on Texada Island, lying between Vancouver Island and the Mainland, from which shipments have been made to the Puget Sound smelters, and a smelter has been erected at Van Anda, Texada Island, to handle the output from some of these mines.

Large deposits of magnetic ore have been found near San Juan at the South end of the Island, on Barclay Sound, on Quinsam River, near Comox and elsewhere. Negotiations are now proceeding which may result in some of these deposits being extensively worked. For fluxing and other purposes, limestone of the finest quality is readily obtainable.

In the foregoing sufficient will have been said to show the extensive mineralization of Vancouver Island and in this respect its resources cannot be overestimated.

TIMBER.

The Vancouver Island forests are unsurpassed for size, density of growth, and the commercial value of the timber is very great. The chief varieties of timber are: Douglas fir, cedar, spruce, balsam, hemlock.

One of the largest timber mills on the Pacific Coast is in operation at Chemainus, on the East Coast of Vancouver Island, and there are other mills at Victoria, Nanaimo and elsewhere, and with the growing demand for foreign and home markets, there is certain to be a continued increase in the lumbering industry. Owing to the large areas of forests situated near navigable waters, the cost of bringing the logs to the mills is very low compared with districts where the logs have to be hauled a long distance by railroads.

For the manufacture of pulp and paper, spruce and balsam are especially suitable, and there is every inducement in favor of the establishment of such an industry.

FISHERIES.

Salmon are found at all points around Vancouver Island, and there are canneries on both the East and West Coasts. Application has been made to the Dominion government for permission to use fish traps on the shores of Vancouver Island. If this permission is granted there is certain to be a great extension of the salmon canning industry.

At both the North and South of the Island there are deep sea fisheries of importance, and arrangements are now being completed to make much greater use of these fisheries. Halibut and several varieties of cod are the more important deep sea fish, but herring and other valuable fish abound.

Trout are caught in almost all of the lakes and rivers of Vancouver Island.

AGRICULTURE.

Owing to the mild and equable climate, agricultural operations can be carried on under favorable conditions. The land is certainly the equal of any land in other parts of Canada, acre for acre, while the prices realized for the produce are higher than can be obtained elsewhere in Canada.

The area available for agricultural purposes cannot be definitely ascertained while so large a portion of the surface is so heavily timbered, but the known tracts would probably aggregate 1,000,000 acres of fertile land. Fruits of all kinds ripen to perfection and shipments to the Northwest and Manitoba are showing a marked increase. The prospects of this industry are exceedingly bright.

Your committee desire to point out that a railroad crossing the Rocky mountains at Yellow Head Pass, would find its terminus on the Mainland, opposite Vancouver Island, and having its ultimate terminus on Vancouver Island, would throughout its route traverse a country rich in minerals and with great advantages in soil and climate for agriculture and stock-raising. With most inadequate transportation facilities, a large trade is already carried on with this district. While the country between the Rocky mountains and the Coast range has immense areas suitable for cattle ranching and farming, its great future depends upon the development of its auriferous gravels and minerals. One of the greatest authorities on that portion of British Columbia, and one who has also had much experience of mining in California, states that the gold deposits of Cariboo will yield ten times the amount of gold which still remains to be recovered in California, taking the estimates, for the latter, at $500,000,000. As an example of the trade which may result, from a single mine, it may be stated that the Cariboo Consolidated has expended nearly $3,000,000 during the last few years in labor and material. The greater part of the material used had to be brought from Ashcroft, the nearest railway point, at a cost of $6 per ton, in addition to the freight from place of origin to Ashcroft. During this period the mine produced over $1,000,000 in gold, and its life is estimated at something like one hundred years.

The high cost of transportation is a serious hindrance to hydraulic mining, but it practically prevents the development of the rich gold-bearing quartz and auriferous ores which have been discovered in this district. The trade now existing proves beyond question that a very large amount of traffic would at once be offered to any railroad crossing the country north of the Canadian Pacific Railway, far exceeding in amount that now moved by wagons and pack horses starting from Ashcroft and various points along the coast. A railroad constructed to cross this part of British Columbia would advantageously find its outlet on sea water at some point on the coast opposite to Vancouver Island. At this point the Island would be reached by car ferry, and from the terminus of the ferry connection would be made with a system of railroads opening up the Island from north to south, with terminals on the West Coast at Barclay Sound or Quatsino Sound, in conjunction with the Esquimalt & Nanaimo Railway, which now runs from Victoria to Nanaimo.

