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The powers conferred upon the company are thus described:</p> <p>The construction of a dam and stor- age reservoir on, respectively, Bear creek and Alligator creek, tributaries of the Jordan river; the construction of main diverting works at a point on the Jordan river about 2¼ miles north- east from the southwesterly boundary of the Esquimalt & Nanaimo railway land grant; the construction of a stor- age reservoir at the headwaters of the Jordan river, known as the Jordan Meadows; the construction of a stor- age reservoir on Y creek, a tributary of the said Jordan river, and the con- struction of diverting works on the said Y creek, as also the construction of a flume or ditch from the said di- verting works on Y creek to the main diverting works hereinbefore men- tioned.</p> <p>The construction of a regulating reser- voir at some point upon the land held under timber license number 38, 633, and to be known as Forebay res- ervoir; the construction of a flume and ditch from said main diverting works to the said Forebay reservoir; the con- struction in and upon some portion of lot 9, Renfrew district, of a power house and the installation therein of electrical machinery for the genera- tion of power; the construction of a pipe line from the said Forebay reser- voir to the said power house; the con- struction of a transmission line about 30 miles in length to the city of Vic- toria, and the erection of suitable sub- stations and apparatus to carry out all things necessary for the proper trans- mission of throughout the surrounding districts, power to the said city of Vic- toria, and in and through the area as defined in the memorandum of asso- ciation of the company.</p> <p>The construction of roads, trails and bridges, and all other works necessary for the undertakings and works of the said company as hereinbefore set out; the erection of poles for the transmis- sion of power, as also telephone pole lines and telephones when and where deemed necessary, including the right to erect such poles along the sides of public highways, and to cross and re- cross said public highways and bridges, and the stringing of wires along the said poles not less than twenty feet from the ground; and, generally, the construction of such further and other works as may be necessary for the complete carrying on of the aforesaid undertakings.</p> <p>The water power so to be generated, and the electricity and power so gener- ated, will be utilized to supply power chiefly to the British Columbia Rail- way Company, Limited, which operates</p>	<p>the street railway system of the city of Victoria and adjoining and sur- rounding municipalities and districts, and also supplies public and private lighting, and all neces- sary and contemplated exten- sions to this system; it is also proposed to furnish power, heat and light for manufacturing, industrial and traction purposes throughout Saanich peninsula, and throughout the area au- thorized in the memorandum of asso- ciation of the company. The power will be developed by the use of Pelton water wheels, or by the best and most modern machinery and converted into electri- cal energy, and transmitted by copper or other wires to the required points of user.</p> <h3>SHIPBUILDING PIPE DREAMS</h3> <h4>Montreal Herald so Character- izes Stories Now Current.</h4> <p>Speaking of the visit of Sir Wilfrid Laurier, Hon. W. S. Fielding and Hon. L. P. Brodeur to the city in connec- tion with harbor plans, the Montreal Herald says:</p> <p>The numerous rumors that have gain- ed circulation here in regard to the establishment of shipyards in Canada by English shipbuilding firms have, so far, little more than imagination for their basis.</p> <p>The presence in this country of at least three accredited representatives of prominent British shipbuilding firms, admittedly in the interest of their respective companies, has led to a great deal of speculation on such ex- travagant proportions as to lead a prominent Montrealer who is interest- ed in the one practical scheme that has up to the present taken definite shape, to apply to them the term "wildcat fiction."</p> <p>It is not true that application has been made by any company for a charter of incorporation as shipbuild- ers in Canada. No land has yet been purchased for the purpose of a ship- building firm. No proposal exists in a practical form for the establishment of a shipbuilding company with a capital of \$10,000,000.</p> <p>Negotiations are now pending for the establishment of shipbuilding yards in Canada by an English shipbuilding firm. These negotiations, however, are as yet in their initial stages, and the only point definitely settled is that the initial capital shall be fixed at \$5,000, 000. A portion of this will be furnish- ed in Canada, but most of it will come from England.</p> <p>It is certain that no scheme for the establishment of a shipbuilding yard at Montreal is being entertained at the present time. That is a dream for the future, no matter what rumors may have got into circulation. The condi- tion of the St. Lawrence ship channel, strategic considerations, and questions of expense, all militate against such a scheme as an initial one for the ship- building industry of Canada.</p> <p>The big schemes which have had their creation solely in the imagination</p>
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