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THE GOVERNMENT AND THE GRAND TRUNK PACIFIC.

The terms of the "agreement with the Grand Trunk Pacific Railway Company" have been laid before the Legislature, and the Premier congratulates the people upon the splendor of the arrangement. We have examined the agreement carefully, and if there is anything in it worthy of the description "splendid," from the point of view of the public, the splendor is not aggressively obtrusive. The railway company secures many advantages whose value will become apparent as its enterprise develops, the province secures nothing at all in addition to what was its by right under the contract with the Dominion government for the construction of the road to the Pacific seaboard. That is our opinion, and we think it is an opinion which will be justified to the mind of any person of discriminating intelligence who independently investigates the facts.

Let us consider briefly the history of the Grand Trunk Pacific Railway scheme and consider the bearing of that victory upon the bargain just concluded. Those who followed the discussion of the contract after its terms were explained to the Dominion Parliament by Sir Wilfrid Laurier will remember the attitude of the Conservative party to it. It was assailed with virulence as a most outrageous deal. Mr. Borden held the country was going to build the road and present it to the company. The leader of the opposition has at various times since signified his adherence to that opinion. The Conservative party in British Columbia, taking its cue from the utterances of Mr. Borden, also opposed the construction of the railway. Mr. McBride and his leading supporters during the Dominion election campaign of 1904 opposed the election of our present representatives at Ottawa not only upon the ground that the Grand Trunk Pacific Railway enterprise was a most vicious deal from a national point of view, but also upon the ground that as the taxpayers of British Columbia would be compelled to contribute the larger proportionate share of the money it would bear with special severity upon the people of this province. At the time we pointed out the fallacy of these arguments, showing that the road would be constructed out of the general revenue of the country and without adding a single cent to general or provincial taxation; that the contract called for the completion of the road by a certain specified time, that it was to be constructed without aid from the province in any form either in land or money subsidies or in exemption from taxation, and that it would open up to settlement the great opulent northern interior of the province.

Now in the face of the attitude of the Conservative leaders and the present provincial government a few years ago, in contrast with their denunciations of the Dominion government for dealing too generously with the Grand Trunk Pacific Railway Company, consider what has actually occurred. Set the action of the government of British Columbia over against the attitude of all the other governments through whose territory the Grand Trunk Pacific Railway runs, and say whether the people of this province are not most unfortunate in their choice of rulers?

As we have said before in considering this matter of granting "encouragement" to the Grand Trunk Pacific Railway Company, there was no obligation on the part of the McBride government to do anything more than concede a right of way and certain reasonable terminal facilities to the company at Prince Rupert or any other portion of the British Columbia Pacific Coast which might have been chosen as the terminus. The Dominion government had done everything that was necessary and undertaken heavy obligations to assure the success of the enterprise. It intended that whatever advantages should follow the opening of the territory the line traversed, advantages in the way of increase of population, development of trade and augmentation of land values, should be advantages for the benefit of the provincial treasuries and of the people. The government of British Columbia is the only provincial government that has undertaken to forego these advantages. The first evidence of Mr. McBride's supineness, to use the mildest possible term, was contained in the provisions of the Kaien Island deal. In that case ten thousand acres of land, the site of one of the great cities of the future on the Pacific Coast, were disposed of for one dollar an acre. The bargain between the Indians on the adjacent reserve, the government and the Grand Trunk Pacific Railway Company throws the corrupt nature of that deal into a more lurid light. Kaien Island, which will be the actual terminus of the road, was sold for one dollar an acre. The property of the Indians cost the company ten dollars an acre. We say that whatever speculative value the lands in question contained ought to have been reserved for the benefit of the people. Instead of the government maintaining the true interests of the public in this matter, it has handed over thousands of acres of land of tremendous potential value to a railway company, or some company subsidiary to a railway company, for speculative purposes, purposes which, we submit, ought not at this day to come within the legitimate sphere of enterprise of any railway company.

