erdue Ship Reaches Port

Storms Delayed the British ip Robert Duncan, From China.

Hundred Days In Making Port Angeles From Wei Hai Wei.

British ship Robert Duncan, Malcolm Maclean, which has been e list of vessels overdue at Pacific points, and on which 75 per cent. urance had been paid, is safe in arbor of Port Angeles. She ar- there yesterday morning after a 100 days from Wei Hai Wei, one British naval stations in China, age that should not have taken her than forty days. Her master, Capt. an, arrived here last evening on eamer Garland, having come over s mail, the Royal Roads being his ed point of destination when he d on the voyage which proved a long one and which he says was ughest that he has had during his ars at sea. It was full of ad- re and none but the staunchest could have withstood the buffet- at his ship received. The Robert n left Wei Hai Wei on October ballast. Light southwest winds encountered down the Gulf of -li, and calms through the isl- f Japan. The troubles commenced the vessel reached a point to the of Japan. Here a typhoon was , which continued for 48 hours on er 28 and 29. The vessel passed the centre of the storm centre eceived the roughest kind of hand- nd considering it all came through comparatively little damage. For urs the wind blew with fearful from the east and then fell to a calm, only to renew the attack from rthwest. It was during the lull in torm, while the seas were running tains high, that the ship suffered reatest damage. Her ballast shift- ater flooded the cabins and poured the decks, finding its way into the where it destroyed all the stores. ake matters worse the wind dam- the yards and tore away the sails. Maclean says the typhoon was a l one, the worst that he had ever enced. While the Robert Duncan through it so well, Capt. Mac- fears that one vessel at least must gone down. Shortly before he was k by the typhoon he sighted an ican schooner, evidently loaded y, and he thinks it hardly possible she could have weathered the storm he must have been near the centre The schooner was coming across China, and Capt. Maclean believes as loaded with sugar.

er things had been set straight on Robert Duncan she resumed her e to Victoria. But her troubles t end with those resulting from the on. A succession of northeasterly southwesterly gales were encoun- on the trip across, and when two off the coast the ship was struck hurricane of Christmas night, h did so much damage in Victoria vicinity. The wind was from the and blew great guns. Again the rt Duncan lost her sails, and Capt.ean had to turn and run to sea. then the ship has been off the ts, awaiting a chance to sail in or w.

d she not been a very staunch ship, Maclean says, she could never reached port. Time and again she swept from stem to stern, but the water that got into the hold was which came over the rails. Good anship and a strongly built vessel what saved the ship and crew. pt. Maclean says he should under ary circumstances have made the in from 40 to 45 days, and it was act that his vessel, known as a fast r, that sent the re-insurance flying ard. Capt. Maclean was formerly er of the bark Pinmore, which re- y came to grief off the Washington

RE BAGS

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WOODEN SOLES.

communication to the Department of de and Commerce, shows that trade is n swayed by sentiment. For years Ger- y has supplied the millions of wooden s extensively used in the large iron mining districts of England. Recent pressions in Germany of hostility to gland, coupled with Canada's patriotic d for the Empire, has evidently brought ut a determination among the import- of these wooden wares to buy them n Canada, if possible, rather than Ger- ny.

letter to the department gave the price which the clogs would have to be laid n in Liverpool, and two samples were nished. They are evidently of birch- d, and of such simple shape that they d probably be turned out in large quan- es by machinery, at a cost that would e a good margin of profit.

t dinner parties in country houses ere any members of the royal family pen to be present none of the other sts are provided with finger bowls. reason given for this practice is that s a custom dating from the time of the tender, when the Jacobites used to nk from them to "Charlie across the ter."—Tatler.

Railway Question Ably Discussed

Extracts From Premier's Letter to Sir Wilfred Laurier on the Subject.

Valuable Statement Concerning Revenue Contributed to the Dominion.

In the Premier's letter to Sir Wilfrid Laurier, dated October 9, 1900, extracts from which were printed the other day, dealing with Mongolian immigration, there is also an earnest discussion of the railway question. The needs of the province are clearly pointed out and a policy of development outlined in which the two governments would participate. A perusal of this portion of the Premier's letter is highly valuable at the present time, when the subject of provincial development is being given so much attention in the press and by the public. The subject was fully amplified in the papers presented to the Dominion government during the visit of the delegation to Ottawa in January of last year. In the memorandum, under head of "Financial Relations," is contained a comprehensive and comparative statement of the revenue contributed by British Columbia and the amounts expended by the Dominion since 1872. This will also bear careful perusal. In fact, the various papers printed in the report of the delegation should be studied by every citizen of British Columbia desirous of acquainting himself with provincial affairs. They will prove how thoughtfully the government have studied the several subjects and the ability and fairness with which they have presented the case for the province to the federal government.