The southern terminus of such a system of railways would be Victoria, the capital of British Columbia. The population of Victoria is 26,000. It is the most important shipping point in British Columbia, and does a large trade with all parts of British Columbia.

It has many attractions for tourists, and the number of its summer visitors is increasing every year.

The exports and imports for the last fiscal year totalled $4,421,609, exclusive of goods exported and imported to and from various points in Canada, in which no accurate estimate can be made.

During the same period the number of vessels which entered inwards and their tonnage was as follows: Coastwise—1,930 vessels, 567,401 tons. Foreign—1,384 vessels, 989,606 tons.

No other port in British Columbia is able to offer the same facilities for building and repairing vessels. At Esquimalt—connected by tram car with Victoria—there is a large graving dock, used by ships belonging to the Pacific Coast Squadron, and also by merchant vessels; and a marine railway capable of docking vessels up to 2,500 tons. In Victoria Harbor there are two marine railways, the larger having accommodation for ships of 1,500 tons, and the other for smaller craft; a third marine railway is now being constructed.

Victoria has daily communication with the railroads of the United States, via Puget Sound, and is the first and last port of call for the steamers sailing every five days between San Francisco and Puget Sound.

Construction has now been commenced on a railroad to Port Angeles in connection with the Northern Pacific Railroad. Port Angeles is only 19 miles from Victoria, and it is proposed to make connection by car ferry.

Steamers trading with the Orient and Australia also make Victoria their first and last port of call.

The Pacific Coast British naval station is at Esquimalt, a suburb of Victoria, and the Imperial Government are expending to increase the strength of this station.

Your committee would point out that a railway traversing the Island longitudinally and having a terminus at the north of the Island would by its connections with the American railroads via Victoria afford the shortest and most convenient route between the United States and Alaska.

From the Alberni Canal, or Barclay Sound, a route having good railway grades has been surveyed, joining the Esquimalt & Nanaimo Railway at Duncans, and passing through a district heavily timbered, much admired for farming purposes and having a considerable amount of land suitable for agriculture.

The northern section of the railroad will open the valuable country around Quatsino Sound. This section is known to be very valuable ore deposits and, adjacent to a line surveyed, as suitable for a railroad, are good farming lands, estimated at 140,000 acres. The Yreka mines, mentioned in the former report, in this section being an important centre for lumbering and pulp manufacture. Further, Quatsino Sound or Quatsino Sound provide a harbor 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.

In conclusion your committee would urge that any transcontinental railway to be constructed should take into account the large amount of trade already existing on Vancouver Island, the trade which must follow the development of its resources, the shortening of the length of ocean travel to the Orient and Australia, the connections which can be made with the United States railway system via Victoria and the connections which can there be made with all the lines of steamers leaving Puget Sound.

All of which is respectfully submitted.

O. H. LUGRIN.
J. J. SHALLCROSS.
J. A. MARA.

As explanatory of Mr. D. R. Ker's position in respect to the adoption of the report the secretary read the following letter from that gentleman:

F. Elworthy, Esq., Secretary Victoria Board of Trade, Victoria, B. C.

Dear Sir,—I regret exceedingly that a previous engagement will prevent my being present at this evening's meeting of the Board, at which is to be more fully discussed the report which presented at the last meeting by the committee appointed to investigate and report upon the advantages offered by Vancouver Island, to be presented to the President of the Grand Trunk railway.

At the outset let me suggest that as the objects which it is desired to accomplish are of such very great importance that the report should not be passed upon too hastily, and even with amendments, it may be better to refer the report back to the committee with the object of securing further data and to enlarge more fully on the object in view.

When I took exception to certain clauses at the last meeting of the Board, I was not aware that the scope of the report was Vancouver Island, but supposed the report was intended to more particularly deal with the opportunities offered by Victoria as a terminus for a line such as the Grand Trunk proposes to construct across the continent, and in this connection it would not have been in order to have embodied in the report two clauses which I have taken exception to and marked upon the enclosed copy as "one" and "two." In any case as a Victoria institution I do not consider it is the place of this Board to go out of its way, as appears to have been done in this report, in showing the supposed advantages of ports on the West Coast of this Island over those of the city which this Board represents, and which I will go further and say, it is exceeding'y doubtful if ever will prove to be as well situated for the Oriental traffic as this city. Too much stress cannot be placed upon the fact that today more Oriental steamers, of the very largest tonnage, are calling at Victoria than any other port. Even if business offered at these supposed West Coast ports, will anyone venture to say that the saving in distance would justify this class of vessel calling at these ports for straight cargoes and not continuing the trip to Victoria and Puget Sound; Even with the immense trade from the Atlantic and Eastern Canada to Victoria, these boats only call at very few Oriental ports, and to these few ports the cargo has to be brought from many other ports, such as the ports as are heralded forth as having such wonderful advantages on this Island. The same also applies on this Coast, nearly all the vessels take on their cargoes at Tacoma and Seattle and call at Victoria on their way outward and inward passages, because the distance from the main route is so slight and the advantages for docking so easy.