What are the advantages secured for the people, according to the apologia of the Premier? The Grand Trunk Pacific Railway Company must commence construction in this province by June next. It must procure supplies within the province if it can do so upon terms as advantageous as supplies could be procured elsewhere. It must employ white labor provided white labor can be employed as cheaply as Oriental labor. As to the first advantage, the company is under very heavy bonds to have its line built and ready for business in the year 1911. It must push work with all diligence in order to fulfill the terms of its contract with the Dominion government. We are informed that the line has at last been located by engineers through the province and that contracts have been let or are all ready to be signed for the construction of hundreds of miles of track. Apart from that, will it not be in the best interests of the company, with the capital cost of the work increasing rapidly and the necessity of the road being placed in a position to earn interest upon the money invested every day becoming more imperative, to complete its line within the very shortest possible space of time? In the face of the facts, will anyone except an apologist for the government undertake to say that in any event the work of construction would not have been vigorously prosecuted during the present year?

What would be said of the business acumen of the management of the company if it did not purchase its supplies at the nearest possible source of supply provided all things were equal as to the price and quality of the goods to be purchased?

Again, would any business concern not prefer to employ white labor provided the conditions as between the employment of white and Oriental labor were equal?

Yet Premier McBride gravely stands up in the Legislature and tells us of the wonderful stroke of business he has done for the province in making this most extraordinary bargain with the Grand Trunk Pacific Railway Company.

The latest agreement with the Grand Trunk Pacific Railway Company, taken in conjunction with the Kaien Island deal and what has been revealed in the Legislature during the present session, simply serves to illustrate how completely the government has delivered the province, bound hand and foot, into the power of corporations.

RAILWAY MAN'S TRIBUTE TO MR. JUSTICE KILLAM.

The announcement of the sudden death at Ottawa of Hon. Mr. Justice Killam, Chairman of the Railway Commission of Canada, and formerly Chief Justice of the Supreme Court of Manitoba, will be received with deep sorrow throughout the country. The Railway Commission, although a court of recent creation, is already admitted to be one of the most important and most useful of Canadian tribunals. The reputation it has gained is due in a very marked degree to the zeal, ability, judicial attainments and force of character of its late chairman, Mr. Killam. Mr. Wainwright, Second Vice-President of the Grand Trunk Pacific Railway Company, who, owing to his prominent position in the railway world, has had special opportunities of studying the character of the late chief of the Railway Commission, asks the Times to quote him as saying he "was rudely shocked on learning of the death of Hon. Judge Killam. He knew him very intimately and had the highest esteem for him. His death would be a great loss to the Dominion of Canada, especially at this time when the commission is to be increased by additional three members and his advice would have been of such value. The Railway Companies appreciated his services, as it was felt his rulings were always made conscientiously, having regard only to his duty. The Dominion has lost an able public official, and a man whose place it will be difficult indeed to fill."

EASTERN CONSERVATIVE OPINION OF OUR BOWSER ACT.

A short time ago the Times drew attention to an aspect of the question of provincial regulation of immigration which had not received the attention it appeared to us to deserve. In discussing the rights of the provinces as set forth in Section 95 of the British North America Act we asked what the effect upon the Canadian confederation would be if every province in the Dominion should undertake to exercise such powers as those claimed by the government of British Columbia. Some who pose as authorities upon constitutional law claimed that British Columbia had not only the legal right to exclude immigrants from foreign sources, but also the right to set up barriers at the boundary of the province within the Dominion if deemed desirable. The Montreal Gazette, the leading Conservative newspaper of Canada, a newspaper whose counsel exercises great weight in Conservative circles, treats with scorn the position assumed by the McBride Conservative government of British Columbia on the advice of that great legal luminary, Attorney-General Bowser, on the subject of provincial regulation of immigration. In a recent issue the Gazette put the case in this wise:

"Chief Justice Hunter, of British Columbia, on proceedings under the Habeas Corpus Act., has released the two Japanese immigrants held in prison under the law of the legislature of the province because they could not pass the test of writing out in some European language an application for permission to enter the province. That is what was expected. A clause in the British North America Act of 1867 gives a province power to make laws in relation to immigration, but says that any such law shall have effect as long and as far only as it is not repugnant to any act of the parliament of Canada. The parliament of Canada in the act sanctioning the Japanese treaty ordained that subjects of the Emperor of Japan should have full liberty to enter, travel or reside in any part of Canada, and enjoy full and perfect protection of their persons and property. The British Columbia act, imposing an educational test on immigrants, ignored this plain provision. No government at Ottawa which had any respect for itself or for its duty to Canada as a whole, could have permitted such an act as that of the British Columbia legislature to go into or remain in operation. This would be the case whether there were or were not treaty obligations with foreign powers. It would be a most awkward and disuniting situation if Ontario, for instance, should establish a frontier guard and, under some provincial exclusion act, demand from every traveller from Manitoba or Quebec an evidence of his right to cross the border; or if Quebec would set up and seek to apply to immigrants from Europe, some test which the people of Ontario, to which the men might be going, would hold to be improper. The only question was whether the government of the Dominion would fight the provincial law in the courts, or, exercising its power under the constitution, would disallow it, as, in two previous instances, like enactments of the legislature of the province were disallowed. Probably the wisest course has been chosen. The situation was favorable to an appeal to the courts, and the judgment, which appears to condemn as unconstitutional all such laws as that which was questioned, should prevent further attempts to pass or enforce them. At any rate, it is to be hoped this will be the case. The situation that has existed since the attack on the Asiatics of Vancouver by a riotous mob has not been evidence either of good sense or patriotism in Canada's public life."

