s connected with the execution of
owers in this memorandum contain-

To apply for, purchase or acquire
patents, orevets d'invention, trade
, licences, concessions and the like,
rting any exclusive or non-exclusive
ited right to use, or any secret or
information as to any invention
may seem capable of being used for
f the purposes of the Company, or
quisition of which may seem calcu-
directly or indirectly, to benefit the
any, and to use, exercise, develop or
licenses in respect of, or otherwise
n to account, the property rights or
ation so acquired:
To buy, sell, manufacture, prepare,
e, alter, manipulate, treat, and deal
modities of all kinds which can con-
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may seem to the directors conven-
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hts of the Company:
To purchase or otherwise acquire
dertake all or any part of the busi-
property and liabilities of any person
pany carrying on any business which
ompany is authorized to carry on,
essed of property suitable for the
es of the Company:
To construct, instal, cary out, main-
mprove, manage, work, control, op-
and superintend any railways,
es or sidings, roadways, tramways,
docks, wharves, water-courses, hy-
works, gas works, electric works,
es, warehouses, and other works and
lences in any part of the world,
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ssist or take part in any such op-
s:
To develop and turn to account or
any properties, rights or interests
ay at any time be acquired by the
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To work, treat or otherwise deal
atural or other products, or any ap-
s or methods connected therewith:
To enter into any arrangement
ny government or authorities, su-
municipal, local or otherwise, and
ain from any such government or
ty all rights, concessions and privi-
hat may seem conducive to the
ny's objects, or any of them:
To undertake and execute any con-
for works involving the supply or
any machinery, and to carry out
xiliary or other works comprised in
ontracts:
To procure the Company to be reg-
or otherwise recognized in any for-
untry or elsewhere abroad:
To advance or lend money to any
y, corporation, person or persons
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ny), on such terms as may seem
nt, and with or without security,
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instruments and generally to carry
iness as bankers, financial agents
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To lay out land for building pur-
and to build on, improve,
leases, advance money to persons
on, or otherwise develop the
n such manner as may seem ex-
to advance to Company's inter-

To enter into partnership or into
rangements for sharing profits, un-
interests, joint adventure, reciprocal
ions, or co-operation, amalgamation
or purchase from, any person or
y carrying on or engaged in, or
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efit this Company, and to take or
se acquire and hold shares or stock
urities of, adn to subsidize or
se assist any such Company, and
hold, re-issue, with or without
tee, or otherwise deal with such
or securities:
To purchase, take or lease, or in
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connection with any of the Com-
property or rights for the time
and to use, exercise, develop, grant
, in respect of or otherwise deal
turn the same to account:
Subject to the provisions of any
t to which the Company may be a
to sell the undertaking of the Com-
y any part thereof, or any part of
erty or assets, for such considera-
the directors may think fit, and in
ar for shares, debentures or se-
of any other company having ob-
together or in part similar to those
Company:
To promote any company or com-
for the purpose of acquiring all
part of the property, rights and
ns of this Company, or for any
purpose which may seem directly
rectly calculated to benefit this
y:
To subscribe for, or underwrite, or
ee the subscription of all or any
hares, stock or debenture stock of
mpany or corporation, either in
or elsewhere, and upon such
nd conditions as the directors may
dvisable:
To invest and deal with the moneys
Company not immediately required,
ch securities, and in such manner,
from time to time be determined
directors:
To lend money to such parties, and
terms, as may seem expedient,
particular to persons having deal-
th the Company, and to give any
e or indemnity that may seem
t, and to discount bills, and to
money and valuables on deposit,
transact any of the business of a
that may seem expedient:
To obtain any Provincial Order or
Parliament or other Government
n for enabling the Company to
y of its objects into effect, or for
any modification of the Com-
constitution, or for any other pur-
ich may seem expedient, and to
any proceedings or applications
ay seem calculated, directly or in-
to prejudice the Company's fu-