EXTRACT FROM PREMIER'S LETTER.

Perhaps, however, in a sense, the most important feature of policy affecting the relations of the two governments is that of railway development. No other province of the Dominion demands the same consideration in this respect. For one reason, the requirements of the other provinces have, in the past, been recognized to a much larger degree, and for another, the physical features of British Columbia present obstacles not elsewhere encountered, and for still another and more important reason, the per capita contribution of British Columbia to the Dominion treasury, compared with the money we receive in return, demands in fairness, that we should receive more liberal treatment. It has been pointed out to your government, and demonstrated over and over again by statistics taken from the Dominion public accounts, that the per capita contribution is several times that of the average for the whole Dominion. Added to that, we pay in freight, on all goods consumed, a sum many times greater than that of the consumer east of the Great Lakes, which adds proportionately to the burden of our contributions; and then, to the through we you have to add the local rate from the terminal points back to the consumer, which is also relatively very much greater than that paid in the East. Such facts as there, which have led in later years to a dissatisfaction yearly more and more finding expression, and one that will eventually develop into an emphatic demand for better terms, suggest special reasons for your consideration of some systematic and comprehensive effort by the Dominion government towards railway building and other forms of development in British Columbia.

There is a well known disposition on the part of the people of Eastern Canada to regard the building of the Canadian Pacific railway as a sort of contribution to British Columbia sufficient for all time to come. The fact is that, by the building of that railway, an outlet in the whole of the Northwest has been afforded for the Canadian manufacturer and the wholesaler, greater in its benefits than the sum of all the other acts of statesmanship since confederation, not to speak of the tremendous possibilities which have been opened up for trans-oceanic traffic, and the importance which this development has given to Canada in the eyes of the world. In my opinion, it has made Canada a nation and, in a large measure, saved it from the fate of annexation with the United States, which only the vision of a confederation of provinces, united by a railway and cemented by trade interests, could have averted. As the situation is at the present time, British Columbia is paying for those advantages and Eastern Canada is reaping them.

We think the form which the co-operation of the Dominion government should take is particularly in the direction of railway development. This is especially what the resources of the province require, for, as yet, only the rim of the province has been touched. You are fully conversant with the advantages which the construction of an all-rail route to the Yukon would afford, and, with that mainly in view, the province is anxious to join hands with the Dominion, for, apart from the desirability of conserving our own trade for our own people, such an undertaking would assist in the development of the whole northern part of British Columbia, the richness of which is being demonstrated daily. It would also form a link in an internal system of development yet to be undertaken. British Columbia is intersected by a succession of rich mineral belts from the south to the extreme north. Throughout the centre of British Columbia, for its entire length, extends a great and comparatively level plateau, admirably adapted for a trunk line of railway, from which would ultimately radiate branch lines to the Coast through easy passes, everywhere tapping localities capable of remarkable development and of creating immense traffic—a wonderful natural system of communication, of which a parallel is not presented in any other province of the Dominion. Of this great task, the province, burdened as it is with excessive contributions to the Dominion treasury, cannot assume the sole responsibility. Having this mainly in view, we desire to enter into negotiations with your government for the purpose of arriving at some equitable basis of mutual effort, and especially with reference to an all-Canadian route to the Yukon through the northern districts of British Columbia.

This is not a new departure. During the session of 1898, the policy of the government of this province, as announced in the house, was based on views to which, in the main, it still adheres, a policy rendered the more justifiable and necessary by events of subsequent development and the more recent phases of the Alaska boundary question. The then premier advocated proceeding towards railway development, having in view joint action on some determined ratio of assistance, and announced a policy of co-operation as between the two governments. You are familiar with the political events which, since that time, interrupted the proposed negotiations.

Since the present administration came into power, it has had this matter repeatedly under consideration, and, during the recent session, in dealing with charters for railway companies seeking entrance to the north country, it took strong grounds conformable with the lines laid down by the Dominion during the same period, and everything else directly or indirectly connected with the province, which has been paid for by the Dominion.

While the province has a clear surplus of over $13,500,000 to its credit, apart, of course, from its legitimate share of the cost of government of Canada as a whole, on the other hand, the liabilities of the Dominion, which were $122,000,000 in 1872, have risen to $350,000,000 in 1900. The position of British Columbia, therefore, is that it has not only practically paid its own way and recouped the Dominion for everything that it has cost, directly or indirectly, but, in addition, has become liable for its share of the debt of the Dominion, which, on a per capita basis, amounts to $9,500,000.

