The Colonist.

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A. G. SARGISON, Managing Director.

THE DAILY COLONIST

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ANOTHER BLOW AT MANITOBA.

It is now a matter of history that Manitoba was refused the extension of its provincial boundaries it asked for because its Government refused to comply with the suggestion that separate schools should be restored on their former basis. Manitoba wanted to have its boundaries extended westward. That was refused. It wanted to have them extended northward, and that was refused. The real secret of these refusals was communicated to the world when Mgr. Sbaretti delicately hinted to the Manitoba authorities that in his hand was the key of the situation, and that if they were willing to come to his terms the thing might be amicably and satisfactorily arranged. The price was not exorbitant—a simple matter of justice to the educational minority of which it had been deprived by a former Government, the official recognition of separate schools. The papal representative left the impression that he spoke for authorities higher than himself, and that he would not presume to suggest a settlement which he was not in a position to have ratified when the time came. Sir Wilfrid Laurier promptly denied that Mgr. Sbaretti was authorized in any way to speak for the Dominion Government. There was, therefore, nothing to do but to accept his assurances in the matter. However, the negotiations between the Manitoba and Dominion Governments in respect to boundaries came to naught, and the impression was left in the West generally that so long as Manitoba refused separate schools so long would its area be restricted to the smallest possible limits. That is the impression that exists at the present moment, and it has been strengthened by very recent events.

Thirty years ago about, the territorial district of Keewatin was placed under the jurisdiction of Manitoba, or, as the Hon. Robert Rogers expresses it, was annexed to Manitoba. The Lieutenant-Governor of Manitoba was ex-officio Lieutenant-Governor of Keewatin, and in certain cases the courts of that province exercised jurisdiction. In fact, Keewatin has been governed under Manitoba laws ever since. By the Keewatin Act of 1876 the Governor-General-in-Council has power to detach any portion of Keewatin and add it to the Northwest Territories. There is no mention in the Act of education or schools, so that in that respect it was, and would continue to be, governed according to the school laws of Manitoba. Last session of Dominion Parliament an Act was passed to provide for the administration of the Northwest Territories, which specifically excluded Alberta, Saskatchewan, Keewatin and the Yukon. The Territories so formed are governed by the Northwest Territories Act, which contains the separate school clauses, the same clauses under which Sir Wilfrid claimed that he was bound to continue the system in the new provinces.

We trust our readers have followed us closely to this point, because thereon hinges a matter of vital significance and importance. On August 19th a proclamation appeared in the Northwest detaching Keewatin from Manitoba and annexing it to the Northwest Territories. Although the Act of 1905 passed through the House without any mention of the Government's intention, and although the Act itself specifically excludes Keewatin, yet the Government a month or so after the Act was passed, acts upon the authority of the provisions of the old Act of 1876, and annexes Keewatin to the Territories, which come within the jurisdiction of separate schools, and under the authority of the new Commissioner appointed to the Territories. It is held in Manitoba that the Dominion Government has acted illegally, and the taking away of this territory from the province is for the purpose of punishing Manitoba and extending to Keewatin the separate school system in vogue in the Territories.

The legal effect of this is that Manitoba cannot annex a single foot of territory outside of her present boundaries, not of Keewatin now out of its control, without the Government being faced with the same constitutional question which arose in Saskatchewan and Alberta. If the contention of Sir Wilfrid holds good in respect to the new provinces, no extension of the boundaries of Manitoba can take place without the population within the extension being entitled to similar provisions being made for separate schools, and Manitoba could not extend such provisions without altering its school law for the whole of the province. Sir Wilfrid Laurier and Minister of Justice Fitzpatrick, therefore, have literally "tied up" Manitoba in such a way that her Government is helpless. Readers will thus see the great necessity of having a judicial decision from the highest court of appeal as to the constitutionality of a law which binds all posterity to a particular system against their will.