Within a few weeks the immigration officials at Halifax expect that immigrants will be pouring into the country at the rate of four or five thousand a week. What wonder is it that Nova Scotia is solidly Liberal.

* * *

A few days ago it was stated that President Roosevelt had invited Mr. Mackenzie King to the White House for the purpose of talking over the new labor disputes act of Canada, known as the Lemieux Act. The president stated then that his experts had made a study of the labor laws of the different countries of the world and both he and they were satisfied that the Canadian law was the one most suited to the United States. It is learned now that Dr. Victor S. Clark, of Washington, a well-known sociological scholar and writer, associated as an expert with the Department of Commerce and Labor of the United States, is in Ottawa at present, commissioned by President Roosevelt personally to make further investigation and report. From Ottawa Dr. Clark will go to Halifax and work west, following the trail of industrial disputes during last year, visiting in particular Springhill, N. S., Sydney, C. B., Montreal, Valleyfield, Toronto, Cobalt, Hamilton, Lethbridge, Tabor, Fernie, B. C., Moyie, B. C., and other points throughout the country, where boards have sat and rendered judgment.

CAPTAIN OF BEAVER VISITING VICTORIA

George Marchant Was on Noted Little Steamer for 21 Years.

Captain George Marchant, who was in command of the steamer Beaver at the time she was wrecked, is in the city. He came over from Vancouver last night and was seen at the Victoria hotel.

The captain, who is a most interesting personality, and who has frequently been mentioned by Miss Agnes Deans Cameron in her articles on this Coast, will remain a few days longer in this city, which he always looks upon as home. It was from this point he joined the Beaver in 1887 as an able-bodied seaman, and he was with her for the remaining 21 years of her life. Captain Marchant is an ardent British Columbian. He celebrates two birthdays every year; one on the day on which he first breathed the breath of life, and the other that on which he first breathed the air of his adopted province.

There are 1,017 women to 1,000 men in England, but in Italy only 955 to each 1,000.

HORSE SHOW PREPARATIONS

LARGE NUMBER ENTRIES ALREADY IN

F. M. Logan Moving Spirit in Enterprise, Tells of Prospects.

(From Monday's Daily.)

Mr. F. M. Logan, the live stock commissioner, and also the manager of the Vancouver horse show, has just returned from Ottawa, where he has been attending the meeting of the National Live Stock convention. He has also been spending a few days at his home in Nova Scotia. On his way here Mr. Logan stopped at Vancouver, and since Wednesday last he has been straightening up various matters in connection with the forthcoming horse show in that city, which will take place on March 19th, 20th and 21st.

Mr. Logan told the Times that already the show is an assured success. Up to date over 500 entries have been received, and there are quite a number more to come; the total will be over six hundred. A number of excellent horses have been entered, both carriage horses and also saddle animals. Entries have been received from Portland, Seattle, Tacoma, Victoria and other outside points. Also a large number of exhibits from the stables of the city of Vancouver is included. No less than five six-horse teams have been entered, and in addition to these six four-horse teams are entered. Mr. Logan pointed out that the international horse show at Chicago has never had more than four four-horse teams entered, therefore those who are interested in the Vancouver show are justifiably elated.

Neither the shows at Toronto nor at Montreal have ever yet produced an entry of a six-horse team. Among the numerous classes which go to comprise the show are included classes for driving horses, heavy draught horses, light draught horses, pairs of high steppers and single high steppers, and saddle horses. In these classes the entries are as follows, up to the present

Driving horses, 13.
Heavy draught horses, 9.
Light draught horses, 12.
Pairs of high steppers, 7.
Single high steppers, 12.
Saddle horses, 14.

