[FROM THE DAILY COLONIST, June 18]

THE CITY

R. W. HANINGTON has made formal application to be called to the bar.

A CORPORATION known as the Vendome Hotel Co., with capital stock of $10,000, has just been registered to provide Rossland with a first-class modern hostlery.

THE congregation of St. Aidan's, Cedar Hill, gave a pleasant strawberry social last evening, at which many Victorians as well as residents of the district were present.

THE Mineral Point Mining Co., Ltd., of Vancouver, with capital of $200,000; and the Ashcroft Gold Mining Co., capitalized at $25,000, have just been incorporated under the provincial act.

MRS. JAMES NESBITT, relict of the late Samuel Nesbitt, died at her residence, 230 Yates street, yesterday. The deceasen was 54 years of age and has been for long a respected resident of this city.

THE Lieutenant-Governor and Mrs. Dewdney yesterday afternoon entertained a large number of guests at a charming tennis party, made doubly pleasant through the attendance of the Fifth Regiment band.

REPORTS were received and routine business transacted at the annual meeting of the Board of Trade Building Association yesterday. Messrs. A. C. Flumerfelt, C. E. Renouf, and R. H. Swinerton, the retiring directors, were reelected.

JUDGE HARRISON yesterday decided that he had no authority to reduce the fine imposed on Mr. Condogeorge by the police magistrate for the infraction of the law prohibiting the sale of liquor on Sundays. The court at the same time decided not to allow costs.

INFORMATION has been received of the death at Montreal yesterday morning of Mrs. Eberts, the wife of Hermann J. Eberts of Winnipeg, eldest brother of Hon. D. M. Eberts. The deceased leaves a family of four to mourn their loss. Her remains will be interred at Chatham, Ontario.

LORD ROBERTS' new book "Forty-one Years in India," in two volumes, has been received at the legislative library. This has had a remarkable career in England, eighteen editions having been printed within four months, the first appearing on January 3 of this year. The first two were all sold before publication.

AT A business meeting held by the W. C. T. U. in Temperance hall yesterday the different superintendents of departments were appointed, and also standing committees for the year's work. It has been agreed that during the summer months the meetings of this society will be held every alternate week, one meeting being a parlor social, the other for business and devotion combined.

THE celebrated shooting case of Thomas Aiken again passed before the police court yesterday, being as usual remanded for eight days. Brown, the injured man, has now gone to the seaside in the hope that his condition may be improved by the change of air. The doctors declare that he is utterly unfit as yet to appear in the witness box; in fact, they intimate that he may not live out the year.

AMONG the passengers who arrived by the San Francisco steamer yesterday was Mr. Andrew Rithet, of Ecclesfechan, Scotland. He is a brother of Mr. R. P. Rithet, M.P.P., of Victoria, and it was at San Francisco a short time ago that the brothers met for the first time in more than forty years, Mr. R. P. Rithet having come out to Canada in 1862. Mr. R. P. Rithet was not aboard, his brother's name having been mistaken for his on the list wired from San Francisco before the steamer sailed.

A RECENT London letter to the Rossland Miner says: "Robert Ward finds it impossible to leave as soon as he expected and will now remain until June 25. It is doubtful if there is any one in British Columbia who is in better position to judge the position of British Columbia among British investors, and it is most reassuring to find that Mr. Ward is satisfied with the present condition of affairs and hopeful concerning the future prospects of British Columbia in London."

THE following notice of the removal of worthy citizens to the West is from the Star-Transcript of Paris, Ont.: "Mr. James Cran, manager of the British bank, is shortly leaving to take charge of a branch at Slocan, B.C. Mrs. Cran and family, we understand, will reside for a time at Victoria. While in Paris Mr. Cran has always taken a deep interest in church, Sabbath school and Y. M. C. A. work, and his disinterested services along this line will be greatly missed. In leaving both Mr. and Mrs. Cran will carry with them the warm wishes of many friends for their future welfare in the Pacific province."

THE little folks attending the St. Ann's Kindergarten on View street had their annual closing entertainment yesterday afternoon in Institute hall, which was fairly well filled with parents and friends. The stage was prettily draped with flags and decorated with potted plants, a large painting of Her Majesty occupying a conspicuous position at the rear of the platform. The programme included songs and recitations in character, as well as a pretty juvenile drama called "Dottie's Dream." The singing of the little people was very pleasant to listen to, and in some cases was of decided merit. In the recitations several little tots "said their pieces" in a very clever manner, their intonation and accompanying gestures showing that much pains had been taken in training them.

THE trial of Hobbs v. E. & N. Railway Co. opened yesterday before the Chief Justice. F. V. Hobbs brings action against the company for specific performance of agreement entered into between plaintiff and John Trutch, then land commissioner for the company, and dated November 28, 1889, whereby plaintiff agreed to purchase about 160 acres of land in Douglas district. The price agreed upon was $3 an acre, but when the deeds for the land were made out with the usual reservations of timber and mineral, plaintiff refused to accept such a deed, claiming that his agreement did not include such reservations. The company contend otherwise, and hence the action. Valuable deposits of coal have been found beneath the land referred to. Mr. E. A. McPhillips appeared for plaintiff; and Hon. C. E. Pooley, Q.C., for defendants.

MASONIC GRAND LODGE.