The government furthermore held that until the delimitation of the Alaska boundary had been finally adopted, it was inadvisable to grant charters for railways to or through undefined or disputed territory, and until that dispute was settled efforts should be concentrated upon an enterprise wholly within Canadian territory, and one that would open up and develop new and promising districts in the province. This government is prepared to enter upon negotiations at once with such an end in view, and would strongly urge upon you the great desirability of co-operating with us. Our object is to work in perfect harmony with your government in this matter.

The general question of the relations of the provinces and the Dominion in respect to railways must also inevitably come up for review and adjustment, and the present is, in my opinion, a most suitable time to arrive at an understanding. The signs are already not wanting of a conflict which, as the result of an overlapping control, may some day, if not very soon, become very serious. The superior rights of the Dominion in respect to jurisdiction and the exclusive right of eminent domain possessed by the provinces are, to some extent, irreconcilable, and if it may not be deemed necessary for that purpose to amend the British North America Act, at least some definite agreement should be arrived at in order to obviate friction and promote mutual interests. If the several governments of the Dominion were to confer with a view to adopting a common policy in respect to railways, a practical and mutually satisfactory solution would doubtless be reached.

In approaching this matter from the British Columbia standpoint, I fully apprehend the objections that may arise in Eastern Canada, and, knowing full well the political predominancy of the East over the West, I can realize to what extent, without a clear understanding of our position, the influence of the East may be opposed to any of the arrangements I have suggested. It is not, however, with any feeling of hostility or spirit of sectionalism that we have opened up the subject. I have the greatest faith in the inherent love of justice and good common sense of the people of Canada as a whole, and it is only necessary that they should appreciate more fully the real condition of affairs to coincide with the views here expressed. If I were asked to outline a policy that would be of the greatest possible benefit to the whole Dominion, I could suggest nothing that would be more in the interests of its people than I have in the foregoing.

In the first place, the development of British Columbia in the way indicated would immensely increase the trade of Eastern centres, and afford a vastly increased outlet for their surplus energy and capital.

From a fiscal point of view, the revenues from customs and inland revenue receipts would be enormously augmented, just as these were stimulated by the building of the Canadian Pacific railway, and by the opening up of the mining sections and such new districts as the Yukon and Atlin. We have only to look at the ratio of increase shown in the trade and navigation returns of the past 25 years, and particularly since 1885, to be firmly convinced of that.

Lastly, and not least, the results of the general development of this province on a scale of magnitude which its resources justify would add so materially to the importance of Canada as to place it easily in the front rank of producing nations, and thereby attract the attention of the whole world to its advantages. This is a consummation so desirable that it cannot but appeal to the patriotic instincts of every Canadian, and render his endorsation of such a policy a necessary and foregone conclusion.

The government of Canada is entitled to the fullest share of credit on account of the Crow's Nest Pass railway, and in that connection I have to observe that in Eastern Canada the building of that road has been regarded too much in the light of a generous concession to the claims of this province on the Dominion. I wish to point out that the demand for a shorter line through the Crow's Nest Pass came not so much from British Columbia as from the manufacturers and wholesale merchants of Eastern Canada, who, for business reasons, appreciated its vital importance to their interests, and while it has been and is of undoubtedly great benefit to the mining interests of the southern interior, it has been a still greater benefit to those who were thus instrumental in securing its construction. Moreover, its pronounced success, from every point of view, only tends to affirm the wisdom of pursuing the policy involved to a logical conclusion in respect to the whole of British Columbia.

EXTRACTS FROM FINANCIAL.

Since 1872 the revenue contributed by British Columbia to the Dominion, up to July 1, 1901, will have amounted to, roundly, $42,000,000. Taking the average of the population for the three census periods, 1871 to 1881; 1881 to 1891; and 1891 to 1901, at 81,000, and that of all Canada at 4,500,000 for the same periods—had the whole of the people of the latter contributed in the same ratio per capita, the revenue would have amounted to $2,333,250,000 instead of $886,360,000.

In other words, 1-55 of the population has contributed about 1-20 of the revenue of Canada in 30 years.

Conversely, if the contribution of British Columbia, for that period, had been on the same basis as the rest of Canada, it would have amounted to only $15,957,000.

Taking the population at 5,250,000 and 125,000, respectively the per capita contribution of all Canada in 1899 was $8.93 per head, and that of British Columbia $25.67 per head.

If the revenue from British Columbia had been on the same ratio as the rest of Canada, it would have amounted to only $1,116,250, instead of $3,194,808.

