The Colonist.

MONDAY, OCTOBER 23, 1899.

TESTIMONIAL TO THE VOLUNTEERS.

At a hastily summoned meeting of a few citizens held in the Board of Trade rooms yesterday, it was decided to appeal to the people of Victoria for subscriptions for a money testimonial to the brave fellows who have volunteered and will be chosen to go to the seat of war. Several suggestions were made as to the form the public recognition should take, but it was finally decided after hearing what Col. Gregory had to say that a cash testimonial should be raised. It is proposed to give each man something before he leaves, and to place in the hands of the commanding officer a fund out of which things necessary for the greater comfort of the Victoria contingent can be purchased from time to time as they are needed. A committee was appointed to canvass the city for subscriptions, but the time is so short that no one should wait to be called on. The Colonist and the Times have by the request of the committee opened subscription lists, and an invitation is extended to all to call and hand in their amounts. It is not necessary to make an appeal for generous contribution. Most of those who are going are men with little or nothing besides their pay, and they are sure to need more than this will provide for them. Therefore let the response be as generous as the loyalty of the men who have offered their services in the defence of their country.

It is also proposed that the ladies of Victoria shall take steps to present the Fifth Regiment with a set of colors commemorative of the departure of their comrades to the field of battle. This probably cannot be done until after the men have sailed, but the matter ought to be taken in hand at once. It is suggested that the ladies shall meet in the Board of Trade room at 3 p.m. on Monday to take the matter up.

At 4 p.m. on Monday there will be a meeting of citizens in the Board of Trade room to receive the report of the committee on subscriptions and to take any action that may be considered necessary. Every one is invited to be present.

As the contingent leaves on Monday night all subscriptions must be handed in not later than 4 p.m. on that day.

THE WAR.

The victory at Glencoe will have a very disheartening effect upon the Boer forces. The brief report received shows that the fight was a hot one and the Boers appear to have had the advantage in numbers; but they were unable to withstand the British onslaught. The enemy chose his time and place for attack and has suffered a severe loss. The capture of his cannon is a blow that cannot be over estimated, for this is the arm in which the enemy is especially weak. Very great regret will be felt because our troops suffered so severely and particularly that General Symons has received what is probably a fatal wound. But as the saying is this is all in the day's work, and it is no child's play to meet a foe like the Boers in a pitched battle.

Glencoe is in Natal between Ladysmith and Dundee. The repulse of the Boers at this point will have a material effect upon the morale of their army and will convince their Dutch sympathizers that it will be just as well to remain loyal to the British flag. While a single victory will not end the war, and while after fighting is over there will be much for the troops to do, it is very important that the first general engagement has resulted in a British success. It may be the means of avoiding a great deal of bloodshed hereafter.

The fighting at Dundee demonstrated anew that the British army is ever ready for the fray. Seasoned officers and men, with commanders of experience are invaluable in a campaign. We cannot refrain from comparing the attitude of the British public towards the army in South Africa and that taken by a large portion of the United States press and people towards their army in the Philippines. Not a word is spoken anywhere in the Empire to weaken the confidence of the public or the troops in their leaders, and politics has absolutely no place in what is transpiring. Brave soldiers, led by experienced officers and backed by a united country, make an invincible combination.

SENTIMENT GROWING.

Every day the feeling of the people of Victoria is becoming more aroused to the importance of taking hold of the development of Vancouver Island, and with it there is a growing confidence in the future prosperity of Victoria as the result of such a line of policy. The best of this movement is that it will in no way detract from the other efforts that may be made to advance the interests of the city.