Again expressing my regret that I not being able to be present this evening and possess my contention in person. I sincerely trust that if this report is adopted that clauses one and two will be eliminated.

D. R. KER.

Mr. Lugrin moved the adoption of the report and in doing so explained at length the reasons which led the committee to draw up such a document. The committee was appointed to prepare a report dealing with the whole of Vancouver Island, and he argued that it contained just the sort of information it ought to contain, in view of the fact that it was intended to be sent to a company intending to construct a transcontinental railway terminating on the Pacific. He was opposed to Mr. Ker's suggestion that the report should be referred back to the committee for amplification, as it already contained all the salient facts. It would be a silly policy to attempt to hide the facts regarding Vancouver Island and any advantages it possessed in the way of possible terminal ports on the West Coast. The whole matter had already been reported on by Sir Sandford Fleming, the greatest railway expert in America; and his reports were available to the railway companies.

On Mr. D. W. Higgins' suggestion the resolution reciting the powers of the committee was then read, Mr. Higgins expressing a desire to have more light cast upon the points in dispute.

Mr. Shallcross favored moving the adjournment of the debate. He criticized Mr. Ker's position in the matter, and in a very interesting speech dwelt on the necessity of Victoria doing everything in its power to assist in the development of Vancouver Island.

Mr. J. A. Mara thought that the committee had prepared a very excellent report, but agreed with Mr. Shallcross that an adjournment of the debate was desirable, so that Mr. Ker could be present in person to explain his views.

T. W. Paterson, M.P.P., was next called upon by the chairman, and his remarks were of a highly interesting and instructive character. He outlined his position in respect to Island development in much the same terms as cited in a letter from his pen which had recently appeared in the press. He thought that more information about the resources of the Island was the great desideratum at this time. Such information must be obtained before any question of railway extension can be taken up intelligently.

Mr. Higgins supported the motion to adjourn the debate, and supplemented his remarks on this point by urging that every effort be made to counteract the impression which unfortunately prevailed around the city, that the deliberations of the Board of Trade were guided in a great measure by the influence of a clique.

Chairman McQuade pointed out that it was most unjust to allege, as had been done in some quarters, that the Board of Trade was run by a clique. All the officers had worked hard and had always urged that all the members should take a more prominent part in the discussions at the meetings.

R. Hall, M.P.P., was reluctant to believe that Victoria must abandon her aspirations to be the terminus of a great transcontinental railway; and he cited numerous reasons why he still harbored hopes that the day was not far distant when such an aspiration would be realized.

J. L. Beckwith, president of the Chamber of Commerce, being called on by the chairman, reiterated his faith in Victoria in a convincing speech, in which he favored the opening up of the Island by means of a railway to the North end.

Major Nicholles thought the time had arrived when Victoria should display no hesitancy in looking after her own interests in an aggressive fashion, especially in view of the fact that the Mainland cities were displaying much secretional feeling in the matter of opposition to the granting of fish trap licenses.

The board then adjourned to assemble at the call of the chair.

The sections referred to in Mr. Ker's letter as marked Nos. (1) and (2) in the committee's report as above, are as follows:

(1) A railroad constructed to cross this part of British Columbia would advantageously find its outlet on sea water at some point on the coast opposite to Vancouver Island. From this point the Island would be reached by car ferry, and from the terminus of the ferry connection would be made with a system of railroads opening up the Island from North to South, with terminals on the West Coast at Barkley Sound or Quatsino Sound, in conjunction with the Esquimalt & Nanaimo railway, which runs from Victoria to Nanaimo.

(2) The timber mentioned in the same report points to that section being an important centre for lumbering and pulp manufacture. Further, Quatsino Sound or Quatsino Sound would provide a harbor for steamships 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.