It is proper that the intrinsic merits of a separate school system should be discussed openly and fairly. It is a question upon which much can be said on both sides. We are not so sure but that the weight of argument might be found to be in their favor; but it is for the people themselves to say whether they shall form part of our system of education or not. The latest move of Sir Wilfrid Laurier is not only high-handed, but it is underhanded. His conduct in either permitting or initiating it, descends to the level of trickery, with which even his enemies would be loathe to credit him. If it had been contemplated to include Keewatin in the Territories at the time the Act of 1905 was passed, Parliament should have been made aware of it. Parliament was deceived by the fact that Keewatin was especially exempted. No one would dream, in the face of such circumstances, that the Government would take advantage of a clause of an Act of 1875 to accomplish stealthily its purposes.

Those who might have been inclined to have accepted the explanations of the Prime Minister on a former occasion will now have their eyes opened to the fact that the latest move is simply part of a carefully devised conspiracy to fasten a system of separate schools upon the whole of the West. The followers of Sir Wilfrid Laurier, who were opposed to his educational policy, were obliged at the dictates of political expediency to bow their heads to the yoke. Revolt meant the disruption of the Liberal party and the loss of power and patronage—the sweets of office.

The country is now beginning to realize that a situation is created thereby which suggests that a certain birthright of the people was bartered in the deal for a very miserable mess of pottage. The first fruits are being reaped. A little later on, when the full privileges of the Act of 1873, which have been now transmuted into constitutional rights, are demanded by the educational minority, we shall see the complete, logical results of the policy of treachery pursued in the year of our Lord, 1905.

THE TARIFF COMMISSION.

When the tariff commission sat in Winnipeg complaint was made that nobody was ready with evidence to submit. People, it was said, were too busy with real estate, commercial pursuits and crop prospects to bother about affairs of public interest. Prosperous communities have few complaints. We trust the experience will not be repeated in British Columbia. What representations are to be made should be in readiness and completeness.

There is likely to be a considerable diversity of evidence given in this province, as compared with the Northwest. In the latter the people, for instance, do not want duty imposed upon lumber; in this province we do. Interests run counter in this respect. In Winnipeg a deputation waited upon the commission asking for a reduction upon fruits—such as apples, pears, plums, etc. In Nelson the fruitgrowers asked for increased protection. The difficulties of the commissioners in respect to these two important matters will not be inconsiderable. As the personnel of the commission is political in character we may expect political consideration to govern. In other words, it is a question of the largest voting power to consider. The necessity of strong and definite action in British Columbia to avoid a state of affairs worse than we have at present is, therefore, evident.

Representations were made at Winnipeg respecting the "dumping" clause which Mr. Fielding had incorporated in the tariff legislation. Commercial men do not seem to regard it in that light of heaven-born statesmanship which its author expected it would be received. Evidence on that point will probably be submitted on this Coast as well. In Kootenay there is a demand for duty on lead. The bonusing principle has not worked out as beneficially as we were led to suppose.

ASSISTING IN ADVERTISING B. C.

In an interview published in the Colonist with Mr. Skinner, of London, Eng., a director of the C. P. R., he expressed surprise that the Dominion Government did not do more towards advertising British Columbia, and especially Vancouver Island. He spoke more particularly of this Island, because he had been up the E. & N. railway line and had been struck with the beauties of its scenery, its climate, and its capabilities in the way of attracting small holders and of those seeking a desirable place of residence. He remarked on what we all know to be a fact that the Dominion immigration department does a great deal in advertising Ontario and the Northwest in Great Britain, but pays little attention to the attractions which British Columbia has to offer. There is very little conflict in the interests to be served. The inducements which this province has to offer are quite different to those of the parts of Canada referred to. We appeal to a different class of settlers. Our specialties, so to speak, are in fruit-growing, poultry-raising, dairying, and small farming generally, timber fishing and mining. Those of the Northwest are, mainly, grain-growing and stock-raising. We also offer inducements to another class of people who are not looking to the Northwest, and who would not be satisfied with the conditions there. They are people who want a home, with the agreeable concomitants of diversified scenery, fishing, shooting, sport and agreeably moderate climate. It is not derogatory to the Northwest or New Ontario to say that they do not possess all those requirements in the same degree that we do. They possess other advantages that we do not. They appeal to the man who is in quest of land for money-making purposes, where hard work and plenty of elbow room will bring their rewards in due time.

