The Sealers Doing Well.

Big Average Catch Made by Fleet Out This Spring.

Catch Compares Well With That of Last Year's Larger Fleet.

With the exception of six vessels, the Coast sealing fleet is now home. Those yet absent are the Dora Sieward, which will remain on the coast to fit out for the Behring Sea; the Mermaid, which it is thought may cross to the Copper Island coast; the Penelope, Diana, Mary Taylor and Hatzic. The catches of these are given in the table appended, as reported by other vessels up till late in April, or within a week or so of the closing of the spring season. Taken together with the good prices for seal fur realized at last fall's sales, the large catches made this year has put a new complexion on the sealing industry. There were two vessels of this year's fleet which made splendid hauls, the Geneva, belonging to Mr. Richard Hall, and captained by W. Byers, being "top-liner" closely pressed, as will be observed, by the Mermaid. The catches below may have been improved on by the absent schooners, but the list as it appears will serve to show the general success of the fleet. The list is as follows:

Schooner.	Skins.
Viva, Capt. McPhee	442
Minnie, Capt. Mohrhouse	236
Enterprise, Capt. Anderson	601
Geneva, Capt. Byers	1,582
Umbrina, Captain Peppett	450
Zillah May, Capt. Haan	537
Otto, Capt. Gosse	723
Ocean Belle, Capt. Lavender	703
Beatrice, Capt. Alfred McDougall	310
Favourite, Capt McLean	278
Ainoka, Capt. Geo. Heater	449
Borealis, Capt. Harrold	200
Arietis, Capt. William Heater	362
Dora Sieward, Capt. H. F. Sieward	319
Hatzic, Capt. J. Dalay	
Penelope, Capt. D. G. Macauley	600
Mary Taylor, Capt. J. W. Todd	140
Mermaid	1,350
Diana	775

One hundred and seventy-six whites and nearly four hundred Indians were employed in the industry during the past season, and it is probable that more than double this number of men will find employment on the fleet which goes to Behring Sea, for according to the prevailing opinion most of the tonnage now in the upper harbor will be brought into service

The season just closed was notable for a plentifulness of seal, and on the whole pretty fine weather. This latter fact is borne out by the fact that as yet not one of the fleet has returned damaged. Losses of a more serious nature have occurred, but these are generally met with every year, and when the life of the seal hunter and the risk he is sometimes at is considered, they are not altogether to be wondered at.

The four vessels to arrive yesterday were the Beatrice, Capt. Alfred McDougall, with 310 skins; the Ainoka, Capt. George Heater, with 459 skins; the Favourite, Capt. L. McLean, with 278 skins; and the Borealis, Capt. Harrold, with 200, and 324 belonging to the Mermaid.

SONYER NOT GUILTY.

The Granting of a New Trial Saved Him From Life Imprisonment.

The jury last evening brought in a verdict of not guilty in the case of the Cowichan Indian, Sonyer, who on his first trial, held at Nanaimo, was found guilty and sentenced to life imprisonment on the charge of attempting to murder Francis Jones, storekeeper at Hall's Crossing. Thus the decision of the Supreme court of Canada, who granted the new trial, has made quite a difference in the life of Sonyer.

There is no doubt but that the success of Mr. H. D. Helmcken, Q. C., and Mr. Frank Higgins, who appeared for the prisoner, in keeping from the jury the statements made by Sonyer shortly after his arrest, were responsible for the verdict of not guilty. The counsel devoted their whole attention to a fight to prevent these statements from going to the jury, holding that they were not voluntary but had been extorted from him. This was not done by the police who handled the case, but by an interpreter who exceeded his instructions, he having told the prisoner when warning him that it would be better for him to tell the truth. Mr. Justice Martin having ruled the statements out, the only evidence left was that the prisoner had been seen coming from the direction of the store on the night of the assault and robbery, and that after the night in question he spent considerable money.

TORONTO YOUTH'S FOLLY.

Embezzled Collections for Rochester Gas Company and Is a Fugitive.

Rochester, N. Y., May 13.—The detectives of this city are searching for Isaac Price, a young man who came to Rochester a short time ago from Toronto, and who is charged with robbing the Rochester Gas & Electric Co. of $182, representing collections made by Price for the company. Price came here from Canada about two weeks ago.

A JAPANESE WARRIOR.

Regarded as One of the Most Famous Soldiers of His Time But Now Dead.

Washington, May 13.—A telegram was received at the Japanese legation this afternoon announcing the death of Gen. Viscount Kawakami, chief of the headquarters staff of the imperial army of Japan. He was regarded as one of the most famous soldiers of his time.

NANAIMO NOTES.

Nanaimo, May 12.—(Special)—Mrs. Anna McKay died at the family residence this morning, leaving eight young children and a husband to mourn her untimely end.