To raise, borrow or receive money
it or otherwise at interest from
ons or persons, or secure the pay-
money (including liabilities of or
er by the Company) in such man-
on such terms, as may seem ex-
and also by the issue of deben-
debenture stock, whether perpetual
wise, and charged or not charged
whole or any part of the property
ompany, both present and future,
its uncalled capital:
To draw, accept, indorse, discount,
nd issue bills of exchange, promis-
s, debentures, bills of lading, and
gotiable or transferable instru-
securities:
To remunerate any parties for ser-
dered or to be rendered in plac-
assisting to place, any shares in
pany's capital, or any debentures,
stock, or other securities of the
or in or about the formation or
of the Company, or the con-
its business, and to remunerate
ployees or agents by commission
as well as, or instead of, by fixed

To do all or any of the above
any part of the world, and either
pals, agents, trustees, contractors,
wise, and either alone or in con-
with others, and either by or
agents, sub-contractors, trustees
wise:
To sell, improve, manage, develop,
, enfranchise, lease, mortgage,
f, turn to account, or otherwise
all or any part of the property
s of the Company:
To pay or receive commissions for
pect of the subscribing or under-
r guaranteeing the subscription of
debentures or stock of any com-
d particularly to pay a commis-
or in respect of the subscription,
or underwriting of the shares
ompany:
To give to subscribers, guarantors
writers of any of the shares, de-
or stock in this Company, the
subscribe at some future date,
a postponed period, for shares
price, either as part of the con-
of such subscription, guarantee
writing, or otherwise:
To do all such other things as are
or conducive to the attainment
bove objects.

Strange People From the Orient

The Empress Liner Arrives With Orientals For St Louis Exposition.

Heavy Shipment of Silk For New York Part of the Cargo.

R. M. S. Empress of Japan arrived at quarantine last night, and came up to the outer wharf yesterday morning at half past six o'clock. Although she met with a good deal of rough weather, especially just after leaving Yokohama, the Empress was on time, not having been due by her schedule until yesterday. The weather off the coast of Japan was wild, and one or two minor accidents were reported as a consequence, Bishop Thoburn, who is returning with his family from China, having been thrown violently against the side of the ship during one of the heavy lurches and sustaining painful injuries to his leg. The chief cook also suffered from a fall due to the rolling of the ship.

The Empress brought besides the saloon passengers, 56 Japanese and 93 Chinese, while there were also several East Indians in the steerage. Amongst the cargo which is exceptionally large, is a big consignment of silk for New York.

Probably the most interesting passengers aboard the Empress of Japan were

THE AINUS,

from the Island of Hokkaido, Northern Japan, who are on their way to the St. Louis Exposition under the care of Professor Fred Starr, lecturer in the anthropological department, Chicago University. He has been entrusted by the United States government and the management of the St. Louis fair to bring those strange people from their mountainous home in Hokkaido, and it was only after great persuasion that he succeeded in inducing those people to accompany him across the ocean.

The party consists of four men, three women, one young man and two children. They were accommodated aboard in the after steerage, which they had all to themselves, and they seemed to be very comfortable when a Colonist reporter introduced himself through the aid of Mr. Y. Einagaki, a senior divinity student of Tokio University, who speaks English exceedingly well, and also the chinook that is employed in intercourse between the Japanese and the Ainus.

The first thing that a stranger notices about

THE AINU WOMEN

when introduced to them, is the magnificent moustache with which each fair mouth is surrounded; for, not satisfied with tatooing the counterfeit presentment of the moustache on the upper lip, in brilliant blue tint, they also include the lower lip as far as the middle of the chin. The tatooing is carried far out on each cheek to a fine point, so that it gives them the appearance of being the proud possessors of waxed military moustachioed beauties, but one gets used to it after a little, and find the blue a fine setting for the beautiful white teeth which they possess, and take care to show in expansive smiles whenever possible.

One of the men, an old fellow who seemed to be tyee of the lilahie, wore earrings of silver almost as big as quoits; the weight of them pulled his lobes till it looked as if there would be a separation in order pretty soon. This gentleman's hair was thick and matted as wool, and grey as a badger's back. His whiskers and beard seemed to be impenetrable, but that was

AN OPTICAL ILLUSION,

because he frequently had occasion to investigate the same with his fingers, questfully.