Mrs. Newwick (in the art store)—What a thousand dollars for that little picture? Dealer—Yes, ma'am; you see it is a fine oil and genuine oil paintings are scarce on account of the war. Mrs. Newwick—I suppose so. The Oil Trust monopoly is certainly getting to be something terrific.—Chicago Daily News.

Successful Masquerade

Victoria Aerie No. 12, Fraternal Order of Eagles as Hosts.

Assembly Hall Crowded-- A Scene of Beauty and Merriment.

The fourth annual Masquerade ball of the Fraternal Order of Eagles, which was held last night at the Assembly Hall, was a great success, the costumes and tout ensemble of the affair being in advance of the event of last season. Some of the costumes seen on the floor—and there was a widely diversified array of fancy and original dresses—were among the best that have been seen at similar gatherings in this city. Two of the notable costumes were those worn by two ladies, one of whom was accorded the prize for the best costume representative of a trade or profession. One of these ladies carried an old tallow dip, while the other carried a miniature telegraph post with the cross trees laden with lilliputian incandescent lights and incandescent lights of decimals of candle power shone star-like from her hair and dress—the two representing the past and present in lighting. There were also many other original costumes—a rooster with his big tail feathers, and a typical eagle being very noticeable. Among the business characters was a large walking bottle, the neck of which stood above the whirling throng—this representing Rainier beer. The cigarmakers were well represented with girls wearing crowns of Havanas and workmen with their boards making the smokes. There were dukes and jesters, Esquimaux and Indians, policemen and tramps, ping-pong girls, queens, and fairies, nights and days—and an unusually strong showing number of Mongolians both of the tyee and 'washee washee' class. There were bepowdered courtiers of the reigns of the Louis dancing alongside of Happy Hooligan or a Hoosier from the plantations—one representative of that class being especially noticeable with his rust-shot coon dangling from the end of his gun. An old organ grinding lady danced along with a nobleman of the reign of the Georges—and there were many other notable characters represented. One lady carried about 40 pounds of potatoes on her head and well won her prize for the best sustained character sketch. There were soldiers in scarlet and in khaki, Salvation Army girls and nuns, Spanish girls—in fact all sorts and conditions of men and women. When all the dancers—and there were several hundred present—were on the floor, whirling over its smooth surface to the good music the scene was a gay and spectacular one—and one which baffles any description. The judges had a difficult task in making their selections, for there was such an array of good costumes that in many cases it required some time to pick the winner, but after some time the committee, consisting of His Worship Mayor Hendistes, Richard Hall, M.P.P., T. W. H. Price, Mr. Behnsen, Mr. Peters and Mr. Sexton made their selection, according the various prizes as follows:

Finest Costumed Lady Masker.—Mrs. J. Oliver, first prize, a handsome dinner service, value $30, presented by Weller Bros. Miss Emily Hall, as a fairy, second prize, a pair of live goose feather pillows, value $6, presented by Sanitary Feather Works.

Best Original Lady Character representing Eagles—Mrs. F. Lefvre, perfume and brush set in box, value $8, presented by Thomas Shotbolt.

Best Historical Character—Lady, Mrs. L. Oliver as "Mary Queen of Scots," handsome silk umbrella, value $6, presented by Mrs. Jos. Hunter.

Best Sustained Character, Lady—Mrs. Annie George, as "The Potato Woman," box of perfume, value $5, presented by John Teague, jr.

Best National Character, Lady—Mrs. H. Elchoff as "Columbia," set of carvers in case, value $7.50, presented by Nicholles & Renwick.

Best Original Character representing any business firm or trade, lady—Miss Blondine Johnson as "Province Cigars," a pair of ladies' slippers, value $4, presented by The Paterson Shoe Co.

Best original character representing games, lady—Miss Murphy as "Creckers," perfume in case, value $8, presented by T. Cunningham.

Best original character representing a trade or profession, lady—Mrs. J. Carse as "Electricity," a case of perfume, soap and toilet articles, value $5, presented by The Hiscocks Most Comical Character, lady—Mrs. P. Shandley, "Organ Grinder," perfume and Soap, value $5, presented by Dean & Hamilton.

Finest Costumed Gentleman Masker—H. Maynard, as "George IV." First prize, a splendid double-barreled shotgun, value $50, presented by John Barnsley & Co. G. Wilson, second prize, 100 cigars, value $7, presented by the Big B. and Province Cigar companies.

Best original character representing Eagles, gentleman—H. Monteith. A fancy vest, value $5, presented by Fit-Reform Clothing Co.