The point which we wish especially to speak of this morning is the desirability of promoting such enterprises as will draw commercial and pleasure travel through out city. Hitherto and even now Victoria can hardly claim to be on the highway of travel. A great many people come here every year, but most of them come, during the summer at least, as sight-seers. There is of course a large amount of business travel, but we have not that great passing flood of visitors which makes such cities as Portland and Seattle what they are. One needs to go to those places to understand what this tide of travel is like and what it means for them. The travellers not only leave many thousands of dollars behind them, but they learn about those cities and the advantages in a business way. They also advertise them far and wide. We can have just that sort of thing here, if we go to work the right way, and if we once get people coming in our direction, we have so many advantages and attractions to offer them that we may count upon great things in the future as a result.

It is not very pleasant to know that of all the cities on the Coast Victoria probably receives the least attention in the press of the continent. We see Seattle boomed everywhere; Portland is known from the Atlantic to the Pacific; Vancouver is written about in the most complimentary terms. But Victoria is rarely spoken of as a progressive business town. It is the unfortunate truth that when visitors write about our city, the thing they have the most to speak about is Chinatown. This statement will not please Colonist readers, but it is well that they should know the truth. We are fond of talking about Victoria as a residential city. It certainly cannot be surpassed in this respect; but it is quite too soon to advertise any place on this Coast as a residential point. This is a very good thing to tell people after they get here, that is after they come to the province to remain; but we ought to keep in mind that people do not come out to the Pacific Coast looking for places to reside in. If what are wanted are the advantages of refined surroundings, these can be got in the East more extensively and far more cheaply than here. We have a finer climate, taking the year as a whole than any other place on the continent. We have more beautiful scenery. The healthfulness of the city is beyond all question. But we are yet a long way from the centres of education and amusement, and people, we repeat, are not likely to come here simply to seek a home. People come West to engage in business, and if we expect Victoria to grow, we must make it known that it is a good place for a business man to come to. When we have done this, the residential side of the question will take care of itself. The Colonist is fully satisfied that Victoria can be made a great business centre, and it proposes to labor as diligently as it knows how to keep alive and make stronger the sentiment in that direction now so plainly growing among our people.

We wish to be well understood in this matter. The agitation which the Colonist is now making is not intended as a prelude to the request that the people of Victoria shall put their hands in their pockets to help build a railway anywhere. Our only idea is to develop public sentiment, so that it will make itself felt when the time comes to seek assistance in the right quarters for a railway to the head of the Island. The people may feel like aiding other projects, and we are sure that there are directions in which they could well afford to contribute money; but their greatest assistance to the opening of the Island by a railway system will be in the way of strong expressions of public sentiment. This always comes. It has its effect upon men of means, who are ready to invest their money in great undertakings. It has its effect upon governments which may be asked to assist them. It has a profound effect upon the business life of the community itself. For these reasons we are rejoiced to be able to recognize a strong and healthy growth of sentiment in favor of Island development. It affords the greatest encouragement to all those who are endeavoring in their several ways to promote this great cause.

THE WAR.

The war news, though favorable, is provokingly vague. Readers must bear in mind that Associated Press despatches are received through United States sources and hence there is little likelihood that they will be colored favorably to the British. Yesterday's news was confirmatory of that received on Monday about the defeat of the Boers at Mafeking with the loss of 300 men. The Kimberley despatch, which speaks of the successful operations of the armored train and of Col. Fitz Clarence's good work can hardly have reference to this repulse, for a report, which seems to be authentic, attributes this severe blow to the Boers to a force under the command of Col. Hore. What looks like official confirmation of this comes from Bloemfontein, the capital of the Free State, and since heavier guns have been sent for, it is very likely that the Boers met with a very serious reverse. It is satisfactory to know that relief for the Mafeking garrison is on the way from Rhodesia.

It is not very easy to understand the nature of the operations in progress around Ladysmith. That the Boers may be expected to make an attack upon Gen. White is reasonable. They can hardly afford to wait until reinforcements arrive from Great Britain and they are confronted with overwhelming numbers.