All the party had very intelligent faces, and seemed to belong to a superior race compared with many of the lower class Japanese one sees about town. As is well known to ethnologists, the Ainus were the aborigines of Japan, and were driven to the north by the successive incursions of the Mongol-Malayan hordes who landed in the southern islands centuries ago. The case was much like that of the ancient Britons, and the Angles, Jutes and Saxons. The Britons retired after each defeat farther into the wilds of Wales and Cornwall, while the newcomers possessed the land, gave it a new name, and finally blossomed into quite respectable citizens, while the ancient Britons, latterly the Cymri and later the Welsh, held to their mountain fastnesses, their language and, for many a century, to their religious rites.

So it has been with the dispossessed Ainus of Hokkaido. They had to give up the pleasant plains and vales of Southern Japan and content themselves with the sub-arctic plateaux and

MOUNTAIN GLENS OF HOKKAIDO,

with its Siberian winter and prolonged rains. They retain the ancient speech of their fathers, and it is quite different from the language of the Japanese. The Ainu tongue is full of liquid notes, and has a strange singing inflection very pleasant to listen to, not unlike the Siamese.

The Japanese communicate with the Ainus in a queer jargon made up of scraps of Oriental languages, much after the fashion of the Hudson Bay Company's chinook jargon for trading with the Indians. Like the conies, the Ainus are but a feeble folk, not more than seventy-five thousand of them remaining of the multitudes who once peopled the south islands.

Mr. Einagaki, who seems to have made a study of those strange people, for the purpose, no doubt, of missionary effort amongst them at some future time, said that the members of the little party fairly represented the Ainu race. It was not always the case that they were to be found unusually hairy, though that was a very common characteristic of the people, some of them were as smooth, physically and morally, as Jacob.

While the Colonist man and the divinity student were thus discussing the merits and demerits of the Ainus the

TWO BABY AINUS

set up a musical little Ainu howl for breakfast, and their mothers flew around to assuage the indignation of those princes of walls with boiled rice, which the little ones supped avidly with horn spoons, made out of the antlers of a native deer which roams the Hokkaido mountains. The small people were gaily attired, not unlike the children of the Chinese on gala days, and regarded the white man with great, solemn, black eyes as they banqueted upon the frugal fare, and judging by their plump little hands and arms and chubby faces, is pretty good feed for Asiatic babies. The head of the party, the elderly gentleman with the Brobdingnagian earrings aforementioned, assured the Colonist that they were all glad to be near the end of their ocean trip, and would be still more happy when they were on terra firma once again. The young man Ainu is a handsome fellow after the East Asiatic fashion, and his pleasant face frequently beamed with smiles as the divinity student explained things, while his grins were brilliant, owing to his

MAGNIFICENT TEETH,

white as new ivory, regular and small, and set closely together. In answer to an impertinent question from the reporter as to whose brand of tooth paste he used, the young man laughed and shook his head, and held up a little split of hard wood. With this simple tool those people can cleanse their masticating machinery in a manner that is marvelous in its thoroughness. Probably their somewhat Spartan diet has a good deal to do with the robust health of their teeth. There are no professional dentists in Hakkaido, Mr. Einagaki assured the reporter, and there seems to be no need of an affidavit in the case.

Captain Kaburaki, of the Imperial Japanese navy, is the officer, one of the passengers of the Empress told the Colonist reporter, who was wounded at the first naval engagement at Port Arthur, and who is now traveling

ON SICK LEAVE,

bound for Montreal. Unfortunately Captain Kaburaki could not be seen personally before the steamer left, but his narrative has been published to the extent of many lineal yards in the Japanese press, and copied out therefrom by the war correspondents.