Best Historical Character, Gentleman—J. Penketh as "A Courtier." A Stetson hat, value $5, presented by W. & J. Wilson.

Best National Character, Gentleman—Jr. Bruce, as "A Scotsman." A fine meerschaum pipe, in case, value $5, presented by H. L. Salmon.

Best Sustained Character, Gentleman—Geo. Herd as a "Rooster." Box of cigars ($50), value $3.50, presented by the Capital Cigar Co.

Best original character representing any business firm or stock in trade, gentleman—H. Gilmaster, as "M. B. Cigars." A hard or soft felt hat, value $4, presented by Sea & Gowen.

Best Original Character Representing Games, Gentleman—Capt. Wainger, as "Tennis Player." A briar pipe, in case, value $4, presented by C. L. Cullin.

Best Original Character Representing a Trade or Profession, Gentleman—J. Wachter, as "Hod Carrier." A musical clock, value $5, presented by W. H. Pennock.

Most Comical Character, Gentleman—C. Skiffer as "Happy Hooligan." An alarm clock, value $5, presented by Joseph Market.

The Cake Walk—Miss Snyder and Mr. Goodwin. Prize, $10 cash, presented by R. Hall, Esq., M. P. P. Open to all comers (lady and gentleman.) White folks only.

The arrangements for the ball were well carried out, and reflects great credit on the various committees. The supper arrangements were excellent, and the table was one that would appeal to a dyspeptic. The committees were as follows:

General Committee—Chairman, H. W. F. Behnson; secretary, J. W. Sexton; treasurer, M. O'Keefe; D. T. Barnhart, Geo. W. Wood, W. E. Wheeler, Jos. Wachter and F. V. Robertson.

Reception Committee—Thos. Watson, Dr. J. Gibbs, Dr. M. F. Lucas, Wm. Harrison, E. Geiger and J. Teague, jr.

Floor Committee—L. Oliver, F. J. Shenfield and H. J. Geake, jr.

Refreshment Committee — W. E. Wheeler, D. T. Barnhart.

Supper Committee—Geo. W. Wood and J. W. Sexton.

POPE'S JUBILEE.

Elaborate Ceremonies Take Place in Rome Today.

Rome, Feb. 19.—The Pope's jubilee or 25th anniversary of his election, commenced with a pontifical mass in the Basilica celebrated by Cardinal Rampolla. Later the Pontiff will receive the cardinals and other dignitaries, who will present him with a gold tiara, the jubilee present of the Catholic world, which cost $25,000. The Te Deum will be sung in the evening, and there will be a procession of all the Catholic associations. The function will be held in the Hall of Benediction situated above the portico of St. Peter's, the people being allowed to witness the passage of the Pope there and also in the Sala Ducale and Sala Regia.

Tomorrow will hold 4,500 people. Pope Leo XIII., surrounded by the cardinals and dignitaries of the Pontifical court, will be carried in the Sedia Gestatoria. He will receive first 3,000 pilgrims and then accept several presents, including the gold tiara. The ceremony will end with the Apostolic blessing.

The Vatican has been besieged by ticket-seekers, as the city is crowded with foreigners anxious to witness the function. In spite of the precautions taken to avoid speculation, some tickets have been sold at fabulous prices.

The Pope's health is perfect, but Dr. Lapponi insists that His Holiness be cautious tomorrow, especially in view of the trying coronation functions, March 3. The Pope objected to Dr. Lapponi's precautions, saying: "I am afraid my faithful will think I do not show myself sufficiently. They will accuse me, who am well and strong, of trying to save myself. It must be considered that many have crossed the ocean for the purpose of doing me honor, and it is my duty to receive them."

His Holiness, however, yielded to his physician's advice, saying: "I will never mind; I will receive others in years to come."

The Pope, in recognition of the jubilee, has donated the sum of $20,000 for the poor of Rome.

FARM PUPIL SWINDLE AGAIN

Attempts to Extort Money in England From Intending Emigrants.

Montreal, Feb. 19.—The Star's London cable, says: The remarkable success of the scheme for an all-British colony near Saskatoon, N. W. T., has encouraged a number of Canadian emigration swindles, whereby unscrupulous steamship agents are reaping a harvest. In different parts of England they advertise positions alleged to be vacant on Canadian farms for premiums of from two and a half pounds to five pounds, or especially good berths on bonus arrangements, which may mean emigrants making a payment of from £25 to £45 annually for over several years. Another dodge is to promise emigrants instruction in agriculture on their arrival in Canada for remuneration often amounting to £50.