Taking the customs and excise alone, which amounted in 1899 to $34,958,000 for the Dominion, and $2,027,500 for the province, on the same basis of population, the per capita contributions are $6.65 and $21.02. Had the whole population of Canada contributed in the same ratio as British Columbia, the taxation derivable from inland revenue and customs would have been $110,250,000, instead of $34,958,000.

Conversely, if British Columbia had contributed in the same ratio as the rest of the Dominion, the revenue from British Columbia from these sources would have been only $831,250.

In 1899, our provincial contributions to the Dominion treasury, from all sources, were $3,208,788; and our share of all expenditures by the Dominion was $1,334,618.

If the whole of Canada had contributed in the same ratio, the revenue of Canada for that year would have been $134,767,000, instead of $46,741,250.

Now then, coming to the statements of contributions to the Dominion treasury and the expenditure from the same in British Columbia, the result of computation covering a period of 30 years, is as follows:

The total amount expended by the Dominion in the province up to 1st July, 1901—estimating the expenditure for the present year—will have been $28,968,091; the total contributed by British Columbia to the Dominion during the same period will have been $42,475,349; leaving a balance in favor of the province of over $13,500,000.

The expenditures in the province include the $750,000 paid to the Esquimalt and Nanaimo Railway company as a subsidy, and all the other railway subsidies; the debt of the province assumed by the Dominion in 1872 and interest on the same, and everything else directly or indirectly connected with the province, which has been paid for by the Dominion.

Meeting For The Quarter

Board of Trade Decides to Affiliate With the Dominion Board.

Hereafter the Meetings Will Be Held Monthly Instead of Quarterly.

The general quarterly meeting of the Board of Trade was held in the board room yesterday afternoon. Mr. L. G. McQuade, president, was in the chair, and the members present included Col. Prior, Messrs. Pitts, Williams, Sehl, Mara, Auler, Christie, Courtney, Earle, Jones, Fraser, Ker, Kirk, Erskine, Boggs, Wootton, Lugrin, Holland, Grahame, Capt. Troup, Capt. Clarke and others.

The secretary, Mr. F. Elworthy, read the notice convening the meeting and the president reported as follows:

Transportation.—The council has had under consideration transportation matters between this city and Vancouver. Mr. F. Peters was present at one meeting on behalf of the Canadian Pacific railway, and it was arranged with him that the freight ferry should make six trips per week instead of five. It appears that the freight ferry leaves Vancouver about midnight and reaches Ladysmith about 7 in the morning. Under the present arrangement the cars do not arrive in Victoria until the afternoon, and although the council urge that such delay should not exist no change has been made. Mr. Peters informed the council that whenever desired, shipments can be made by the Charmer without extra charge.

Wharfage.—Wharfage on goods for the Mainland is abolished except goods destined for Vancouver.

Mails.—It has been requested that the Charmer be detained in Vancouver until 4 o'clock in the afternoon in the event of the overland train being late, but arriving on time to transfer mails and passengers at the hour named.

It has also been suggested when the overland train arrives in Vancouver later than 4 o'clock in the afternoon that the mails be forwarded on the freight ferry and brought to Victoria on the noon train.

The superintendent of railway mail service advises that he does not think this suggestion practicable, and your council has appointed a committee to wait upon Mr. Fletcher upon his arrival in Victoria.

The same committee will urge that Northern mails for Victoria be put in separate bags on the steamer in order that delay in sorting at Vancouver may be avoided.

Tourists' Hotel.— The council being impressed with the advantages to Victoria if the Canadian Pacific Railway company would operate a first-class hotel here, and believing that it can be shown to be a good business proposition for the railway company, has appointed a committee to draft a proposal and place before the Canadian Pacific Railway company. The committee is unable to do more than report progress at present.

Imperial Trade Relations.—An important conference of representatives of Great Britain and her colonies will be held in London in June next, and it being held desirable and probable that a scheme for facilitating trade within the Empire will be presented, and council has appointed a special committee to draw up a memorial for presentation to the Premier of Canada, showing the advantages to be derived more particularly by the province of British Columbia.

It appearing that many matters of mutual interest to all the Coast cities can be more effectively dealt with by an associated board of trade, comprised of representatives from the different boards now organized, a communication has been sent to each asking for their views herein.

ADVERTISING VICTORIA.

Mr. Elworthy, the secretary, read the following:

The Secretary the Victoria Board of Trade.

Sir,—I send you herewith some reprints of a letter which appeared in the London Morning Post from their correspondent, Mr. E. F. Knight, who accompanied the Duke and Duchess of Cornwall. This letter was reproduced in the Colonist of last Tuesday, and I shall be glad if the council of the Board of Trade will accept these reprints for distribution among the correspondents of the Board. Such a tribute to Victoria from the pen of an impartial critic should, I think, be distributed far and wide and I would suggest that the council of the Board of Trade might take into consideration the advisibility of promoting the distribution in an attractive form of, at least, 100,000 copies of this letter.