DR. A. W. CHASE'S CATARRH CURE ... 25c.
is sent direct to the diseased parts by the Improved Blower. Heals the ulcers, clears the air passages, stops droppings in the throat and permanently cures Catarrh and Hay Fever. Blower free. All dealers, or Dr. A. W. Chase Medicine Co., Toronto and Buffalo

LETTERS TO THE EDITOR.

THE PROPOSED IMPROVEMENTS

Sir: In your editorial to-day you direct attention to the two railway projects now before the public, viz., to connect Victoria with the C. P. R. system by ferry between Vancouver and a point on the E. & N. railway, and to connect Victoria with the American railway systems by a ferry between this city and Port Angeles; and to these we may add a third—the ferry from Sidney to English Bluff, on the Mainland. There can be no doubt as to the desirability of encouraging every facility for inter-communication between the Capital of British Columbia and the Mainland, and also with the neighboring states. The question for us, as citizens, to consider is the extent and method of encouragement to be given. Senator Macdonald, in his letter in your issue of this morning, throws out a very wise and sound business-like proposition with reference to Port Angeles connection. He points out that a certain railway company for business purposes contemplates building to Port Angeles, and that this is a purely business speculation which may or may not pay, which may or may not do as other railways have done—call in the services of a receiver. We have no voice or interest in the management of the railway to that point. Is our prospective business worth their cultivation? If so, how much is it worth to them? Is the probable business and facilities they would bring to us worth our consideration? If so, how much is it worth to us? Say we consider it equal and divide up the costs. Suppose the railway company provided terminal facilities at Port Angeles; the proposed harbor improvements include already all that would be required here. Now, this leaves the ferry boat; this might be owned and operated by a separate company, made up wholly or in part by the promoters of the railway and the citizens of Victoria, supplemented by the municipality, as joint owners, with limited liability. This would be a business proposition, and as such I beg to commend it to your consideration.

The same broad principle applies to the Mainland connection. No railway company enters upon any such proposition except with the idea of making money by the transaction. Now, how do we stand at present? We all agree that intercommunication is desirable; we have thought so for years. We have done more than that—we have already practically invested $225,000 in the Victoria & Sidney railway as part of a system for connection with the Mainland at or near English Bluff. Well, what is the result? A line of railway starting from nowhere and leading to nowhere. Still practically we have this property on our hands, and before we undertake any more bonussing with the deliberate intention, utterly ruining what we have already done, is it not worth considering if a little judicious fostering would not put some life into the bantling we have already to maintain? Any Mainland line running to English Bluff will do so with a view to a ferry across to Sidney. The C. P. R. will as certainly obtain running powers over that line, and just as certainly run into Victoria, whether the ferry be from Vancouver to a point on the E. & N., or from English Bluff to Sidney. Therefore the choice of railway need not concern us as a body politic, provided always that something is done—and done quickly.

The proposed harbor improvement provides for facilitating the extension of the Sidney railway to a central station for all railways, located on the Indian reserve at the end of the new Johnson street bridge, and connecting all railways with a system of harbor tracks running all along the wharves and continued to the outer wharf, giving all lines of railway exactly equal facilities for business on the harbor. All the water-side facilities which the E. & N. railway seeks are already provided for in the harbor improvements as at present before the public, but they are equally open to all railways. There is no discrimination in favor of one railway or the other, in favor of one wharf property or another; the whole mercantile community are precisely on the same basis. It is a public self-supporting undertaking, seeking no bonus or subsidy from anyone.

The E. & N. proposition includes the destruction of Victoria harbor, as such, and the concentration of the mercantile business of the town at the outer wharf, and asks that the public shall pay for it. The harbor scheme includes in the estimate and proposes to give to the E. & N. railway a sufficient sum for its present terminal property to pay for the new central terminal and to remove the present obstructions to navigation and replace the old swing bridge, which is of no public utility, with a first-class steel bascule bridge on the line of Johnson street.

The real question, therefore, that concerns the public is the ferry to the Mainland, in which connection I would suggest a joint company composed of the municipalities of the cities interested in the intercommunication—that is, Victoria, Vancouver and New Westminster—and the railways interested in the transportation business, on relative terms. But it should be based on joint ownership, limited liabilities, and participation in the profits pro rata.

THOMAS C. SORBY.

May 12, 1899.

CYCLING IN THE DARK.