Following is the saloon passenger list: Miss Adams, J. Baddeley, Miss Blackstock, W. Brand, H. S. B. Brindley, Miss Burton, A. J. H. Carlill, C. L. Carter, U. S. N., Miss Ellis, Miss E. Forster, S. Y. French, H. W. Frost, H. Fujishima, Manuel Gonzales, Mr. and Mrs. W. E. Gray, Master Gray, E. R. Grazebrook, surgeon R. N., Z. Hokyo, Miss Hooper, Mr. and Mrs. G. J. Hoskins, Miss E. Hoskins, Miss I. Hoskins, G. Hoskins, L. Hoskins, A. R. Ireland, R. N., M. Isoda, M. Kuritsuka, Capt. M. Kaburaki, I. J. N., J. Laughlin, Martin Matzdorff, H. G. Maud, Miss Maxey N. Nagai, Miss O'Hagan and maid, A. E. Roe, H. Rumcker, K. Sano, J. S. Scott, Walter Sharples, Miss Shepherd, J. B. Shettle, J. Smith, Prof. Fred Starr, Chicago, F. O. Stuart, T. Takayanagi, S. Tashima, Rev. S. Thoburn, Mrs. Thoburn and children, Miss Thoburn, Miss J. M. Thoburn, Y. Watanabe, K. Watanabe, Mr. and Mrs. R. M. Watson, Miss Watson, He Cheong Wong.

The Empress of Japan went on to Vancouver at 8 o'clock a. m.

PRINCESS MAY SAILS.

Favorite Steamer Departs Last Evening For North Well Laden.

Steamer Princess May, the northern flyer of the northern division of the C. P. R. fleet, sailed last evening for Skagway and way ports, carrying many passengers and a big cargo of freight.

Amongst the passengers were the steamboat officers, engineers, carpenters and other artificers who are to operate the White Pass & Yukon railway's lake and river service during the summer. They will put the vessels of the fresh water fleet in first class order for the opening of the season's traffic.

Dr. Young, M. P. P. for Atlin, and Mrs. Young, (nee Miss Watson, M. A.) also went north on the Princess May and will take up their residence in Atlin City.

The steamer will stop at Ladysmith to discharge 400 sacks of ore which she brought from the rich claims owned by Captain John Irving. The ore is going either to the Crofton or the Tacoma smelter for treatment. Following is the Princess May's list of Victoria passengers:

S. Ward, C. Rogers, J. D. McLaren, G. N. Clazy, A. Haynes, W. H. Shaw, Miss F. Grant, J. Gaudin, J. Lauderdale, W. F. Grant, H. Bruce, A. Murray, R. Denniston, A. Borrman, Dr. Young and wife, T. B. Davis, H. Andrews, J. Pulham, W. Hardie, W. G. Reinhart, G. W. Gray, K. C. Wood, C. D. Phillips, D. Creech, W. H. Hulbert, T. E. Delakay, O. T. Switzer, H. T. Fall, D. Martin and H. W. West.

EGERIA STEAMS WELL.

Tuesday afternoon H. M. S. Egeria returned to Esquimalt after doing her steam trial in the straits. For an old ship she made a splendid showing, clipping off 18.2 knots in an hour and a half.

THE LORNE BUSY.

Tug Lorne has gone to Ladysmith to fill her bunkers. The amount paid the Lorne's owners for salvage on the steamer Tees was $2,500; and for towing the Queen City from Quatsino Sound to Victoria, $800. The Lorne in attempting to pull off the Tees, parted a band new sixteen-inch Kohlrl hawser, the biggest on the Pacific Coast. It was used on the Lorne because she is the only tugboat on the Pacific Coast able to use it. Compensation to the extent of $300 was granted to the Lorne's owners for the damaged hawser, which has been spliced. It may be mentioned that the Lorne's monthly wage bill runs closely up to $1,000.

SHAM BATTLE AT MOUNT TOLMIE

Mimic Warfare to Be Practiced Today By the Fifth Regiment.

Elaborate preparations have been made by Captains Drake and Langley for today's sham battle by the Fifth Regiment, and both are sure of the success of the tactics they propose following. The regiment will assemble at the Drill hall about 9 o'clock, and half an hour later Capt. Drake, accompanied by Nos. 5 and 6 companies, will march to the scene of action. They will be given half an hour's start in order to be able to establish themselves at such points as may be thought necessary for the successful defence of their position. Captain Langley, with the remainder of the regiment, Nos. 1, 2, 3 and 4 companies, will set out at 10:30 o'clock promptly.