The above entries apply, of course, only to some of the many classes.

The people of the city of Vancouver are showing an intense interest in the show, and they have exhibited their interest in the most practical manner possible, namely, by taking seats and boxes. Already, although there are yet some days before the show, no less than 40 boxes have been subscribed for, and out of this number two boxes have been reserved by the Portland Hunt Club, the members of which have expressed their intention of attending the show in great force. The show will be held in the drill hall, so that even if the weather should prove to be unfavorable the exhibition will still take place and will in nowise be interfered with.

REJUVENATED CLUB NEEDS ENCOURAGEMENT

Citizens Are Asked to Aid in Building New Headquarters for Yachtsmen.

(From Monday's Daily.)

Victoria is at present the only town of any size without a flouring yacht club. Yachtsmen from other towns, who are usually a very influential part of the community, are apt to spread the idea that Victorians are too unprogressive to support any institution of this kind. These people now give this town the go-by and patronize other towns which have a yachting headquarters at which to put up. They are, as a rule, good spenders and leave much money in the city which they visit.

Victoria certainly lacks prestige by reason of her backwardness in this matter, and it is hoped that the efforts of the committee appointed by the public spirited meeting held a few nights ago will meet with every encouragement from the citizens generally.

With a view to getting sufficient money for building a suitable club house with accommodation for launches and dinghys, the committee is empowered to offer a limited number of life memberships in the club for $100 each. As the fees thus saved would soon equal the outlay, the value offered would certainly be a good business investment.

Over seventy new members have joined the Victoria Yacht Club within the last three weeks as regular members, so success is now assured, and it only remains for the public at large to lend encouragement to put this city in the forefront in matters nautical.

POLICEMAN SHOT DOWN MERRYMAKERS

Portland "Hercules" Killed While Celebrating His Wife's Birthday.

Portland, March 2.—Policeman N. H. Suitter last night shot and killed Henry Shaffer, who with a party of friends, was celebrating his wife's birthday.

Suitter says the Shaffers were disturbing the neighborhood and that Shaffer, who was a grain handler, and a Hercules and weighed 250 pounds, threatened him. Mrs. Shaffer denies that this was so.

ASHORE NEAR NEW YORK.

New York, March 2.—The New York and Porto Rico Steamship Company received a wireless message to-day announcing that its passenger steamer Como is ashore on the coast near New York, but the message did not disclose the exact location. The Como was bound for New York from St. Juan, Porto Rico.

FISHERY RIGHTS IN PROVINCE

S. T. BASTEDO HERE SEEKING SOLUTION

Dominion Commissioner Will Confer With Members of B. C. Cabinet.

(From Monday's Daily.)

S. T. Bastedo, the Dominion fishery commissioner, arrived in the city last night. Mr. Bastedo has come from Ottawa for the purpose of consulting with members of the provincial cabinet in connection with the friction which has arisen of late between the provincial government and the Dominion government over the deep sea fisheries. Although there had been a certain amount of trouble for some time over this question, it was brought to a head by the lease which was granted by the Dominion government to a local company for the purpose of fishing in Cowichan bay.

It is believed that the sockeye salmon fishing on the Fraser has suffered very much, and unless something is done in the very near future the sockeye salmon will cease to exist.

Speaking to a representative of the Times this morning Mr. Bastedo said:

I have come here for the purpose of consulting with the cabinet on this question, and until I have seen them I have but little to say. Seeing that it is the closing days of the session I did not anticipate that I would be able to bring the matter to a satisfactory issue at once, but I will remain until the matter is finally and amicably adjusted. On my part I do not anticipate that there are serious difficulties which lie in the way of a settlement which should prove agreeable to the various interests concerned. But, however long the matter may take I shall remain here until a solution is arrived at. I fully realize the intense importance of the matter, and am not prepared to state exactly on what lines the Dominion is proposing to treat with the provincial government at the present time.

TRADES UNION IN CANADA.

Large Increase in Labor Organizations During Past Year.

Ottawa, Feb. 29. — The year 1907 was a good one for the development of the trades union movement in Canada, being productive of greater organization than in any twelve months since 1893.

The Labor Gazette for February contains an interesting article upon this point, from which it is gleaned that the total number of labor organizations formed in Canada during 1907 was 232, and of organizations dissolved 58, being a net increase during the year of 174 in the number of organizations in existence.