J. J. SHALLCROSS.

Mr. Pitts considered the article sufficiently valuable to warrant its being printed in attractive form and widely distributed.

It was decided to refer the matter to the Tourists' association.

DOMINION BOARD OF TRADE.

The following communication regarding affiliation with a Dominion Board of Trade had been referred to the meeting by the council of the board:

49 Wellington street, East, Toronto, Nov. 11th, 1901.

Dear Sir,—The Executive Council of the Dominion Board of Trade are of opinion that the time has come to call a meeting of the Board at Ottawa early in the year 1902.

There are a number of important trade questions at the present time before the country which can only be properly discussed and made operative through the medium of a Dominion Board—one especially, "The defining of a policy of closer trade relations between Great Britain and her colonies," and as the Colonial Secretary has intimated that a movement in this direction must come from the colonies, no better means could be adopted than through local Boards of Trade forming a Dominion Board of leading commercial men of the Dominion to give expression to the views of their respective Boards.

There is to be a conference of Colonial Premiers held at London next year at the time of the coronation. At that meeting how helpful it would be to the Canadian Premier to have the representative opinion of all the commercial bodies in the Dominion upon the above subject.

It is on record that 32 measures were carried through Parliament in accordance with views expressed by the Dominion Board of Trade. The insolvency question is the only one before the country which is still unsettled on lines laid down by resolutions of the Board.

Would you kindly bring this matter before your Board and notify me as early as possible whether your Board desires to be affiliated, and if so, the number of your membership?

GEO. A. CHAPMAN.
Hon. Secy.

The secretary informed the meeting that he had answered the above and asked for further information and had received the following reply:

F. Elworthy, Esq., Secretary British Columbia Board of Trade, Victoria, B. C.

Dear Sir,—In reply to your favor of 4th inst., I enclose you a copy of the constitution and by-laws of the Dominion Board of Trade. The Dominion Board is similar to the Associated Chambers of Commerce of Great Britain, and represents in its resolutions the collective opinion of the Dominion, and as such has much force.

The meetings of the Board, the printing of the discussions, and whatever remuneration may be given to the secretary, are the only elements of expense. The meetings are held at about the same time that Parliament is assembled, so that delegates coming from a distance can do any parliamentary business at the same time.

Yours truly,
GEO. A. CHAPMAN,
Hon. Sec'y.

In answer to questions, the secretary said he was not aware of what the affiliation would cost, nor how many boards had already affiliated. Difficulty in having the board represented at the meetings of the Dominion board at Ottawa.

After an informal discussion of the point raised, it was resolved, on motion of Mr. S. J. Pitts, that the secretary be instructed to accept the invitation. It was further resolved, on motion of Col. Prior, that Senator Templeman, Thomas Earle, M.P., C. H. Lugrin and A. C. Flumerfelt be the representatives of the Victoria board.

NORTHERN TRADE.

The president announced that the superintendent of C. P. R. steamships had announced when here recently that steamers were under contract for the Victoria-Skagway and Victoria-Vancouver routes, but it was not likely that these ships would be ready for service till next year.

Mr. Mara said he understood the company were trying to charter steamers in the meantime.

The secretary announced that the Minister of Railways had not answered the communication regarding a revision of the White Pass & Yukon railway rates, but he was informed by Mr. Greer that a substantial reduction of rates would be made.

Mr. Ker believed that something should be done to try and secure the sailing of the Hating from Victoria. Otherwise the city could not hope for a share of the Northern passenger business.

Capt. Troup said the company could not get new steamers for this year's business, and the Charmer would have to be kept on her present run. They had been trying to charter a first-class steamer for the Northern run. Failing that, the Hating would be put on a 10-day run between Victoria and Skagway. The cost and time necessary for coaling at Victoria was against this being made her home port, the wharves here were also too low for a steamer as high as the Hating. The longshoremen of Victoria charged 40 cents and 50 cents per hour, which was more than the company could stand. The Hating would call at Vancouver as her first and last port of call. She would sail from Victoria going north and would call at Vancouver first and then come to Victoria on the down trip. Passengers would have the option of going by the Hating to Vancouver or by the Charmer on the previous day. In addition to the Hating, other steamers would be kept on the Northern route. He regretted that the company could not promise a better service, but it would not pay to make special sailings from Victoria—the business would not justify it.

The meeting thanked Capt. Troup for the information.

MONTHLY MEETINGS.