Nos. 5 and 6 companies, in command of Capt. Drake, will defend Mount Tolmie, while the remainder of the corps, Nos. 1, 2, 3 and 4 companies, in charge of Capt. Langley, have been selected as the attacking force.

Lunch will be served at about 2 o'clock, the quartermaster providing refreshments and light drinks. After this skirmishing will continue until late in the afternoon. The regiment will then be called in and march back to the Drill hall.

Colonel English, R. E., in command at Work Point, has expressed a deep interest in the manoeuvres and intends being present.

THE ALSEK DISTRICT.

Capt. John Irving, who arrived in town on the last trip of the Princess May brings more encouraging reports of the new diggings near White Horse. In a conversation with a representative of the Colonist, the captain expressed himself as being quite confident that the district would turn out rich, and to back up his opinion he had already sent four of his men to commence operations on his own claims.

The captain said he did not expect any good results until after the high water, but was sure that the gold was there in paying quantities. There are now a large number of men in the Alsek district who were getting ready for the spring work. Buildings were being put up every day, and there was every indication that the camp would be a hummer before the summer was over.

In White Horse things are already much brisker and everyone looks forward to a busy season. The captain said that he, with a few others, were forming a company for the purpose of building a smelter at White Horse. The government has already promised them a bonus, and it is more than likely that the smelter will be in full swing before next summer.

SUNDAY SCHOOL WORKERS.

The second session of the Victoria branch of the International Sunday School Association was opened last evening with devotional exercises led by Rev. Jos. McCoy, M. A.

It was decided that the next convention be held on the last Tuesday and Wednesday of March, 1905 in the First Presbyterian church. Mr. W. D. Kinnaird and Miss B. Howell favored the audience with vocal solos. An excellent paper was read by Miss Fraser on "How to Develop the Missionary Spirit in the Sabbath School," followed by an interesting discussion led by Mr. Geo. Carter. Probably the most interesting discussion of the evening was occasioned by a paper read by Hinkson Siddall on "How to Secure Efficient Teachers." Mr. McNeill in opening the discussion said there were too many organizations in the church and proper teacher training was not receiving sufficient attention. Rev. Jos. McCoy, Mr. Geo. Carter, Mr. H. J. Knott and others taking part.

The report of the statistical secretary showed over two thousand five hundred scholars affiliated with the association.

Rev. S. S. Osterhout presided over the question drawer and answered a number of questions in an able and interesting manner.

Rev. W. L. Clay delivered the valedictory, giving words of earnest counsel and advice to the members of the convention.

The general opinion of those who attended the convention was that it was one of the most interesting and profitable ever held in the city.

Attacking Lines Of Communication

Japan's Promise to Blow Up Siberian Railway Not Yet Fulfilled.

Times Military Expert Points Out a Peculiarity of Situation.

SPECIAL CABLE TO THE LONDON TIMES AND VICTORIA COLONIST.

London, March 29.—The military expert of the London Times declares that the most surprising thing about the events in the Far East during the last few weeks is the apparent immunity from attack of the Russian railway lines. It had been promised by the Japanese before the war began, he declares, that the railways would be impeded and, even in part, would be demolished. The Japanese had made a thorough study of the country before the opening of the war and knew more about the country outside of the immediate vicinity of the garrisons than even the Russians themselves. There has been ample time to despatch bodd raiding parties who could be landed from small warships, or even merchant ships, at points along the coast, and the assumption is that the Japanese are wanting in resource and audacity, or that preparations have been actually made and a given signal is awaited before a blow is struck.

Nothing that has yet occurred justifies the belief that the Japanese are wanting in intelligence and resource, therefore we must fall back on the assumption that the Japanese believe that the hour to strike has not yet arrived.

In what position, therefore, will the Russians stand if they awake some fine morning and find the railway severed, not at one place, but along the entire line and a hostile army threatening Vladivostock. If the Russian army can exist in the Liao valley with its line of communication severed, it will surprise many people, and it is generally conceded that if this happens it will have to retrace its steps to Harbin.