FIRE AT CHILCOTIN.

Chilcotin, Feb. 29.—A few days ago Thos. Hance's house was totally destroyed by fire. A portion of the furniture only was saved. Mr. Hance is said to have lost a lot of jewelry in addition to other valuables.

This was the first house built in the section where it stood and cost $12,000. The insurance had expired a month before.

WEAK PALE AND WORN OUT WOMEN

CAN BE SAVED FROM A LIFE OF MISERY BY DR. WILLIAMS' PINK PILLS.

Women are called the "weaker sex," and yet nature calls upon them to bear far more pain than men. With too many women it is one long martyrdom from the time they are budding into womanhood, until age begins to set its mark upon them. They are no sooner over one period of pain and distress than another looms up only a few days ahead of them. No wonder so many women become worn out and old looking before their time.

In these times of trial Dr. Williams Pink Pills are worth their weght in gold to women. They actually make new, rich blood, and on the richness and regularity of the blood the health of every girl and every woman depends.

Mrs. Urbane C. Webber, Welland, Ont., is one of the many women who owe present health and strength to Dr. Williams' Pink Pills. Mrs. Webber says: "Tbout three years ago, while living in Hamilton, my health began to decline. The first symptoms were headaches and general weakness. After a time the trouble increased so rapidly that I was unable to attend to my household duties. I lost flesh, looked bloodless and had frequent fainting fits. I was constantly doctoring, but without any benefit, and I began to feel that my condition was hopeless. One day a friend asked me why I did not try Dr. Williams' Pink Pills and mentioned several cases in which she knew of the great benefit that had followed their use. After some urging, I decided to use the pills, and had only used them a few weeks when I began to feel benefitted, and from that time on the improvement was steady, and by the time I had used about a dozen boxes of the pills I was enjoying the blessing of good health. I cannot too strongly urge other discouraged sufferers to give Dr. Williams' Pink Pills a fair trial."

Dr. Williams' Pink Pills will cure all troubles due to poor, watery blood, such as anaemia, general weakness, indigestion, neuralgia, skin troubles, rheumatism, the after effects of la grippe, and such nervous troubles as St. Vitus dance and partial paralysis. Sold by all medicine dealers, or by mail at 50 cents a box or six boxes for $2.50, from The Dr. Williams' Medicine Co., Brockville, Ont.

The New Spring Dress Goods Are Attracting Much Attention

THE SHOWING OF NEW SPRING DRESS FABRICS is causing no small amount of comment among women of taste. Included in this stock are some very charming patterns in Novelty and Exclusive designs. Every known weave that goes toward making an attractive piece of goods is shown here, while the prices are indeed moderate.

Splendid Array of Washing Voiles

Very dainty effects are to be seen here in washing Voiles and should be exceedingly popular with women of taste for a dainty Summer or evening dress, while in the assortment there is diversity of style enough to suit every individual taste. Some of these effects possess an exclusiveness which will cause them too quickly to disappear, and as we cannot guarantee to duplicate, you will wisely make your selection. These dainty voiles are always in high favor because of the sheer coolness of the fabric and the daintiness of the printing, priced at, per yard 50c

The New Spring Muslins Are Worthy of Note

The charming display of new Spring muslins which are to be seen on the tables, First Floor, gives that department the atmospheric freshness of Spring. Like the first Spring flowers blooming so does these lovely creations pop up, while here and there you will find dainty effects much out of the ordinary. They are in stripes, floral and shadow effects, while the prices are indeed modest at 50c., 35c, 25c and 15c

New Arrivals in Misses and Children Dresses

We have just received a splendid assortment of Misses' and Children's Dresses, in all the latest washing materials. Of late we have had many calls for this class of clothing, but unfortunately the shipment was delayed. They are in colored effects in checks and stripe effects, also Buster Brown styles in English Cambrics and ginghams. Some made in Sailor style with full blouse and deep collar edged with four rows of white braid, with full skirt made with deep hem at bottom, short sleeve with turnover cuff, while others of the Buster Brown style are made with short sleeves finished with narrow tucks of red, yoke made of same, also in white, at prices ranging from 50c to $10.00

DAVID SPENCER, LTD.

LOCAL CONSERVATIVES RUN AGAINST A SNAG

Party of Organizers Meet With Mishap on Way to Metchosin.