Sir: May I be permitted to call attention to the necessity for legislation to compel cyclists on the public streets of and in the vicinity of Victoria after sunset to carry lighted lamps of adequate illuminating power. Such a law was, I believe, introduced in Great Britain some time ago, and as a means of preventing serious accidents after dark has already proved highly effective. In Victoria recently a number of accidents have occurred by cyclists colliding late at night, due entirely to the fact that the riders had not provided themselves with lamps. As a case in point I may mention that a friend of mine a week or so ago, while riding slowly homeward at about 11 o'clock at night, was suddenly thrown from his wheel in a collision with another bicyclist, who was not only riding on the wrong side of the road, but to make matters worse was also tearing along at a terrific pace. My friend's wheel was very badly damaged and he himself much bruised and shaken. His assailant, however, generously consented to pay one-half of the cost of repairing the injured bicycle, his own, owing to the rate at which he had been coming, having escaped unhurt. I myself have had somewhat similar experiences, of which I may be pardoned for instancing: While escorting a lady who had been spending the evening at my house, on Oak Bay avenue, to her home some little distance up the road, we were startled to find ourselves in the midst of a pack of apparently infuriated maniacs, each perched on a bicycle and each striving how near he could come to running us down. These imbeciles spread themselves abreast across the road, so that it was quite hopeless to attempt to give them a free berth, and thus we waited with fear and trembling in the darkness, till the shouting in the distance made us aware that the danger had been providentially averted. I trust, sir, you will accept the duty of ventilating this question thoroughly in your columns, and I think I can answer for it that a law or city regulation on the lines I have suggested would be heartily approved and welcomed by all cyclists of intelligence and sense.

H. MORTIMER-LAMB.

THE CHILDREN'S PART.

They Will Help in Making Celebration of Queen's Birthday a Great Success.

A meeting of the sub-committee appointed to arrange for a school parade on the Twenty-Fourth was held on Thursday afternoon, the principals of the schools and Mr. St. Clair being present, besides Messrs. Shakespeare, Hayward and Lugrin, who were appointed by the general citizens' committee. Mr. Lugrin was made chairman of the committee.

Mr. Hayward reported that the finance committee had appropriated $100 for the purposes of the parade, and that Mr. B. W. Pearse had intimated his willingness to give a flag to be competed for by the several schools.

After an informal discussion the meeting adjourned until yesterday, to give the principals an opportunity to consult with their assistants and pupils. Yesterday the principals reported a general disposition to take up the matter and make it a success, and it was resolved to have an afternoon devoted to a children's celebration and sports, at a place to be announced later.

The school principals, with Mr. St. Clair, were named a sub-committee to arrange a programme, which will be reported to the whole committee on Tuesday. The principals were all of the opinion that the teachers and pupils will enter into the arrangement with enthusiasm, and that the result will be an interesting afternoon.

HER INAUGURAL TRIP.

The Utopia Makes Her First Regular Trip on the Sound Route.

Last evening the steamer Utopia made her inaugural run on the Puget Sound-Victoria service, arriving shortly after 6 o'clock with a good number of passengers and a large freight. How long this vessel will be continued in the service is not known. Captain Ellancey said last evening that just as soon as a better vessel could be secured the Utopia would be retired. She is only running at present to Seattle. To go beyond to Tacoma would require more time than the schedule allows, the vessel being from three to four knots slower than the City of Kingston's speed. It took her from 8:50 o'clock in the morning until the time above mentioned to make the run from Seattle yesterday, while the "old reliable" generally made the same trip between the hours of 10:30 and 4:30 or 5 o'clock. Although a good boat, the Utopia is no wise adapted for the service. Her freight cannot be handled with the same rapidity or convenience as can that on a steamer like the Kingston, and her passenger accommodation is limited to 54 first cabin and 18 deck. She has nine staterooms and 27 berths, a smoking room forward and a small saloon aft. She is, however, a good seagoing vessel, and it was for this service she was modelled.

METHODIST CONFERENCE.

Many Items of Business Disposed of at Yesterday's Session.

Nanaimo, May 12—(Special)—The conference resumed this morning, Rev. R. Whittington in the chair.

Considerable discussion took place regarding the relation of Indian work to the annual conference. Finally it was agreed to postpone further discussion until to-morrow, awaiting the presence of Rev. Dr. Sutherland.

Deficiencies in salary in several districts were reported for favorable consideration to the contingent and sustentation fund committees.

Memorials were received from Victoria and New Westminster district meetings, recommending the proposed Methodist paper, the Methodist Recorder, to the favorable consideration of the conference.

Dr. Sutherland was introduced and received with honor by the brethren. The venerable missionary secretary made a few felicitous remarks and made way for the business of the conference.

The cases of Roseman and Hughes were referred to favorable consideration of the contingent fund committee.

It was represented that Clinton had largely passed out of the hands of the Methodists. It was recommended that the station be dropped, while as to Barkerville, its growing needs seemed to demand the consideration of the superintendent of missions.