The people who are filling up the prairies at the present time are mainly of that class, who while they do not despise the creature comforts outlined, do not value them as they do the advantages they are seeking in other ways. When they have achieved their object in life they will probably look to this country as a suitable place in which to comfortably round off their career of toil and money-getting, but not until then. Seeing then that we in this province fill a peculiar notch in the nation's economy, that we are not in antagonism to the ambitions of the Northwest, that we have a destiny quite our own, there is every reason why the efforts of the immigration department at Ottawa, which ought not discriminate against any particular section of the West, should not be directed towards settling up British Columbia with the classes of people we are best adapted to absorb. In the past the excuse has been that the Dominion government had large areas in the Northwest, which it was its special duty to populate and develop. That excuse can no longer serve. The Territories have now been organized into provinces, the responsibilities of which are the same as those of other provinces. It is true that the Dominion has still land in the Northwest to fill up, but so also it has in British Columbia. But apart from that altogether its duties are the same towards us as towards any other part of Canada. A settler in British Columbia is of the same potential value—we think greater—as in any other province. We have special attractions, special requirements, and special conditions. In having consideration of these the Dominion Government is not detracting from or discriminating against other sections of the country. We see no reason, and there is none, why upon the province and the C. P. R. alone should devolve the duty of making this country known, more especially as the Dominion Government has such excellent facilities for reaching the public of Great Britain, where exists the constituency from which we wish to draw. These observations are not made in a captious, partizan spirit, but for the careful and serious consideration of those who have the direction of Dominion immigration in hand.

DECADENT LIBERALISM.

The Toronto News, the editor of which was formerly editor of the Globe, a strong Liberal, the author of an appreciative life of Sir Wilfrid Laurier, and altogether a man familiar with the traditions, history and inside life of a once great party—great from the standpoint of moral force and high ideals of government—deals retrospectively with its record and concludes with this observation:

The Mackenzie Government was cut down in its prime, long before the stage of decrepitude was reached. Its leaders, though defeated, enjoyed the respect of their own party and of the community. The result was that, in spite of the physical weakness which fell upon Mr. Mackenzie, there was formed one of the strongest Oppositions ever known in Canadian history. Seldom has a Government been subjected to such assaults as those of Blake, Mackenzie, Cartwright, Laurier, Mills, Paterson, Mulock, Charlton, Davies, Lister and a dozen others in the Liberal ranks. By their parliamentary tactics and by the force of logic and denunciation of wrong-doing, they held a high position in Parliament and in the country, and made Liberals proud of their party. It was sometimes said they had the arguments, but that the Government had the votes. Cheap cynicism may call that failure, but thoughtful Liberals look back to the years between 1878 and 1896 with pride and to the departure from the standards of that period with regret.

THE C. P. R. ANNUAL REPORT.

We are in receipt, in pamphlet form, of the annual report of the C. P. R. Co. for the fiscal year ending June, 1905. All such reports are dry to the average reader, because they are filled with statements of fact and figures. To the man, however, who owns shares in the company or who has an eye to the progress of the country, this particular report is both interesting and satisfactory. If, too, we could dissociate the pure dollars and cents idea from the consideration of the subject, there is almost romance in the story conveyed by these figures. If one had the genius of dealing with statistics that Charles Lamb had, they might be interwoven with a tale of breathless interest. What more surprising in the history of a country than that a railway which was completed twenty years ago should own and control some 10,000 miles of road and earn in a single year over 50,000,000 of dollars—a road, too, that was built for the most part through a new, wild country, much of it barren wilderness. Since its advent cities have been built up, homes for a million persons have been made in the West, in which one billion dollars of new wealth has been created, steamship lines across the Pacific ocean have been established, a Pacific cable laid, new provinces created, new mining fields exploited, 10,000 miles added to our railway mileage, total trade increased from $198,000,000 to $475,000,000, bank deposits quadrupled, revenues trebled. Had a fairy with her magic wand stood on our shores in 1885 and commanded these things to appear in our time we would have been as credulous as we are of the very existence of fairies. It would have been pretty and dramatic if it had come about in that way, but it would have only been a little more unexpected, proving the old adage that truth, at times, at least, is stranger than fiction.