The Canadian commissioner issues today a public warning, pointing out that the official steamship fare from Liverpool to Quebec is £5 10s. and from Liverpool to Winnipeg £8. He warns intending emigrants against bonuses of all kinds, as an agent's aid is superfluous and a letter of introduction, which can be obtained at the Government office here, ensures any emigrant a situation within 24 hours after landing in Canada.

The statement issued to the press concludes that 50,000 Englishmen are required in Canada this year, and if the present rate of application is maintained that number will soon be reached.

WORK FOR SHIPWRIGHTS

Mackenzie Bros. to Build Two Large Barges and a Tug.

Mackenzie Bros., Limited, who are doing an extensive business in freighting on this Coast, are making arrangements to add considerably to their fleet in the near future. They have in contemplation the immediate construction of two barges, each with a capacity of 1,000 tons, and of the following dimensions: Length 165 feet; beam, 36 feet; depth, 10 feet.

The firm will also build a tug 100 feet long, 20 feet beam and 11 feet draft, with engines 13x28x20.

It is probable that all three vessels will be built in Victoria and they will be pushed to completion so as to be ready for the summer business.

CLOSED TO FRISCO.

Quarantine Regulations Against San Francisco at Australian Ports.

According to advices received from Australia by the steamer Korangi yesterday the ports of the Antipodes are closed to Calcutta and San Francisco, which are declared to be infected with bubonic plague. The rules applicable to vessels carrying grain which arrives from California should be as follows: 1. Vessels which have not lain alongside at San Francisco wharves, and which have not taken any fodder or grain which has passed through San Francisco, will be allowed to discharge alongside at Sydney, provided they are moored with the precautions specified in the regulations in force under the Wharfage and Tonnage Rates Act of June 19, 1902.

2. Vessels which have lain alongside at San Francisco wharves, and have afterwards proceeded to load grain at Vallejo, will be allowed to discharge alongside at Sydney, provided—(a) they have been fumigated with sulphur after hauling off at San Francisco, and all rats have been destroyed; (b) they have not afterwards lain alongside San Francisco wharves before arriving at Sydney; (c) they have not taken on board fodder or grain which has passed through San Francisco; and (d) they are moored at Sydney with the precautions specified in the regulations made under the Wharfage and Tonnage Rates Act of June 19, 1902."

The evidence of the fumigation referred to shall consist in a certificate given by the British consul at San Francisco, evidence as to place of loading, etc., to be taken from the log.

Owners or agents to give an undertaking to faithfully carry out the regulations under the Wharfage and Tonnage Rates Act of June 19, 1902, as long as any such vessel lies alongside at Sydney, and to pay the wages of any person employed by the board to see that the regulations are duly observed, it called upon by the board to do so.

FROM THE NORTH.

Steamer City of Seattle Returns From Skagway.

Vancouver, Feb. 19—(Special)—Steamer City of Seattle arrived this morning with confirmation of the rich strike on the Tanana when the steamer left Skagway word had just reached there that there was a stampede in for Tanana.

Washington, D. C. Feb. 19.—At the Russian embassy tonight Mademoiselle Irene Des Planques, the daughter of M. Gabriel Des Planques, of the Russian financial service, became the bride of Monsieur Alex Iniler Parlaw, the Russian Minister to Korea. The ceremony, at which Baron Tikhon, of the orthodox Greek church, officiated, was conducted according to the strictest Russian and ecclesiastical ceremonies. Only a few witnessed by about 200 guests were present in the chapel.

Mrs. Frankfort—Aunt Clara says Uncle John never tried to deceive her. Mr. Frankfort—Liquor there's some right there. Uncle John says these some persons you can make believe anything you want to without trying.—Boston Transcript.

The Aunt (telling the story of the Sleeping Beauty)—What do you think did the Prince give the King's daughter to wake her? Well, how does your mamma wake you up. What does she give to the nursery girl? Edie—A spoonful of cod-liver oil.—Brooklyn Life.

They make one feel as though life was worth living. Take one of Carter's Little Liver Pills after eating; it will relieve dyspepsia, aid digestion, give tone and vigor to the system.

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, harbors, 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, ship owners, 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, cooperers, 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 the 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 the 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 objects of the 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 which 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 concession, 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 these 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 underwriting, placing or procuring shares, debentures or debenture stock, and to apply, at the cost of