Texada Island and Howe Sound are likely to have a regularly appointed minister another year. It is possible that Kamloops district will be divided into Revelstoke and Kamloops.

Rev. Mr. Van Sickle was introduced to the conference during the afternoon session.

The missionary anniversary last night was largely attended. Excellent addresses were delivered by Rev. R. N. Powell and Rev. Dr. Sutherland, of Toronto.

JUDGMENT FOR DEFENDANTS.

Decision of Mr. Justice Drake in Bowden vs. E. & N. Railway Co.

Mr. Justice Drake yesterday gave judgment for defendants in Bowden vs. the E. & N. Railway Co., deciding that the finding of the jury of contributory negligence on the part of the plaintiff prevented him from securing the damages, which the jury placed at $525. The motion for judgment was made by Mr. H. G. Hall for the plaintiff, Mr. A. P. Luxton appearing for the defendants. During the argument the plaintiff became excited and had to be ordered to keep silence or leave the court. The questions put to the jury and their answers were as follows:

1 Q.—What was the cause of the accident? A.—The backing of the engine.

2 Q.—Did the engineer ring the bell or give any signal before starting? A.—No.

3 Q.—Did the plaintiff give any signal to move? A.—Yes.

4 Q.—Was the throwing down of the shovel the usual signal for the engine to move, and was that signal given? A.—Yes.

5 Q.—Did the plaintiff contribute to the accident by any act of carelessness, which by the exercise of ordinary care he could have avoided? A.—Yes, by throwing down the shovel before the apron was returned to its place.

Awful Wreck On the Rails.

Section of Reading Passenger Train Crashes Into Cars on Siding.

Upwards of Twenty-Five Killed Outright and Scores Maimed.

By Associated Press.

Reading, Pa., May 13.—A terrible rear-end collision of passenger trains occurred about 10 last night on the Philadelphia & Reading railroad at Exeter, a small station six miles below Reading, resulting in the loss of about 28 lives. Probably about 40 others were badly injured, and of these many will die.

The express train for Philadelphia, scheduled to leave Reading at 8:30 p.m., was half an hour late in leaving. Meantime many passengers on the train from Harrisburg went aboard the Philadelphia express while it stood at Reading, but the number of Harrisburg passengers being too great to be accommodated on the express train, it was decided to send an extra train to Philadelphia to run as a second section. A large number of people who went to the state capitol to witness the exercises connected with unveiling the Hartranft monument there yesterday were on the Harrisburg train. Norristown was the home of the late Governor Hartranft, and many from there had come to Harrisburg to honor his memory by participating in the unveiling of the monument. The second section left here about 20 minutes after the express departed.

At Exeter station the first train stopped for orders, and while standing was run into by the second section, with terrific force, the latter train at the time running at a great speed. The locomotive ploughed through the two rear cars, reducing them to splinters, then mounted the end of the third car from the rear. The first car of the second train was also smashed.

The havoc wrought to the occupants of the cars was appalling. Many were crushed to death instantly, while others were mangled and maimed in a horrible manner.

The first train consisted of two express cars, mail and baggage cars, a combination car, two day coaches, a parlor car and a day coach in the other mentioned. The second train consisted of six day coaches, one of which had aboard a company of the 60th regiment of National Guards, whose headquarters are at Norristown. Another car contained the members of the Montgomery Hose Company, of Norristown. The other four cars had regular passengers, including about 20 survivors of the 51st Pennsylvania volunteers, Hartranft's old command.

Upon recovering from the effects of the shock, those who escaped set to work to rescue their more unfortunate fellow passengers. Telegrams were hastily sent to Reading for assistance, and two relief trains with surgeons and nurses were despatched to the scene. Medical aid was promptly rendered to the injured upon the arrival of these trains at the scene, and those who could be removed were placed on the trains and brought to the hospitals here.

The bodies of twenty dead were also brought here. Many dead have not been identified and now lie in the morgue awaiting the arrival of relatives or friends to make identification. The list of injured so far obtainable number 26.

The signalman should have displayed red and green signal for the special, but it is said he failed to do so, whether on account of the signal failing to work or not is not known. On account of the curve the engineer of the special could not see the train standing on the track ahead until too late.

The special tore into the express with a crash, and the shrieks of agony soon filled the air. The railroad at the scene of the accident on which the track lies is fifty bankment on which the track lies is fifty feet high. Several passengers were hurled to the bottom of the embankment, but the cars remained on the roadbed. The dead and wounded were strewn in heaps in the debris of the cars. Little damage, however, was done to the rest of the train. Most of the injured were brought to Reading, but many were sent to Norristburg and Portstown, and some to Philadelphia.