To descend, however, from the fanciful to the more practical, we find from the report that the gross earnings were over $50,000,000, and that the net earnings were $15,475,088. Other income raised the disposable surplus to $17,039,751. Fixed charges of $7,054,065 and dividends of $7,091,132, and some minor appropriations, left $1,783,546 to carry forward to the accumulated surplus.

The cash investment is given as $275,837,947, of which $9,983,445 was laid out in improvements alone during the year. The gross earnings were $50,481,882, of which $13,583,052 was from passengers, $31,725,290 for the carriage of freight, $703,896 for carrying the mails and $4,649,643 from subsidiary services, including the ocean steamships, whose cost is not included in the capital figures given above. The passengers carried numbered 6,891,511, and the tons of freight, 11,892,204. This freight included over 5,000000 barrels of flour, nearly 60,000,000 bushels of grain, 1,360,000 head of live stock, 1,435,768 thousand feet of lumber 261,000 cords of firewood, 3,250,000 tons of manufactured articles, and 3,894,000 tons of other articles.

During the year 509,386 acres of land were sold for $2,446,300, being an average of $4.80 per acre, and from the proceeds of land sales a further amount of $3,500,000 was deposited with the Dominion government on account of the $15,000,000 land bonds mortgage, leaving a balance due on account of this shortage of $8,000,000, against which are deferred payments, on account of and townsites sold, of $14,659,178.

The report deals with many other features of the company's management and plans, such as the selling of 4 per cent. debenture stock to the amount of £1,406,575, and the application of the proceeds to the construction of branch lines; the creation and selling of £900,000 of preferred stock; the selling of $16,900,000 ordinary capital stock at par; the extension of the Minneapolis, St. Paul & Sault Ste. Marie railway, a feeder of the eastern lines of the railway; the contracting for the addition of two fast steamships to the Atlantic service; and the double tracking of the system between Fort William and Winnipeg, to be completed in about three years. What is of more immediate interest to us is the following, referring to what has taken, or will take place, within our own territory:

For the purpose of reaching the trade and participating in the development of Vancouver Island, the directors secured the necessary legislation and made the requisite agreements to enable them to acquire control of the Esquimalt & Nanaimo railway, extending from Victoria to Wellington, a distance of 78 miles. The Esquimalt & Nanaimo Railway Company owns a land grant on Vancouver Island of approximately 1,000,000 acres. The shareholders will be asked to authorize lease of the railway of the Esquimalt Company to the company for a term of years, at a rental equal to the interest at the rate of four per cent. per annum, payable on bonds from time to time issued by that company, with the consent of the C. P. R. Company, to an amount not exceeding $30,000 per mile of the railway, upon the condition that the Esquimalt company shall apply the proceeds of all sales of land towards the redemption of said bonds at par until such time as the total amount of said bonds outstanding shall have been reduced from $30,000 per mile to $14,000 per mile of railway.

The directors have entered into an agreement for an interchange of traffic at the international boundary with the Spokane International Railway Company, whose line will be connected with the C. P. R. by a branch, twelve miles in length, now under construction from Yahk, on the British Columbia Southern line. By this means the railway and its connections will secure access to Spokane, a most important commercial and industrial centre in the state of Washington.

The Nicola, Kamloops, Similkameen Railway Company are constructing a railway from Spence's Bridge on the main line in British Columbia to the coal fields in Nicola Valley, a distance of forty-five miles. It is intended that this line shall be gradually extended through the Similkameen valley, and, eventually, to a connection with the Columbia & Western section at Midway. There will be submitted for approval a resolution authorizing a lease by the company of the section now under construction at a rental equal to the interest at 4 per cent. per annum, on bonds of that company issued with the consent of the C. P. R. Company to an amount not exceeding $30,000 per mile.

PREFERENTIAL TARIFFS.

The St. John Sun, in a thoughtful article on the finance minister, It will be remembered that Sir Wilfrid Laurier and his finance minister. It will be remembered that Sir Wilfrid told the people of England that Canadian preference was a free gift, for which we expected nothing in return. The Sun remarks:

Year before last Mr. Fielding in his budget speech gave an intimation that his standpoint was somewhat different from that of his leader. The minister of finance then observed that the Canadian preference did not seem to be valued highly in Great Britain, and that if this indifference remained the preference might be discontinued. Following this notice there was a readjustment of the tariff on certain fabrics. Instead of continuing the full preference on these goods Mr. Fielding fixed a minimum rate much higher than would be given under the regular preferential system. The anti-dumping clauses since adopted are a further modification of the one-sided preference and a departure from its original principles.