One of yesterday's despatches explained that the reason why the Boers are desirous of capturing Mafeking is because they wish to get control of Bechuanaland, and thus gain access to the west coast of Africa, so as to be able to import arms and ammunition. This piece of news was evidently manufactured in America. The Boers would be utterly unable to hold Bechuanaland; they could not reach the coast without crossing German territory, and if they could, the British fleet would easily stop any ship loaded with munitions of war for them. The distance from Mafeking to the coast is approximately 600 miles, and a mountain range intervenes.

The news that the British government has put on a tug boat service from Beira to Lorenzo Marquez is very satisfactory, because this will afford an alternate route by which news can be got out of the country. We mentioned in this column a day or two ago that Beira had telegraphic communication with Salisbury, from which point a telegraph line extends south to the Cape passing through Buluwayo, Mafeking and Kimberley.

If hostilities continue for any length of time, it will be impossible to keep the Zulus, the Basutos and the Swazis in check, and if they take the field, the war will become a massacre, so far as the Boers are concerned. These tribes have many wrongs to avenge.

Aliwal North and Bethuhi, where the Boers are said to be assembled in considerable numbers, are on the southern border of the Orange Free State. Aliwal North is the point where the railway from East London, on the coast of Cape Colony crosses the Orange river, and Bethuhi is a few miles distant in the Free State. The railway from Port Elizabeth crosses the river at Norval point, about 50 miles west of Aliwal. The two roads unite at Springfontein and the line continues through the Free State and into the Transvaal. The concentration of the Boer forces at Aliwal is in anticipation of an advance from Cape Colony into the Free State. The Associated Press telegrams bear out the expectations expressed by the Colonist a few days ago to the effect that the troops on their way from England would be landed at Port Elizabeth and be forwarded by rail so as to enter the Free State from the south and advance in the rear of the strategic points now occupied by Gen. Joubert's forces.

ISLAND DEVELOPMENT.

The Vancouver World comments at length upon some observations made by the Victoria Times in regard to the desirability of this city making an effort to control the trade of the lower Fraser. It thinks there is not much use in such an attempt, because it considers the geographical position of Vancouver in respect to the valley so much more advantageous than that of this city, that competition on our part would be useless. Our contemporary is not wholly right in this, although we freely concede that any Victoria proposition which aims at opening the lower Fraser by a railway and yet leaves Vancouver out of the calculation is not very well conceived. The lower Fraser valley is a very fine district and is capable of great growth. Its progress has been backward, but not much more so than the White River valley, lying between Seattle and Tacoma, which is traversed by the Northern Pacific for its entire length. The truth of the matter is that the earlier settlers on the Coast were not as a rule good farmers. They had abundant energy and industry, but most of them wanted to go ahead more rapidly than farming can be profitably pushed. The result in many cases was financial embarrassment. The third proprietor of the great summer hotel at Cacouna, Quebec, said he was sure to succeed, for it was the rule in summer hotels that the first two proprietors went broke and the third man reaped the reward of their labors and losses. Something like this holds true of farming. The pioneers have a hard time of it, but the second generation and those who come into the district after conditions get established are prosperous enough. So it will be in the Fraser valley. It will yet be one magnificent extent of cultivated land, furnishing trade for which Vancouver and Victoria will compete in friendly rivalry. So while we admit that the Terminal City cannot be ignored with safety in any project involving government or municipal aid to a railway up the Fraser valley or in the trade which such a railway will build up, we do not admit, we are very far indeed from admitting, that Victoria will not derive great profit therefrom. But Victoria has other directions in which to increase her trade.

Victoria need not go outside of Vancouver Island for a field in which to work, although we are not only not opposed, but are heartily in favor of, connections from the Island to the North, to the East and to the South. These connections are, however, secondary to the great question of Island development. It is to this that we must bend our chief energies, and such financial assistance as the taxpayers feel able to give ought to be in aid of projects which will promote this development. The Colonist wishes at this early stage in what it hopes will be a triumphant campaign for Island development, to pay a passing tribute to Hon. J. S. Helmcken. Rail to the north end of the Island has been to Dr. Helmcken what "Carthago delenda est" was to Cato. In season and out of season the Doctor has kept this project to the front. It is right that the people of Victoria should remember this.