On Saturday evening last a party of Conservative organizers, consisting of G. H. Barnard, president of the Conservative association, R. F. Green, late minister of lands and works; W. H. Hayward, M. P. P. for Cowichan; Mr. Harvey and the government agent at Nanaimo, left the Driard hotel shortly after six o'clock en route to Metchosin, to organize that district in the Conservative interests.

Constable Eaton, of the provincial immigration department, had preceded them earlier in the day to secure the hall, and to round up the few Conservatives to be found in the neighborhood. The meeting was scheduled for 8 p. m., but, as "Burns" has said, "The best laid scheme of mice and men oft gang aglee"; so also did the plans of these Conservatives on this eventful evening. All went well with them till they got within about four miles of their destination. They were bowling along merrily at a good pace, when all at once something happened! There was a crash, a plunge and a shout, as the party were shot from their seats into the road. The horses plunged forward, dragging the Jehu—who still held on to the reins—face downward, along the road for some distance, after which they came to a standstill. The other occupants of the rig had come to themselves, and set about to discover the cause of the trouble, which resulted in their discovering that they had crashed into a stump, which the darkness prevented them from seeing. Then they gathered up the broken vehicle, placed it to one side of the road, and proceded on their journey afoot, as well as they were able to, arriving at their destination hours behind the appointed time; full of bruises and regrets; the former they were allowed to retain, while the latter were accepted as a matter of course. Then they were induced to partake of a little liquid vim, which is always in evidence, and in fact is regarded by Conservatives as a sine qua non where there is any persuading to be done. This little "touch" revived their spirits and they at once got to work.

The member for Cowichan then discoursed on all the good things the McBride government had done for the province. The remainder of the speakers advocated organization as essential to success. The meeting closed with cheers for the King, a vote of thanks to the chairman and the same to the visitors, who were much perturbed as to when or how they would reach Victoria.

If omens amount to anything the incident related above should portend the collapse of the Conservatives when election day arrives. A wit says "The Conservatives are keen on the stump, but easily overthrown."

AT GRAVENHURST.

Mr. J. J. Irwin and Miss Marion Lamont Wedded.

The following marriage notice taken from the Gravenhurst Banner will interest the many friends of the contracting parties. The Gazette extends congratulations, with best wishes for happiness and prosperity:

"A quiet wedding took place at the home of the bride's parents, Mr. and Mrs. Donald Lamont, on Wednesday afternoon, Feb. 5, 1908, when their daughter, Marion, was united in marriage to Mr. J. J. Irwin, of Vancouver. The ceremony was performed by Rev. J. A. Dow, of Gravenhurst. The bride, who was unattended, wore a brown travelling suit with hat to match. After the ceremony a dainty dinner was served amidst the heartiest good cheer. Mr. and Mrs. Irwin left on the evening train for Vancouver, where Mr. Irwin holds a good position in the Bank of British North America. They are accompanied by the good wishes of many friends in Gravenhurst and surrounding country."

TO OUST INSURANCE COMPANIES.

Kansas City, Mo., Feb. 29.—Judge Slever, in the Circuit court here to-day, issued a temporary injunction restraining Missouri state officials from ousting from this state the Prudential Life Insurance Company of New Jersey, the Metropolitan Fire Insurance Company of New York and the Equitable Life Assurance Society of New York.

Licence to an Extr-Provincial Company.

COMPANIES ACT, 1897."

Canada, Province of British Columbia.

This is to certify that "The Pioneers Fire Insurance Company" is authorised 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 Brandon in the Province of Manitoba.

The amount of the capital of the Company is Five hundred thousand dollars, divided into five thousand shares of One hundred dollars each.

The head office of the Company in this Province is situate at the City of Victoria, and John Anthony Turner, Insurance Broker, whose address is Victoria, British Columbia, is the attorney for the Company.

Given under my hand and seal of office at Victoria, Province of British Columbia, this Fourteenth day of February, one thousand nine hundred and eight.

S. Y. WOOTTON,
Registrar of Joint Stock Companies.

The objects for which this Company has been established and licensed are: For effecting insurance against losses by fire, lightning, windstorms, accidents and casualties, cyclones and tornadoes; and transact inland marine insurance, inland transportation insurance and plate glass insurance and to insure livestock.

WANTED—By married man, work on farm where cows are kept, as some of the family can milk; best of references given. Alex. McArthur, Ganges, Salt Spring, B. C.

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