The Russian army is, in fact, as much tied up to its railway line as was the British army in the Transvaal, and it has to depend on a single line of track, while the British had three, and the Japanese are not a whit less enterprising than the Boers.

SHE SHIPPED "STIFFS."

British Sailing Vessel Meets Trouble With Land Lubbers.

The Port Townsend correspondent of the Seattle Times says: The crimp game on the British side to kill off the shipping of sailors here met a rebuke yesterday, when the British ship Linlithgowshire, lumber laden, from Vancouver for Fremantle, was forced to put in here with a crew all but in open mutiny. Capt. W. B. Anderson drew a sigh of relief when his vessel was at anchor here and the places of an aggregation of what seafaring men designate as "stiffs" (inexperienced men) were filled by sailormen supplied here.

In the past it has been the custom for vessels loading in British Columbia ports to low here upon completing cargoes to secure the men necessary to navigate them, masters preferring the Port Townsend crews. The business had grown to profitable proportions, when the British Columbia authorities undertook to stop it, and Captain Anderson was the first victim of the new order.

While his vessel was at Vancouver he was told that he could not secure a clearance until he had a full complement of men. In an effort to prevent the so-called "blood-money," the Canadian laws provide a heavy penalty for any man paying a bonus for his sailors. Capt. Anderson applied to the government shipping master for the men necessary, and was referred by that official to two private boarding-masters.

These worthies agreed to furnish the men required, but demanded a heavy bonus for each man. The captain went out to secure his own men. He picked up a few, but they failed to report for duty. Then he again attempted to comply with the law and applied to the official shipping-master for relief.

The captain, as a last resort, went to the civilian boarding-masters, and accepted their terms, signing eight men. After getting under way he learned that of the men shipped the day before there were on board, five "stiffs" having been substituted, the quintet being composed of land lubbers who had never been to sea in their lives.

The sailormen in the crew refused to turn to unless the vessel came to Port Townsend and secured sailors to substitute the landsmen. This was downright mutiny, and Capt. Anderson first contemplated putting the ringleaders in irons, but the safety of his ship and the lives aboard put all other considerations in the background and the vessel was headed this way.

The immigration officials here received word of the arrival of the vessel and the "stiffs" were taken into custody on a charge of being alien contract laborers without the right to land in this country, and undesirable in every respect. A board of investigation today proved two of the four to be ex-convicts, while the others were without means of support. It is believed that the British Board of Trade will have its attention drawn to the troubles of the Linlithgowshire, in which event a moderation in the enforcement of the Canadian shipping laws is expected.

TACOMA UNLUCKY.

Well-known Liner Meets Mishaps Leaving Home Port.

Before leaving Tacoma Thursday for the last time, the steamship Tacoma, which has just been turned over to her new owners, had a series of experiences which cause old shipping men to believe that the vessel had an intuition that it was not well for her to go to Seattle.

Leaving the Oriental dock at 8:15 a. m., the Tacoma had not reached Brown's point when a check valve near the boiler broke and she was rendered helpless. The tug Falcon went to her assistance and while being taken back the Tacoma crashed into the dock, escaping injury herself, but breaking a stringer and damaging some piles. Then it was discovered that the magnificent silver service, which was presented to the vessel years ago by the citizens of Tacoma, was missing. A diligent search soon resulted in its recovery, and the discharge of the man who purloined the set.

After the necessary repairs were made the Tacoma got away shortly after noon.

MARINE NOTES.

The steamer Danube left last evening for the northern British Columbia ports. She loaded 400 boxes of tin at the outer wharf yesterday. The Danube had quite a number of passengers and a fair amount of cargo.

The steamer Tees leaves tonight at 11 o'clock for Cape Scott and way ports with a number of passengers and a good cargo.

The steamer Queen City may go on the ways today or tomorrow for her repairs.

The British steamer Inverness, 2,401 tons, Captain Proud, is expected down today from Vancouver, where she has been unloading Java sugar. She is to go into the drydock for overhaul.