The spirit in which the Colonist's advocacy of this great project has been received is highly gratifying. Yesterday a letter from a prominent citizen was received in which he gives the idea his strongest approval. In the closing paragraph of his letter he says, "I don't think our people in Victoria realize what we have on the Island. By properly and intelligently opening the Island up, I believe Victoria will advance as fast as any city on the Coast." This is a sample of the words of approval that are heard on all sides, and which make us believe that something has at last been proposed upon which all classes and parties will unite.

We are glad to know that the idea is likely to receive cordial endorsation on the Mainland. The Vancouver World is the first to speak. It says:

We have always maintained that it is capable of practically illimitable possibilities, and that notwithstanding all that nature has done for it, man, so far, has done very little. The opportunities for well-directed energy and enterprise there are very great, and the settling up of the agricultural land, as well as the utilizing of the latent wealth of that section of the province, could not fail in being of immense advantage to the city of Victoria. We are pleased to observe that there is a movement on foot to extend the Esquimalt & Nanaimo railway to the upper end of the Island.

The World very properly holds that Island development will be of advantage to Vancouver; but this only strengthens our case. Undoubtedly the prosperity of any one part of the province contributes either directly or indirectly to the prosperity of every part of it. But no place will benefit by such development as will Victoria. It will make this city grow as nothing else will. It will increase our commercial importance and give us a commanding position in respect to the great and rapidly growing commerce of the Golden North.

GIVE THEM A SEND-OFF.

When the brave fellows who are to go to South Africa leave home, they ought to get such a send-off as will be remembered by them and every one else all their lives.

This is no ordinary occasion. It is the first time that the Empire has asked British Columbia to send her sons to the battlefield. The response has been a noble one. Let the brave fellows who have come forward be made to feel that their friends and neighbors appreciate what they have done.

These men are going on no holiday trip, and well they know it. We hope that before they reach the scene of hostilities, the Boers will have been convinced of the folly of their course, but there is nothing like a certainty of this. There may be some very sharp fighting after our boys get there, and as there is every danger of the native tribes taking the field, very serious work may be in store for them, for although the tribesmen are against the Boers, it is hard to know whom they may not oppose before they are done!

So let the send-off to the boys be worthy of their courage and the unprecedented occasion.

A TIMELY LAUGH.

All that the Irish blatherskites, who disgrace their country by expressions of disloyalty to the flag, which so many noble sons of Ireland have died to protect, gained by their folly, was the laughter of the House of Commons in which millions of British subjects the world over join most heartily. Nothing could be more timely. Nothing could be more effectual. Laughter is a new thing with which to meet high treason, but it will be more effectual than the hangman's noose, which the law provides for that crime. Mr. Redmond and his tribe will fairly sweat blood at this. It will be pretty hard to work up even a little bit of sympathy in the United States for a lot of cads, whose antics evoke only ridicule.

There is hardly another nation in the world that could afford to so treat an ebullition of disloyalty on the eve of war. Fancy if any one in Germany had spoken as Redmond did. How long would he be allowed to remain at large? The laughter of the House of Commons demonstrates the conscious strength of the British government.

Remember that the only reason collectors will call upon any one to contribute to the testimonial to the volunteers for South Africa is to remind those persons, who may not call at the newspaper offices that the subscription is being taken. No one ought to wait for them to call. Send in your names by telephone, if you cannot come and the collectors will call for the money.

Social Festivities at Chemeainus.—The Shelby-Williams orchestra, with quite a number of Victoria young people, goes up to Chemainus to-day, for the first of a series of social assemblies. The orchestra has been engaged for the entire series, and will present an entirely new list of dance music.

LICENCE AUTHORISING AN EXTRA-PROVINCIAL COMPANY TO CARRY ON BUSINESS.

"Companies Act, 1897."