When Mr. Fielding stated that the Canadian tariff preference was not appreciated in the mother country he was justified by the whole tenor of tariff discussion in the United Kingdom. Every day Mr. Chamberlain is challenged to say whether Canada will give any concession in exchange for the proposed imperial preference. The question either assumes that a cut of one-third in the Canadian tariff in favor of Great Britain is not worth taking into the account or that this preference is a permanent feature of the Canadian system and has nothing to do with the Chamberlain programme. If no Canadian preference had been given the offer of a cut of one-third in the Canadian customs duties on British goods would be regarded as a substantial and valuable undertaking. As it is, a concession given for nothing is regarded as amounting to nothing. Or else it is regarded not as a concession to the British importer, but as a tariff policy in the interests of the Canadian consumer. In either case the British critic of Mr. Chamberlain refuses to recognize the Canadian preference as an element in the case. He asks what Canada will do, and asks it in a tone which assumes that Canada has done nothing. It is a case in which the conditional promise of a thing would be of more value than the thing itself.

Now that we are to have a Dominion bye-election in Victoria as the result of the retirement of Mr. Geo. Riley from the political arena, we may look with confidence for an announcement of the early commencement and rapid completion of the Grand Trunk Pacific in British Columbia—work proceeding from this end, without cost to the province of a dollar or an acre of land.

BOORISH MANNERS IN GOTHAM.

New York Evening Post.

It is now uncommon to see a youngster offer his seat in a car to a man because he is old. Much more frequent is the sight of a girl giving place to either a man or woman. In all the emergencies of rapid transit it is the woman who show up best. At hours when there are hustle and hurry there is among the men no giving way, no hand of help, no easing of conditions for those whom they ought never to cease to deal with considerately. It is worse than between man and man. Not the least courtesy, nothing but a growl or a shove comes from the merest nameless interference. Were Thackeray, some business morning, to ride down the subway, he would be driven to revise his gracious description of our manners. Whatever they were in his day, they have now become choleric and rancorous. We need still another breakfast food—one that will take away matutinal grouch.

LICENSE TO AN EXTRA-PROVINCIAL COMPANY.

"Companies Act, 1897."

Canada: Province of British Columbia. No. 289.

THIS IS TO CERTIFY that the "Maritime Insurance 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 at Liverpool, England.

The amount of the capital of the Company is £1,000,000, divided into 100,000 shares of £10 each.

The head office of the Company in this province is situate at Victoria, and R. P. Rithet and Company, Limited Liability, whose address is Victoria, is the attorney for the Company.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 11th day of September, one thousand nine hundred and five.

[L.S.] S. Y. WOOTTON,

Registrar of Joint Stock Companies.

The objects for which the Company has been established and licensed are:

(a.) To make or effect insurances on ships or vessels, goods, merchandise, specie, bullion and other property; freights or hire of ships or vessels, respondentia and bottomry interests, commissions, profits and other objects of insurance, whether belonging to members of the Company or not; and to make all and every insurance appertaining to or connected with marine risks and risks of transit and navigation, whether by land or water; to make loans and advances, at interest or under discount, whether to the members of the Company or others; and generally to carry on the business of underwriters and insurers, and of insurance brokers, and to purchase and take over such businesses from companies or private individuals:

(b.) To make or effect insurances on all objects of insurance, against, appertaining to or connected with, all risks of transit, whether partly by land and partly by water, or wholly by land or wholly by water, including inland rivers or waters, and including all risks of transit by post, whether alone or in connection with any other mode of transit, and also, all risks incidental to goods or other property whilst stored or deposited on land or on water for the purpose of safe custody, exhibition, sale or any other purpose, whether in connection with any transit or voyage or independently of any transit or voyage; to reinsure or in any way provide for the liability of the Company wholly or partially upon any insurance guarantee or contract granted or entered into by the Company, and generally to carry on and transact every kind of transit insurance and indemnity business. s17

LICENSE TO AN ETRA-PROVINCIAL COMPANY.