The present month will see a good many fine steamers enter commission in British Columbia waters.

The United States battleship Alabama has established a new world's record for rapidity and accurateness in firing all classes of guns. She is at Pensacola, Fla., after a week spent at the target range, and her officers report that her record is much better than that of the Kearsarge, made last week. The percentage is being worked out by the target inspectors.

The British naval estimates for this year amount of $184,455,000, an increase over the previous year of $12,160,000. The outlay for the French navy will be $60,400,000.

The American Syren and Shipping, a New York maritime publication, is in the hands of a receiver. During its short life it has occasioned large losses to its stockholders.

On the steamer Farallon, which left Seattle for Alaska Tuesday night, was material for the completion of the Lincoln rock lighthouse, besides a quantity of cannery supplies. Workmen to erect the lighthouse also went North on the same steamer.

One Oriental liner is due in Victoria during the next week, the first to arrive being the Agamemnon, of the Blue Funnel line, which is scheduled to reach Victor April 4, and Tacoma three or four days later. The Victoria will follow about April 10 or 12.

The schooner Polaris arrived at Port Townsend yesterday morning after a long voyage of 100 days from Manila. Upon investigation by the quarantine officials it was found that her ballast of sand had been scoured from the bed of a river near Manila, which is said to have been infected with cholera germs last season. She has been ordered to Diamond point for fumigation, but will probably be detained less than a day.

Local News.

New Lighthouse.—J. Frost, of Nanaimo was a passenger by the Quadra to the West Coast where a new lighthouse is to be erected near Bamfield. The new structure is to be erected immediately by day labor. The Quadra brought back from Bamfield the package of letters from the lost ship Lamorna, addressed to M. Douglas. These have been turned over to Capt. J. G. Cox, Lloyd's agent, who will send them on to headquarters.

Police Commissioners.—A committee of the city council had an interview with the provincial executive yesterday afternoon in regard to the differences of opinion which has arisen between the council and the board of police commissioners respecting the management of the police department, particularly in the matter of appropriations. Mayor Barnard explained very fully the status of the case and the government promised to give the matter early attention.

Dawson Japs' Loyalty.—Writing from Dawson under date of March 19th, a correspondent says: "Since the first war report from the Far East reached here all the sons of the Mikado's empire in this city and on the creeks have been showing their patriotism, and have started to raise a "war fund" to help their country. The amount has reached $3,000, and the committee believes that it can collect $10,000 or more by the end of July. The number of Japanese in the Yukon territory is less than 100."

Mr. Cuthbert's Tour.—The Tourist Association is in receipt of a lengthy letter from Secretary Cuthbert of the Tourist Association, who is now in San Jose, California. He has been authorized to give a lecture in San Francisco, illustrating by lantern slides the beauties of this city. He reports that he is being well received by the transportation companies, the Southern Pacific giving free transportation over their lines in California and Oregon. Mr. Cuthbert's itinerary after leaving San Jose will include Del Monte, Passo Robles, Santa Barbara, Los Angeles, Bakersfield, Fresno, Sacramento and other places.

Lulu Island Murder.—W. H. Bullock-Webster, acting chief of provincial police, will go over to Vancouver next week to attend the preliminary hearing of the charge of murder against John Kay on April 8th. The latter is accused of having taken the life of a man named Spittal on Lulu island. Spittal was a fisherman living in a cabin at Terra Nova, Lulu Island. About February 4th he was murdered in his cabin, though the body was not found until March 20th, when someone went to the cabin. Kay was suspected in consequence of his having disposed of a shotgun which has been identified as belonging to the murdered man. An overcoat believed to belong to Kay was found near the place where the body was discovered.