Canada:

Province of British Columbia.

No. 166.

This is to certify that the "Dewdney Canadian Syndicate, Limited," 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 hereinafter set forth to which the legislative authority of the Legislature of British Columbia extends.

The head office of the company is situate at 271 and 272 High Holborn, County of London, England.

The amount of the capital of the company is £50,050, divided into 50,000 ordinary shares of £1 each and 50 deferred shares of £1 each.

The head office of the company in this province is situate at Victoria, and the Honorable Edgar Dewdney, civil engineer, whose adress is Victoria aforesaid, is the attorney for the company.

The objects for which the company has been established are:

(1.) To purchase, take on lease or otherwise acquire any mines, mining rights and metalliferous land, and land generally in British Columbia and the Dominion of Canada and elsewhehere, and any interests therein, or options to acquire the same, and to explore, work, exercise, develop, and turn to account the same, and to enter into and carry into effect, with or without modification, the agreement referred to in clause 3 of the Articles of Association of the Company:

(2.) To search for, crush, win, get, quarry, smelt, calcine, refine, dress, amalgamate, manipulate, and prepare for market, ore, metal, and mineral substances of all kinds, whether auriferous or not, and precious stones, and generally to carry on any metallurgical operations which may seem conducive to any of the Company's objects, and to buy, sell, refine, and deal in bullion, specie, coin and precious metals:

(3.) To develop the resources and turn to account any lands and any rights over or connected with lands belonging to, or in which this Company is interested, and in particular by clearing, draining, levelling, fencing, mining, planting, cultivating, building, improving, farming, grazing, and irrigating, and by promoting immmigration and emigration, and the establishment of towns, villages and settlements:

(4.) To buy, sell, manufacture and own minerals, plant, machinery, implements, conveniences, provisions, and things capable of being used in connection with metallurgical operations, or required by workmen and others employed by the Company:

(5.) To acquire from any colonial, governmental, local or any other states or authorities any concessions grants, orders, decrees, rights, powers and privileges whatsoever, which may seem to the Company capable of being turned to account, and to work, develop, carry out, exercise, dispose of or otherwise turn to account the same:

(6.) To construct, carry out, maintain, improve, manage, work, control, and superintend any roads, ways, tramways, railways, bridges, reservoirs, harbors, watercourses, aqueducts, wharves, embankments, fortifications, furnaces, sawmills, crushing works, electric works, factories, warehouses, hotels, viaducts, exchanges, mints, transports, and postal arrangements, stores, shops, churches, chapels, stations, ships and other works and conveniences, and to contribute to or assist in the carrying out, establishment, construction, maintenance, improvement, management, working, control, or superintendence of the same:

(7.) To carry on all or any of the trades or businesses of ironmasters, metal founders, workers and converters, steel makers, colliery proprietors, coke manufacturers, miners, smelters, engineers, tin-plate makers, saw-mill proprietors, timber merchants, farmers, graziers, meat and fruit preservers, planters, growers, stockmen, horse and cattle dealers and breeders, proprietors of fisheries, quarry owners, brickmakers, builders, contractors for the construction of works, both public and private, ship-owners, ship-builders, charterers of vessels, carriers by sea and land, wharfingers, dock-owners, printers and publishers and general merchants:

(8.) To form, constitute, promote, subsidise, or control companies, syndicates, associations, and undertakings of all kinds:

(9.) To lend money and other property, and to guarantee the performance of contracts and obligations of all kinds, and to act as agents in the management, sale and purchase of the property, and generally to transact business as capitalists, bankers and financiers:

10.) To carry on and transact any other businesses and operations, manufacturing, commercial or otherwise, except the issuing of policies on human life, which the Company may think, directly or indirectly conducive to any of its objects, or capable of being conveniently carried on in connection therewith:

(11.) To apply for, purchase, or otherwise acquire any patents, brevets d'invention, licenses, concessions, and the like, conferring any exclusive or non-exclusive or limited right to use, or any secret or other information as to any invention which may seem capable of being used for any of the purposes of the Company, or the acquisition of which may seem calculated directly or indirectly to benefit this Company, and to use, exercise, develop, grant licenses in respect of, or otherwise turn to account the property, rights, and information so acquired:

12.) To purchase or otherwise acquire and undertake all or any part of the business property or liabilities of any person or company carrying on any business which this Company is authorized to carry on or possessed of property suitable for the purposes of the Company:

(13.) To enter into partnership, or into any arrangement for sharing profits, union of interest joint adventure, reciprocal concession or cooperation with any person or company carrying on or engaged in, or about to carry on or engage in any business or transaction which the Company is authorized to carry on or engage in, or any business or transaction capable of being conducted so as directly or indirectly to benefit this Company, and to take, or otherwise acquire and hold shares or stock in, or securities of, and to subsidise or otherwise assist any such company, and to sell, hold, re-issue, with or without guarantee, or otherwise deal with such shares, stocks, or securities:

(14.) Generally to purchase, take on lease, or in exchange, hire, or otherwise acquire any real or personal property, any rights or privileges which the Company may think necessary or convenient with reference to any of these objects, or capable of being profitably dealt with in connection with any of the Company's property or rights for the time being, and in particular, any land, buildings, easements, licences, patents, machinery, ships, barges, rolling stock, plant and stock-in-trade:

(15.) To sell the undertaking of the Company or any part thereof, for such consideration as the Company may think fit, and in particular for shares or debentures, debenture stock, or other securities of any other company having objects altogether or in part similar to those of this Company:

(16.) To obtain any Provisional order or Act of Parliament for enabling the Company to carry any of its objects into effect, or for effecting any modification of the Company's constitution, or for any other purpose which may seem expedient, and to oppose any proceedings or applications which may seem calculated, directly or indirectly to prejudice the Company:

(17.) To raise or borrow, or secure the payment of money in such manner and on such terms as may seem expedient, and in particular by the issue of debentures or debenture stock, whether perpetual or otherwise, and charged or not charged upon the whole or any part of the property of the Company, both present and future, including its uncalled capital, and to redeem, purchase, or pay off any such securities:

(18.) To draw, accept, indorse, discount, execute and issue bills of exchange, promissory notes, debentures, bills of lading, warrants, and other negotiable or transferable instruments or securities:

(19.) To remunerate any parties for services rendered, or to be rendered, in placing, or assisting to place any shares in the Company's capital, or any debentures, debenture stock, or other securities of the Company, or in or about the formation or promotion of the Company or the conduct of its business:

(20.) To do all or any of the above things in any part of the world, and either as principals, agents, trustees, contractors, or otherwise, and either alone or in conjunction with others, and either by or through agents, sub-contractors, trustees or otherwise:

(21.) To sell, improve, manage, develop, exchange, enfranchise, lease, mortgage, dispose of, turn to account, or otherwise deal with all or any part of the property and rights of the Company:

(22.) To establish and maintain local registers, branch places of business and agencies and to procure the Company to be registered or recognized in any parts of the world:

(23.) To do all such things as are incidental or conducive to the attainment of the above objects, and so that the word "Company" in this clause shall be deemed to include any partnership or other body of persons, whether incorporated or not incorporated, and whether domiciled in the United Kingdom or elsewhere, and so that the objects specified in each paragraph of the clause shall, except where otherwise expressed in such paragraph, be in nowise limited or restricted by reference to or inference from the terms of any other paragraph or the name of the Company.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 3rd day of October, one thousand eight hundred and ninety-nine.

(L.S.) R. Y. WOOTTON,
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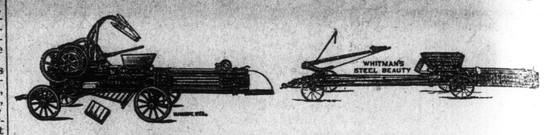

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