"Companies Act, 1897."

CANADA: Province of British Columbia. No. 293.

THIS IS TO CERTIFY that "The London Guarantee and Accident 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 at London, England.

The amount of the capital of the Company is £250,000, divided into 50,000 shares of £5 each.

The head office of the Company in this Province is situate at No. 2 Fort Street, Victoria, and Robert Scott Day, real estate and insurance agent, whose address is the same, is the attorney for the Company.

Given under my hand and seal of office at Victoria, Province of British Columbia, this twelfth day of September, one thousand nine hundred and five.

[L.S.] S. Y. WOOTTON,

Registrar of Joint Stock Companies.

The objects for which the Company has been established and licensed are:

1. The carrying on the businesses of a Guarantee Company, and of an Accident Insurance Company, in all their various branches, including therein the granting of policies guaranteeing the fidelity of individuals filling or about to fill situations of trust or confidence, and such other description of guarantee business as the Company may from time to time think fit to conduct or carry on; and also including the granting of policies of insurance assuring the payment of sums receivable on the death of, or injury to any person insured by the Company, where such death or injury arises from accident or misadventure, or the payment of compensation or allowances to persons disabled by sickness or assuring against loss occasioned by damage to or loss of property, and so that any policy of the Company may be by way of indemnity to persons liable on account of personal injuries to others, or on account of damage to or loss of the property of others, as well as by way of direct assurance of the person injured, or of the owner of property damaged or lost: Provided that the Company shall not issue a policy of insurance against loss of or damage to property by fire or perils of the sea.

2. The entering into and carrying out such contracts, and the doing of all such other things as are incidental or conducive to the attainment of the above objects. s17

LICENSE TO AN EXTRA-PROVINCIAL COMPANY.

"Companies Act, 1897."

Canada: Province of British Columbia. No. 292.

THIS IS TO CERTIFY that "The Yang-Tsze Insurance Association, 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 at Shanghai, in the Empire of China.

The amount of the capital of the Company is eight hundred thousand dollars, divided into eight thousand shares of one hundred dollars each.

The head office of the Company in this Province is situate at Victoria, and R. P. Rithet and Company, Limited Liability, whose address is Victoria, is the attorney for the Company.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 12th day of September, one thousand nine hundred and five.

[L.S.] S. Y. WOOTTON,

Registrar of Joint Stock Companies.

The objects for which the Company has been established and licensed are:

To insure steam, sailing and other ships, vessels, boats, barges, and craft of every description, against every or any marine or other insurance, risk, or peril which may be legally undertaken relating to perils of the seas, fire, men-of-war, reprisals, pirates, and all other risks, of like nature, and also to insure freights goods, merchandise, cargo, securities, deeds, documents, earnings, chattels, effects, and property of every description, at sea or on rivers, lakes, canals, or other waters, and in or on board steam, sailing, and other ships, vessels, boats, barges and craft, or in docks or warehouses, or on roads or railways, or elsewhere on land, against every or any such risk or peril as aforesaid; and also to insure all other matters and things which lawfully may or can from time to time be insured, or be the subject of insurance, against every or any such risk or peril as aforesaid; also to re-insure against every or any such risk or peril as aforesaid and generally to carry on the business of marine insurance in all its branches, and all other business commonly carried on or convenient to be carried on in connection therewith. s17

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FOR SALE—12 imported Shropshire rams, Berkshire pigs, pairs not akin; reasonable prices; 2 young Guernsey bulls. G. H. Hadwen, Duncan. s16

FOR SALE—Span cream-colored ponies, ages 3 and 4 years; broken so lady can drive. Apply at Hogan's Livery Stables, Duncans, B. C. au8

FOR SALE—Fresh cow. H. McCullough'd, Strawberry Vale. jy16

FOR SALE—Young cow, just calved. For terms, etc., apply to Mrs. Jacques, Canteen road, Esquimalt. au6

FOR SALE—Buff and White Leghorns and Barred Rock cockerels, cheap. A. Stewart, North Dairy Farm. 62

FOR SALE—Three-quarter Jersey cow; good milker. 4 Rock Bay avenue, after 5 p. m. s9

FOR SALE—A good reliable family horse. Apply Fashion Stables, 101 Fort street.