The president said the Colonist had suggested recently in an editorial that it would be advisable to hold monthly meetings instead of quarterly. It was open to the board to consider the question.

Mr. Lugrin considered that the members of the board should be consulted on every subject of importance which, under the present rule, was submitted to the council. The opinions and knowledge of the larger body on a given subject were necessarily wider than those of the smaller, and better and more effective work could be accomplished by taking counsel with the whole Board. He cited the work of Seattle Chamber of Commerce as an example of what an enthusiastic association of business men could accomplish. They met monthly, and more frequently when necessary. The Victoria Board of Trade should, in justice to themselves and the city, put more life into their deliberations and come together more frequently in order that nothing which might tend to the advantage of the business of the city should be overlooked or slighted.

Mr. Pitts also spoke strongly in favor of monthly meetings, and a resolution was adopted providing that the board shall meet monthly, on the third Friday of every month.

Mr. Ker was tendered a vote of thanks for a photograph of himself presented to the board.

Messrs. H. H. Abbott and P. T. Patton were elected members of the board.

The meeting then adjourned.

No. 191.

CERTIFICATE OF THE REGISTRATION OF AN EXTRA-PROVINCIAL COMPANY.

"Companies Act, 1897."

I HEREBY CERTIFY that "The Pacific Steel Company" has this day been registered as an Extra-Provincial Company under the "Companies Act, 1897," to carry into 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 Jersey City, State of New Jersey, U. S. A.

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

The head office of the Company in this Province is situate at Victoria, and Frederick Peters, barrister-at-law, whose address is Victoria aforesaid, is the attorney of the Company.

The Company is limited.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 30th day of November, one thousand nine hundred and one.

[L. S.] S. Y. WOOTTON,
Registrar of Joint Stock Companies.

The following are the objects for which the Company has been established:

To acquire, develop, operate, lease or dispose of mines, coal, mineral, mining and timber rights and lands, as well as coal, ores of all kinds, and any interest in or concerning the same;

To acquire, erect and operate blast or other furnaces, Bessemer or Open-Hearth plants, coke ovens, rolling, pipe, plate and other mills and every variety of machinery or process for reducing, treating or manufacturing iron or steel, or other metals or minerals, or products thereof; and to prepare for market, market and sell the same, and any articles or product of which metal is a factor, including the acquisition by purchase, mining, manufacture or otherwise of all materials, supplies and other articles necessary or convenient for use in connection with or in carrying on the business herein mentioned, or any part thereof;

To acquire, construct, maintain, operate or dispose of all kinds of steam or other vessels, bridges, tram and railways (other than railways within the State of New Jersey), wharves and docks, telegraph or telephone lines, houses or other structures, cars, and all kinds of railway equipment; and to engage in the transportation of ores, materials, merchandise or passengers, upon land or water, in connection with the general purposes of a mining and manufacturing business upon the Pacific Coast;

To manufacture, purchase or otherwise acquire, hold, own, mortgage, sell or dispose of, to invest, deal in and with goods, wares and merchandise and property of every class and description;

To acquire, improve, lease and sell lands, so far as permitted by the laws of any state or country where this corporation may register or engage in business;

To acquire or undertake all or any part of the business, assets and liabilities of any firm, firms, association or corporation;

To acquire, hold, own, use, operate, and to sell, assign or otherwise dispose of, to grant licenses in respect of or otherwise turn to account any and all inventions, improvements and processes used in connection with or secured by Letters Patent;

To acquire, use, generate, or dispose of water, water-power or electrical force and transmit the same, and all kinds of electrical or mechanical apparatus or appliances;

The corporation shall also have power to conduct its business in all its branches, have one or more offices, and to unlimitedly and without restriction hold, purchase, mortgage and convey real and personal property outside of the State of New Jersey, and in all other States, and in all foreign countries, and especially in the States and Territories adjacent to the Pacific Ocean; and to do any or all of the things herein set forth to the same extent as a natural person might or could do, and in any part of the world, as principals, agents, contractors, trustees or otherwise;

And generally to do any and every lawful act and thing necessary or convenient to the most ample exercise of the powers above set forth or connected therewith.

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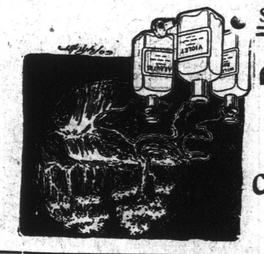
To those wishing to get the watch with pills, if they send us a money order for $5, being a reduction of $1, we will send both the pills and the watch. WRITE PLAINLY.