Lumber Outlook Good.—The Victoria correspondent of the British Columbia Lumberman says: "The past month has been a very quiet one in the local lumber business. Shipments have been light, but at the same time the mills and the factories have been steadily adding to their stocks in anticipation of a lively spring trade. Orders for future delivery continue to be received from Territorial and Manitoba points, though most of the orders from Calgary east to Winnipeg report their yards full and that they cannot handle any more stock until that at present on hand begins to move. Of course, there are always some one or more numerous orders for immediate delivery of special dimensions, and small lots of special or choice lots of lumber. The reports reaching here from Manitoba of the unusually large cut in the Rainy river district do not disturb the confidence of our local lumbermen, as they feel certain that however large the production of the Manitoba mills may be, it will be more than offset by the increased demand consequent upon the influx of new settlers, trainloads of whom are already arriving daily at Winnipeg."

Work at James Bay.—Corporation workmen under the supervision of City Engineer Topp were busy yesterday removing the upper layers of stone from the centre of the James bay retaining wall and an interested crowd of spectators watched the proceedings and wondered what it all meant. Mr. Topp explained to the Colonist yesterday evening that the stones were being removed in order to prepare for replacing them on top of the buttress when the latter shall have reached the top of the wall. It was considered advisable while this job was in progress to remove also sufficient of the stone on either side to permit of rectifying the bulge in the wall and when completed, in about a month's time all signs of the annoying deviation from a true line will have disappeared. The total cost of doing the work will only be $150. In connection with the work now in progress at James bay, the city engineer says he has heard comment to the effect that the roadway is too low—not up to street grade. He explains that the macadam is purposely being laid at a lower grade than the street line for the express purpose of allowing space for permanent pavement to be placed on top. When this latter piece of work shall have been done the proper grade will be established.

Fireman Resigns.—It is said that on account of the council having failed to comply with the wishes of the members of the fire department, the service is minus one of its best men in the person of Mr. Richard Wood, who has left for Dawson. "Dick" was a jovial fellow and will be greatly missed by the men in headquarters, and they all join in wishing him success in his new venture. The reasons for leaving, as he stated, was "that there is no inducement for a person to remain in the service here, as there is nothing to look forward to in the way of advancement or more pay. In other departments a man going into the service is given six months' trial, and if he proves himself worthy of a place, his salary is the lowest on the list; but should he be attentive to his duty he has a chance of advancing to some position that has a larger remuneration. As matters are here, green hands are placed in positions at the same amount of salary as the men that have served on the department for years." It is learned that Wood's position has not been filled, although three or four members of the department have been approached to take it. It seems likely that an outsider will be appointed, and if such a course is pursued, it is likely that the permanent men on the department will be heard from.

Cantata at Duncans.—On Wednesday evening last at the Agricultural hall, Duncans, the sacred cantata, "The Footprints of the Saviour," was given in a very successful fashion before a large and appreciative audience. The soloists were: Soprano, Mrs. H. de M. Mellin; contralto, Mrs. J. H. Whittome; tenor, Mr. Hearn; bass, Mr. Barrington; recitatives, Mr. Skrimshire; piano, Mrs. W. J. Watson; organ, Mrs. Clark. The proceeds which amounted to $55 were given to the King's Daughters' Convalescent Home fund. Great credit is due the instructor, Mr. E. J. Hearn, for the very successful manner in which the cantata was presented.

Donations Acknowledged.—The manager of the Home for the Aged and Infirm acknowledges with thanks the following donations to the home for the month of March: Mrs. Tivvey, clothing; Pope Stationery Company, newspapers and magazines; Mrs. Van Tassel, fruit and reading matter; Mr. Hedges, rugs; a friend, stockings; Mrs. H. D. Helmcken, illustrated papers and magazine; Mr. N. Shakespeare, reading matter; Mrs. L. J. Quagliotti, newspapers; Mrs. B. W. Pearse, Illustrated London News and Graphic; a friend, clothing and magazines; Mrs. McLeod (Brunswick hotel), magazines; Mr. Meldrum, newspapers and magazines; Colonist and Times, daily papers.

Island Mining.—The present bids fair to be a prosperous season in island mining development. Mr. H. Cecil, a mining engineer of great experience, visited the Erb claims at the back of Ladysmith some little time ago and was so satisfied with the property that he has now taken a bond on it. He took out a gang of men who will start operations at once. This will be good news for the inhabitants of Ladysmith as there is evidently a bright future for these mines.

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