FOR SALE—Black, white and buff Orpington pullets and cockerels from imported stock; also a few pure bred white Leghorn cockerels. Miss Turner, Cadboro Bay road. Tel. B337. s17

LICENSE TO AN EXTRA-PROVINCIAL COMPANY.

"Companies Act, 1897."

Canada: Province of British Columbia. No. 290.

THIS IS TO CERTIFY that "The Reliance Marine Insurance 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 at the City of Liverpool, in the County of Lancaster, England.

The amount of the capital of the Company is £500,000, divided into 50,000 shares of £10 each.

The head office of the Company in this Province is situate at Victoria, and James Hill Lawson, Vice-President of R. P. Rithet and Company, Limited Liability, whose address is Victoria, is the attorney for the Company.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 12th day of September, one thousand nine hundred and five.

[L.S.] S. Y. WOOTTON,

Registrar of Joint Stock Companies.

The objects for which the Company has been established and licensed are:

To make or effect insurances on ships or vessels, goods, merchandise, specie, bullion, and other property, freights, or hire of ships or vessels, respondentia and bottomry interests, commissions, profits and all other objects of insurance, whether belonging to the members of the Company or not, and to make all and every insurance appertaining to or connected with marine risks of transit and navigation, whether by land or water; to make loans and advances at interest or under discount, whether to members of the Company or others, and generally to carry on the business of underwriters and insurers, and of insurance brokers, and to amalgamate with any other company having the like objects. s17

LICENSE TO AN EXTRA-PROVINCIAL COMPANY.

"Companies Act, 1897."

Canada: Province of British Columbia. No. 288.

THIS IS TO CERTIFY that "The Scottish Union and National Insurance Company" 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 at Edinburgh, Scotland.

The amount of the capital of the Company is £6,000,000, divided into 290,000 shares of £20 each and 20,000 shares of £10 each.

The head office of the Company in this Province is situate at Victoria, and R. P. Rithet and Company, Limited Liability, whose address is Victoria, is the attorney for the Company.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 11th day of September, one thousand nine hundred and five.

[L.S.] S. Y. WOOTTON,

Registrar of Joint Stock Companies.

The objects for which the Company has been established and licensed are:

The making or effecting insurances against loss or damage by fire on property of every description, real or personal, the making or effecting assurances on lives and survivorships (both on participation and non-participation principles), purchasing and selling immediate, contingent and deferred annuities, life-rent, reversionary, contingent and postponed rights and interests, granting endowments, making provisions to widows, and making investments; to make or effect insurances against loss or damage to property by lightning, tempest, explosion or other accidents, and to make or effect insurances on all contingencies connected with the existence or duration of human life; to make and effect insurances against loss or damage to ships, goods and property of every description on the high seas or elsewhere; to make and effect insurances against loss or damage to property by burglary, theft, seizure, violence, hail or flood, or accident of any description, whether on land or water; to make and effect insurances against injury, loss or damage to any person caused by or arising from accident of any description to the same or to any other person; to make and effect insurances of titles, leases, manuscripts and other documents, whether originals or copies of every description, and in any place against loss or damage by fire or accident of any description or otherwise; to make and effect re-insurances of all kinds; generally to carry on all business usually known as fire insurance, life insurance and insurance against accident, and marine insurance, and of underwriters, and all business connected with any such matters or things aforesaid, either in the United Kingdom or in the colonies or dominions or dependencies thereof, or in any foreign countries. s17

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SCENE I.—DINING ROOM IN NEW BUNGALOW.

MOTHER-IN-LAW—My dear Florence, I never knew you were such a good cook; this cold roast veal is excellent. Yes, thank you, I will take a little more of that delightful potato salad.

MRS. NEWLIWED takes the compliment with becoming silence.

SCENE II.—BEDROOM, SAME BUNGALOW.

MR. NEWLIWED—Great Scott! Flossie, you jollied the mater properly over those cold things at lunch.

MRS. NEWLIWED—Yes, I feel very bad about it. I should have told her they all came from DIXI ROSS', and, oh! Charlie, today is Sunday.

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