R. Cote & Cie., Bic, Rimouski Co. P. Q.

SPECIAL OFFER—Should you desire to see a sample box of our pills, we will send a full 50c. box to everybody sending us 10c. in stamps. Mention this paper.



SPEAKING OF PERFUME

Have You Ever Tried

"Lorna"

The newest, sweetest and most charming odor? We will be glad to have you come in and sample it. The old favorites are here also. Inspection invited.

CYRUS H. BOWES,
CHEMIST.
98 Government Street.
Telephone 425. Near Yates St.

An Air-Tight Acuality.

The air-tightness of an "Air-tight" stove consists in its being air-tight.

The secret of the Success of our "Famous" Air-tights lies in the perfection of the screw-closing Damper, which renders a draft through the stove impossible, unless desired.

"Famous" Air-tights are cheap, handy, heating stoves. Burn wood only. Made in fifteen styles and sizes.

Full information from our local agent or Vancouver house.

McClary Manufacturing Co.

LONDON, TORONTO, MONTREAL, WINNIPEG, VANCOUVER, & ST JOHN N.B.

Where Are You Going To?

Buy your harness. Have you looked over our stock? Have you asked our prices. Our FARM HARNESS at $35.00 is especially good value.

B. C. SADDLERY CO., LTD.
44 Yates Street.

Notice is hereby given that an application will be made to the Parliament of Canada at its next session for an Act authorizing and empowering the Canadian Pacific Railway Company, to own, hold, lease and operate other property outside the Dominion of Canada; amending its Charter in so far as relates to the qualification, status, powers and election of its Directors; authorizing a further issue of consolidated debenture stock for the purpose of aiding in the acquisition of steam vessels; increasing and extending the company's powers of dealing with its landed, mineral, timber, hotel and other properties; enabling the Company to manufacture or otherwise acquire and use electricity for motor and other purposes; and to dispose of such surplus electricity; empowering the Company to improve its landed properties by means of irrigation and otherwise; to establish parks and pleasure resorts on its lands; to aid and facilitate in such manner as may be deemed advisable the settlement of the lands of the Company, and to assist settlers upon such lands, and generally for securing to the Company in connection with its lands, the powers of an Irrigation Land Company, and for other purposes.

Dated at Montreal this Sixteenth day of December, 1901.

By order of the Board,
C. DRINKWATER,
Secretary.

B.C. STEAM DYE WORKS.

141 Yates Street, Victoria.

Ladies' and Gents' garments and household furnishings cleaned, dyed or pressed equal to new.

APIOL & STEEL PILLS For Ladies.

A REMEDY FOR IRREGULARITIES Superseding Bitter Apple, Pif Cochia, Pennyroyal, etc.

Order of all Chemists, or post free for $1.20 from EVANS & SONS, Ltd., Victoria, B. C.

Martin Pharmaceutical Chemist, Southampton.

CERTIFICATE OF IMPROVEMENTS.

NOTICE.

War Lion, Majestic, Conqueror, Lake View Mineral Claims, situate in the Alberni Mining Division of Alberni District. Where located: Head of China Creek.

Take notice that I, S. H. Joy, free miner's certificate No. B67084, intend, sixty days from the date hereof, to apply to the Mining Recorder for a certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claims. And further take notice that action under 37 must be commenced before the issuance of such certificate of improvements.

Dated this 7th day of January, 1902.

LAND REGISTRY ACT.

In the matter of an application for a Duplicate of the Certificate of Title to Lot Nine Hundred (900), Victoria City, and Subdivision Four (4) and Five (5) of Suburban Lot Forty-Three (46) Esquimalt District.

Notice is hereby given that it is my intention at the expiration of one month from the first publication hereof to issue a duplicate of the Certificate of Title to the above lands issued to Barret Keesing, on the 9th day of January, 1883, and numbered 957a-b.

S. Y. WOOTTON,
Registrar-General.

Land Registry Office, Victoria, B. C., 18th December, 1901.

Mineral Act. (Form F.) Certificate of Improvements. Notice.

John Bull, Nawitka, Nawitka Fractional, Uncle Sam, of the Monitor group of mineral claims, situate in the Alberni Mining Division of Clayoquot District.

Where located: Near Handy Creek, Alberni Canal.

Take notice that we, the Monitor Copper Mining Co., Free Miner's Certificate No. B95688, intend, sixty days from the date thereof, to apply to the Mining Recorder for a Certificate of Improvements, for the purpose of obtaining a Crown Grant of the above claims.

And further take notice that action, under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this Thirtieth day of November, 1901.

MONITOR COPPER MINING CO.,

ment of the company.
case of accidental death his family will be entitled to 1,200 francs.