General Burd Grubb, of New Jersey, ex-United States minister to Greece, and United States Senator Boyse Penrose, of Philadelphia, were among the passengers on the Pullman car of the first train. Both were shaken up, but not injured.

Senator Penrose, questioned by a reporter regarding the accident, said: "I was on the ordinary train, but escaped with no injury except a severe shaking up. The train is what is known as the "Cannon Ball" express, and the special extra section of it crashed into the ordinary train. The regular train passed the signal tower all right, but orders were given for it to back towards Exeter, and this was done. We had only got back a very short distance when the second section crashed into the rear portion of our train. It is said that the second section started within two minutes after our train started."

An official of the company gives the number of dead as 23, and says 40 are badly injured. Several of the latter, it is thought, will die before the night.

Philadelphia, Pa., May 13.—Three cars of the ill-fated section which crashed into the first section of the "Cannon Ball" express train at Exeter last night arrived here at 4:15 this morning. The second train was composed of six day coaches, but three of them were badly wrecked in the collision. When the three cars which arrived here left the scene of the wreck they carried a large number of injured and others who escaped injury. Some of the injured were taken off and removed to the hospitals at Norristown. While the train was standing at the latter place two of the injured died before they could be removed.

When the rain arrived here there were on board Harry Orrell, engineer of the second train; and his fireman, W. L. Everett, both hurt. Orrell had been reported dead, but was only injured. He received a bad scalp wound. His head was bandaged and blood covered his face, hands and clothing. The fireman was slightly injured about the back. In an interview with a reporter of the Associated Press, Orrell said he could not account for the accident.

The man who stands idly by and sees the life fading out of his wife's face, sees her health going, sees her becoming old and faded and wrinkled when she should still be in the perfect enjoyment of vigorous, useful health, is either less than a man or else does not know of the remedy which will bring her back to health and strength. Perhaps her husband cannot persuade her to go to her doctor, because she naturally dreads the inevitable "examinations" and "local treatments." He cannot persuade her, if she needs persuasion, to take Dr. Pierce's Favorite Prescription. This truly wonderful medicine has cured hundreds of women after the best physicians have failed. It has been in constant use and tested every day for thirty years. It isn't an experiment, there are no chances about it. It is a certain cure for all derangements, weaknesses, irregularities and displacements of internal organs peculiar to women.

NOTES FROM THE CAPITAL.

Reported Refusal of Manitoba Demand—Alleged Undervaluation of Yukon Steamer.

From Our Own Correspondent.

Ottawa, May 13.—It is stated that the federal government has refused to hand over to Manitoba the public school lands of that province.

An order-in-council has been passed providing that the declaration prescribed to be made under the provisions of the customs act by the foreign owner or exporter of any goods shipped to Canada on consignment may be made and declared before a notary public resident in the country from whence the said goods are exported to Canada.

Withdrawals from the government savings banks exceeded deposits by $79,000 last month.

It was stated in the Commons yesterday that the American steamer John H. Barr had been admitted to entry at Dawson, for service on the Canadian Yukon, at $10,000, being gross undervaluation. Mr. Aulay Morrison, for New Westminster, said the value was nearer $60,000, and if entry had been permitted as stated the officer responsible should be dismissed.

LICENSE AUTHORIZING AN EXTRA-PROVINCIAL COMPANY TO CARRY ON BUSINESS.

"Companies Act, 1897."

Canada.

Province of British Columbia.

No. 141.

THIS IS TO CERTIFY that "The Quesnelle Gold Recovery 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 hereinafter set forth to which the legislative authority of the Legislature of British Columbia extends.

The head office of the Company is situate at No. 139 Cannon Street, London, 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 No. 40, Government Street, Victoria, and Cuyler Armstrong Holland, Manager of the B. C. Land and Investment Agency, whose address is Victoria aforesaid, is the attorney for the Company.

The objects for which the Company has been established are:

(a.) To enter into and carry into effect, either with or without modification, an agreement (the draft of which has been already prepared and is initialled for the purpose of identification by two of the subscribers to this Memorandum) expressed to be made between Quesnelle Dredging and Hydraulicing Syndicate, Limited, of the one part, and the Quesnelle Gold Recovery Company, Limited, of the other part, for the acquisition by this Company of certain property therein described, and to develop, work, turn to account, or deal with such property; and for any of the above purposes or otherwise, to exercise any of the hereinafter mentioned powers and objects of the Company, which powers and objects may be exercised independently of the primary objects stated in this clause:

(b.) To search for mines, minerals, ores and precious stones, and to explore and prospect lands supposed to contain minerals or precious stones in any part of the world; to obtain information as to mines, mining districts, and localities, mining claims, water claims, water rights and any other rights, claims and property; to purchase, take on lease or concession or otherwise acquire any interest therein, or to enter into agreements to this end, either provisional or absolute, and to pay deposits or instalments of purchase money subject or otherwise to forfeiture on non-completion:

(c.) To hold, sell, dispose of and deal with mines, mining rights, mining claims and land supposed to contain minerals, precious stones, and undertakings connected therewith; to work, exercise, develop, finance and turn to account the same, and to buy, sell, refine, manipulate, and deal in minerals and metals of all kinds, and in particular gold, silver and other precious metals and precious stones:

(d.) To examine, investigate and secure the titles to lands, farms, mines, minerals, ores and mining or other rights and claims in any part of the world; to employ and sent to any part of the world; and to pay the fees, costs, charges and expenses of agents, including persons and corporations, mining experts, legal counsel, and all persons useful or supposed to be useful, in examining, investigating and exploring lands, farms, mines, minerals, ores, mining or other rights and claims, or in examining, investigating, and securing the title to lands, farms, mines, minerals, ores, mining or other rights and claims in any part of the world; to print, publish, advertise and circulate reports, maps, plans, prospectuses and documents of every kind whatsoever, directly or indirectly relating or supposed to relate to lands, mines, minerals, ores and mining or other rights, concessions or claims in any part of the world or the title thereto, or to the organization, operations and objects of this Company or any other company:

(e.) To acquire from time to time, by purchase or otherwise, concessions, grants, freeholds, leases, rights, claims, and interests in lands or other properties of every description, in any part of the world, including mines, works, railways, tramways, lands, wharves, docks, canals, water rights and ways, quarries, forests, pits, mills, buildings, machinery, stock, plants, and things, upon such terms and in such manner as may be deemed advisable:

(f.) To lease, settle, improve, colonize and cultivate lands and hereditaments in any part of the world, and to develop the resources of any lands and hereditaments by building, planting, clearing, mining, and otherwise dealing with the same:

(g.) To purchase or otherwise acquire, hold, sell, lease, grant licenses or easements, exchange, turn to account, dispose of and deal in real and personal property of all kinds, and in particular lands, buildings, hereditaments, business concerns and undertakings, mortgages, charges, annuities, patents, patent rights, copyrights, licenses, securities, grants, charters, concessions, leases, contracts, options, policies, book debts, claims and any interest in real or personal property, and any claims against such property, or against any person or company or corporation, and to finance and carry on any business concern or undertaking so acquired, and to enfranchise any leasehold property acquired by the Company:

(h.) To aid, encourage and promote immigration into any lands or property acquired or controlled by the Company, and to colonize the same, and for such purposes to lend and grant sums of money for any purposes which may be, or may be supposed to be, for the advantage of the Company:

(i.) To lay out towns or villages, on any lands acquired or controlled by the Company, or in which the Company is in any way interested, and to construct, maintain, carry on, and alter roads, streets, hotels, boarding houses, dwelling houses, factories, shops, and stores, and to contribute to the cost of making, providing, and carrying on and working the same:

(j.) To purchase or otherwise acquire and undertake all or any part of railway or tramway property, or the rights and liabilities of any person or company holding or seeking to acquire, or making or constructing railways or tramways, canals, water works or public improvements in any part of the world:

(k.) To promote, construct, equip, improve, maintain, work, manage, or control or aid in or subscribe towards the promotion, construction, improvement, maintenance, working, management or control of, or to hire, rent or charter works, undertakings and operations of all kinds, both public and private, and in particular roads, tramways, railways, engines, wagons, telegraphs, telephones, cables, lighters, harbors, piers, docks, quays, wharves, warehouses, bridges, viaducts, aqueducts, reservoirs, embankments, water works, watercourses, canals, flumes, irrigations, drainage works, sewerage works, saw mills, crushing mills, smelting works, iron, steel, ordnance, engineering or implement works, hydraulic works, gas, electric lighting and electrical works, power and supply works, quarries, collieries, coke ovens, foundries, furnaces, factories, carrying undertakings by land and water, stage coaches, fortifications, markets, exchanges, mints, public or private buildings, newspapers and publication establishments, breweries, wineries, distilleries, hotels, residences, stores, shops, houses, places of amusement, recreation or instruction, theatres, race courses, cattle shows, flower shows, schools, technical institutions, universities, colleges, hospitals, laboratories, libraries, gardens, exhibitions, concert rooms, churches and chapels, whether for the purposes of the Company, or for sale or hire to or in return for any consideration from any other company or person:

(l.) To purchase or otherwise acquire, hold or sell, or manipulate, exchange, turn to account, dispose of or deal in agricultural, plantation, fishing and trading rights; and all or any products of farms, plantations, vineries, forests, fisheries, and the like, including animals, grain, provisions, fruits, wines, spirits, cotton, wool, silk, fibres, tobacco, coffee, tea, sugar, timber, rubber, oils, chemical, explosives, drugs, dye stuffs, nitrates, petroleum, bullion, specie, coin, copper, lead, tin, quicksilver, iron, coal, stone, and other minerals, wares and commodities of all kinds, either for immediate of future delivery, and whether in a crude state or manufactured or otherwise, and to advance money at interest upon the security of all or any such products, merchandise and commodities, and to carry on business as merchants, importers and exporters:

(m.) To undertake and carry on any business transaction or operation commonly undertaken or carried on by bankers, underwriters, concessionaries, contractors for public and other works, capitalists or merchants, and generally to institute, enter into, carry on, assist or participate in financial, commercial, mercantile, industrial, manufacturing, mining and other business works, contracts, undertakings and financial operations of all kinds, and to carry on any other business which may seem to the Company capable of being conveniently carried on in connection with any of the objects of the Company or which may be thought calculated, directly or indirectly, to enhance the value of or render profitable any of the Company's property or rights:

(n.) To deal in, purchase, make merchantable, sell, and dispose of ores, minerals, goods and merchandise generally in any part of the world:

(o.) To carry on the business of a mining, smelting, trading, and metallurgical company, in all its branches, in any part of the world:

(p.) To acquire, by grant, purchase, or otherwise, concessions or any property or privileges from any government, British, colonial, or foreign, and to perform and fulfil the terms and conditions thereof:

(q.) To sell, exchange, mortgage, lease or otherwise deal with, either absolutely, conditionally, or for any limited interest, the undertaking or property, rights or privileges of the Company, or any part thereof, as a going concern or otherwise, to any public body, corporation, company, society or association, whether incorporated or not, or to any person or persons, for such consideration as the Company may think fit, and in particular for cash, shares, stocks, debentures, securities or property of any other company; to distribute any of the assets or property of the Company among the members in specie or otherwise, but so that no distribution amounting to a reduction of capital be made without the sanction of the court where necessary:

(r.) To promote, organize, and register, and to aid and assist in the promotion, organization and registration of any company or companies, either in Great Britain or elsewhere, for the purpose of acquiring, working or otherwise dealing with any of the property, rights or liabilities of this Company, or any property in which this Company is interested, or for any other purpose, with power to assist such company or companies by paying or contributing towards the preliminary expenses or providing the whole or part of the capital thereof, or by taking or subscribing for shares, preferred or ordinary, or by lending money thereto upon debentures or otherwise, and to incur and pay out of the property of the Company any costs and expenses which may be expedient or useful or supposed to be expedient or useful, in or about or incident to the promotion, organization, registration, advertising and establishment of any such company, and to the issue and subscription of the share or loan capital, including brokerage and commissions for obtaining applications for or placing, or guaranteeing the placing of the shares or any debentures, debenture stock or other securities thereof and to undertake the management and secretarial or other work, duties and business of any company on such terms as may be arranged:

(s.) To lend and advance money upon the security or supposed security of farms, lands, mines, minerals, claims, mining or other rights, concessions, claims, or pastoral or other leases in any part of the world, with or without security, and in particular to customers of and persons having dealings with the Company:

(t.) To make and carry into effect all arrangements with respect to the union of interests or amalgamation, either in whole or in part, with any other companies or persons having objects similar to, or included in the objects of this Company:

(u.) To transact and carry on all kinds of agency and commission business, and in particular to collect moneys, royalties, revenue, interest, rents and debts, and to negotiate loans and find investments, and to issue and place shares, stock, bonds, debentures, debenture stock, and other securities; to subscribe for, purchase or otherwise acquire and hold, sell, exchange, dispose of, deal in, negotiate or issue shares, stock, bonds, debentures, debenture stock, or securities, of any company or of any authority, supreme, municipal, local, or otherwise:

(v.) To guarantee the payment of money secured by or payable under or in respect of bonds, debentures, debenture stock, contracts, mortgages, charges, obligations and securities of any company or of any authority, supreme, municipal, local or otherwise or of any persons whomsoever, whether incorporated or not incorporated:

(w.) To guarantee the title to or quiet enjoyment of property either absolutely or subject to any qualifications or conditions, and to guarantee persons and corporations interested or about to become interested in any property against any loss, actions, proceedings, claims or demands in respect of any insufficiency, imperfection or deficiency of title, or in respect of any incumbrance, burdens, or outstanding rights:

(x.) To furnish and provide deposits and guarantees of funds required in relation to any tender or application for any contract, concession, decree, enactment, property or privilege, or in relation to the carrying out of any contract, concession, decree or enactment:

(y.) Generally to carry on and transact every kind of guarantee business, including the performance of contracts by members of, or companies or persons having dealings with the Company, and to undertake obligations of every kind and description, and also to undertake and execute trusts of all kinds:

(z.) To receive moneys, securities and valuables of all kinds on deposit, at interest or otherwise, or for safe custody, and generally to carry on the business of a Safe Deposit Company:

(aa.) To make, accept, issue, indorse and execute bills of exchange, promissory notes, and other negotiable instruments, and to discount, buy, sell, and deal in the same; to grant, issue, buy, sell, and deal in bills of lading, docks and other warrants; to issue, buy, sell, and deal in coupons and all other promises to pay moneys:

(bb.) To borrow or raise money for the purposes of the Company in such manner and upon such terms as may seem expedient, and to secure the repayment thereof, and of moneys owing or obligations incurred by the Company by redeemable or irredeemable bonds, debentures, or debenture stock, (such bonds, debentures, or debenture stock being made payable to bearer or otherwise, and payable either at par or at a premium or discount), or by mortgages, script certificates, bills or exchange or promissory notes, or by any other instrument or in such other manner as may be determined, and for any such purpose to charge all or any part of the property of the Company, both present and future, including its uncalled capital, and to alot the shares of the Company credited as fully or partly paid up, or bonds, debentures or debenture stock issued by the Company, as the whole or part of the purchase price for any property purchased by the Company, or for any valuable consideration:

(cc.) To make donations to such persons and in such cases, and either of cash or other assets, as may be thought directly or indirectly conducive to any of the Company's objects, or otherwise expedient, and in particular to remunerate any person or corporation, introducing business to this Company, and to subscribe or guarantee money for charitable or benevolent objects, or for any exhibition, or for any public, general, or other object, and to aid in the establishment and support or associations for the benefit of persons employed by or having dealings with the Company, and in particular friendly or other benefit societies, and to grant any pension, either by way of an annual payment or a lump sum, to any officer or servant of the Company:

(dd.) To purchase or otherwise acquire and undertake all or any part of the business, property, good-will and liabilities of any company, corporation, society, partnership, or persons carrying on or about to carry on any business which this Company is authorized to carry on, or which is in any respects similar to the objects of this Company, or which is capable of being conducted so as directly or indirectly to benefit this Company, or possessed of property deemed suitable for the purposes of this Company, and to enter into partnership or into any arrangement with respect to the sharing of profits, union of interests, or amalgamation, reciprocal concession or co-operation, either in whole or in part, with any such company, corporation, society, partnership, or persons:

(ee.) To pay out of the funds of the Company all expenses of and incident to the formation, registration, advertising, and establishment of this Company, and the issue and subscription of the share or loan capital, including brokerage and commissions for obtaining applications for, or placing or guaranteeing the placing of the shares, or any debentures, debenture stock, or other securities of this Company; and also all expenses attending the issue of any circular or notice, and the printing, stamping and circulating of proxies or forms to be filled up by the members of this Company:

(ff.) To obtain, or in any way assist in obtaining any Provisional Order or Act of Parliament, or other necessary authority, for enabling this or any other company to carry any of its objects into effect, or for effecting any modification of this or any other company's constitution; to procure this or any other company to be legalized, registered or incorporated, if necessary, in accordance with the laws of any country or state in which it may, or may propose to carry on operations; to establish and maintain agencies of the Company, and to open and keep a colonial or foreign register or registers of this or any other company, in any British colony or dependency, or in any foreign country, and to allocate any number of the shares in this or any other company to such register or registers:

(gg.) To do all or any of the above things in any part of the globe, either as principals, agents, contractors, trustees, or otherwise, and either alone or in conjunction with others, and either by or through agents, sub-contractors, trustees, or otherwise, and with power to appoint a trustee or trustees, personal or corporate, to hold any property to behalf of the Company, and to allow any property to remain outstanding in such trustee or trustees:

(hh.) To do all such other things as are incidental or may be thought conducive to the attainment of the above objects, or any of them, and so that the word "Company" in this memorandum, when applied otherwise than to this Company, shall be deemed to include any partnership of other body of persons, whether corporate or incorporate, whether domiciled in the United Kingdom or elsewhere, and the objects specified in each of the paragraphs in this memorandum shall be regarded as independent objects, and accordingly shall be in no wise limited or restricted (except when otherwise expressed in such paragraph) by reference to the objects indicated in any other paragraph, or the name of the Company, but may be carried out in as full and as ample a manner, and construed in as wide a sense as if each of the said paragraphs defined the objects of a separate, distinct and independent Company.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 2nd day of May, one thousand eight hundred and ninety-nine.

(L.S.) S. Y. WOOTTON,
Registrar of Joint Stock Companies.

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