MARRIAGE PAPER

Best Published—FREE.
J. W. GUNNELS, Toledo, Ohio

W. G. DICKINSON & CO.

FLOUR, FEED, HAY, GRAIN.

You should try Crushed Oats, the best and most economical for horses and cattle. We have always a fresh stock on hand.

93 Johnson Street

Coal Lands of The Kootenays

Nelson Tribune Says It Fears Mr. Hill Will Control Coal Supply.

The Nelson Tribune says, editorially:

"Shall J. J. Hill control our fuel supply? is a question that has arisen and in which we of the Kootenays have a deep interest. The facts are briefly as follows: Experts employed by the Dominion government to examine the coal measures there report, so far as they can determine at present, that mining can be carried on economically at four points only, namely, at Michel, Coal creek, on land north of Morrissey creek, and on land south of Morrissey. The Crow's Nest Coal company is already operating at Michel and Coal creek, and will shortly begin operating north of Morrissey. Their present desire is to secure land south of Morrissey, in which event they would have absolute monopoly of all the accessible coal lands in the Crow's Nest Pass. The land south of Morrissey, however, is controlled by the Dominion government, that is to say, it will form part of the land to be selected by the Minister of the Interior under the arrangement made by the government when the Crow's Nest railway was built. Of course, the Crow's Nest Coal company is not asking for the land south of Morrissey in its own name; that would be too patent and audacious a step even for J. J. Hill, who has a large interest in the company, and will obtain full control of it as soon as his branch from Kalispell to Fernie is completed. What the company is doing, therefore, is this: It is trying to obtain the land for a so-called independent company, but a company really subsidiary to itself. We are certain that Mr. Sifton will not allow himself to be overreached in this bold fashion. What would happen if Mr. Hill controlled the coal and coke supply in the Crow's Nest Pass? Naturally his efforts would be directed to building up the smelter industry in the United States. To accomplish this, he would provide the smelters which he might erect just south of the boundary with coke and coal at a cheaper price than that charged to Canadian smelters. This would enable him to reduce the cost of smelting on the United States side below the lowest figure that could be quoted by Canadian smelters, inasmuch as fuel constitutes a very large item indeed in the cost of smelting. With cheaper smelting he would attract British Columbia ores to his smelters on the United States side. In this manner it would be quite within his power to annihilate the smelting industry in British Columbia within 12 months, and to prevent its resurrection for all time. No one wishes to stop Mr. Hill from mining coal or making coke in British Columbia and shipping it to the United States. As an abstract proposition, there is nothing to be said against the matter if the Minister of the Interior were to vest Mr. Hill with a monopoly of the fuel supply of the Kootenays, since in that case Mr. Hill could not be hindered from using it to the ruin of British Columbia smelters. Mr. Sifton cannot but be aware of the pit which the Crow's Nest Coal company is digging for him, and for the interests of British Columbia as well. It has been suggested that the provincial government should be asked to interfere. Under the grant transferring the coal land to the Crow's Nest Coal company, it has power to levy any royalty, say of $3 per ton, with the proviso that this royalty should not be imposed upon coal going to United States smelters which do not smelt British Columbia ores. By this means Mr. Hill would be prevented from wresting Nature's bounty to us out of our hands and converting it into a weapon for our destruction, but the readiest way out of it is for Mr. Sifton to lease the lands south of Morrissey to some company in no way controlled or likely to be controlled by Mr. Hill and his friends. The Canadian Pacific railway is debarred from mining at the Crow's Nest Pass by this agreement with the existing coal company. Otherwise it would be well to give the lands south of Morrissey in order to insure an efficient competition in the interests of British Columbia as against Mr. Hill and his friends, who in this affair represent Montana, Idaho and Washington smelters. There is nothing to prevent Mr. Sifton, however, from leasing the lands south of Morrissey to persons who would co-operate with the C. P. R. In no other way that we can see can Mr. Hill's attempt to secure a monopoly be frustrated. Fortunately the matter has nothing to do with party politics. It is purely a question as to whether British Columbia interests are to be safeguarded at a vital spot or sacrificed to foreign competitors, who, witness their high duties on lead and lead ores, and the operation of their smelting trust, have no bowels for us and no thought of anything but their own aggrandizement. Mr. Hill's railway to Fernie will be completed in a few months. It is advisable therefore that the rival company should be allowed to open ground at once so that it may be in a position to begin shipping at the earliest possible date. To delay would simply be to play into Mr. Hill's hands. The question is one of such transcendent moment to the Kootenays that the Nelson Board of Trade and similar bodies ought to lose no time in giving expression to their views. Mr. Sifton will act all the more promptly if fort