Seldom has a session of the Grand Lodge of Free and Accepted Masons in this province been more barren of any other than routine business than is the twenty-sixth convocation, which opened in the temple here yesterday, and will be brought to a conclusion to-day. Even in the reports there is no interesting information for the public as yet—and reports practically monopolized the entire first day. The attendance of officers and delegates is, however, quite up to the average of former years, and the proceedings are followed with both interest and close attention by a large gathering of members of the craft. Most Worshipful Grand Master Alexander Charleson, of Westminster, is presiding, while the others in attendance at the opening were:

Grand Lodge officers—Rev. E. D. McLaren, Vancouver, R.W.D.G.M.; B. Williams, Victoria, R.W.G. Senior Warden; J. W. Coburn, Victoria, R.W. G. Junior Warden; Rev. J. A. Logan, Union, R.W.G. Chaplain; A. B. Erskine, R.W.G. Treasurer; W. J. Quinlan, Victoria, R.W.G. Secretary; Geo. Cunningham, Essington, W.G. Senior Deacon; S. N. Jarratt, Vancouver, W.G. Junior Deacon; Dr. W. A. Richardson, Victoria, W.G. Superintendent of Works; W. H. S. Perkins, Victoria, W. G. Marshal; A. C. Muir, Esquimalt, W. G. Organist; H. H. Watson, Vancouver, W.G. Pursuivant; Dr. S. J. Tunstall, Kamloops, G. Steward; E. Hosker, Vancouver, G. Tyler; D. Wilson, Victoria, R. E. Walker, Vancouver, and F. McB. Young, Nanaimo, R.W.D.D.G.M's.

Past Grands—W. Downie, Vancouver, and R. B. McMicking, Victoria.

Members—A. E. Lees, Vancouver; Charles Nelson, Vancouver; Dr. W. A. DeWolf Smith, Westminster; William Manson, Westminster; Monroe Miller, Joseph E. Phillips, B. S. Oddy, T. B. Pearson and H. L. Salmon, Victoria; Charles E. Tisdall, Vancouver; P. Hickey, Esquimalt; H. J. Raymur, Kaslo; and H. Stewart, Nanaimo.

Lodge Representatives—Geo. Thomson, Nanaimo; D. W. Gillies, Vancouver; William Hogg, Vancouver; J. H. Woodside, Kamloops; Dr. C. H. Gatewood, Vancouver; T. Buscombe, Vancouver; John M. Beatley, H. J. Geake and W. Luck, Esquimalt; T. J. Armstrong and W. E. Vanstone, Westminster; and William Bald, Wellington.

In the evening there was a large gathering at the First Presbyterian church, where the Grand Chaplain, V.W.B. Rev. J. A. Logan of Union, delivered the annual sermon, taking as his theme the strength and beauty of character, the text being found in I Kings, vii, 22, "And upon the pillars there was lily work." The discourse proceeded to show that upon the pillars was both strength and beauty, this being illustrated by the world in which we live—the mountains, rocks and ocean symbolic of strength; the trees and the flowers emblematic of beauty. The application to character was then drawn, the sermon closing with appropriate reference to the Diamond Jubilee and the hearty singing of the national anthem.

On returning to the temple the election of officers was proceeded with, the following being chosen to direct the affairs of the Grand lodge during the current years: G. M., Rev. E. D. McLaren, Vancouver; D.D., Professor D. Wilson, Victoria; S.G.W., J. Coburn, Nanaimo; J.G.W., R. E. Walker, New Westminster; G. Chaplain, Rev. J. M. Logan, Union; G. T., A. B. Erskine, Victoria; G.S., G.T., E. Hosker, Vancouver.

WATERFRONT AFFAIRS.

The N.P. steamer Pathan will probably not get away from the Sound before Saturday or Sunday, as the repairs to her machinery may not be complete before that time. The shop work is being done at the Northern Pacific car shops. Two new air pumps and and a new set of valves for the pump buckets are being put in. An extra air pump is also being made to carry aboard the ship. The outward cargo amounts to 2,300 tons weight, and consists principally of flour, cotton and lumber. It will be approximately as follows: 1,595 tons of flour, 17,500 feet of decking, 1,800 kegs of nails, 700 bales of domestics, 50 cases of cigarettes, 48 hogsheads of leaf tobacco, 165 tons of caskwood, 200 bales of compressed cotton, and 12,000 feet of tea box shooks.

A COSTLY CHINAMAN.

Captain Mann, of the steamer Evangel, according to a Port Angeles dispatch, on his trip over from Victoria, made himself liable to a fine of $1,000 by bringing with him a Chinaman not entitled to admission to the United States. On arriving in Victoria Sunday the steamer's cook left the ship. When a Chinaman presented himself with papers dated 1878 the captain thought himself perfectly safe in employing him. At Port Angeles, however, Deputy Collector Clarke pointed out the captain's mistake, and to secure the Chinaman's return to the British side, an officer was sent with him on the round trip.

THE "PUEBLA" WELL LADEN.

The City of Puebla arrived from San Francisco yesterday with 45 cabin and 46 steerage passengers for Victoria; 72 cabin and 29 steerage for Seattle; 4 cabin and 18 steerage for Port Townsend; and 29 cabin and 5 steerage for Tacoma. A sergeant in charge of 14 marines for the U. S. man-of-war Oregon arrived on the ship and went over the Sound on the Rosalie last evening. As freight the Puebla brought for Victoria merchants consignments amounting to 82 tons.

FROM TEXADA AND COMOX.

The steamer Maude, Capt. Foot, returned yesterday morning, having been as far as Comox on the trip for coal. From the coming city of Texada island she brought as passengers Messrs. Kingham, Hargreaves and Harris. The latter two landed at Nanaimo while the former came on to Victoria. Specimens of ore from new and old mineral claims came down on the steamer.

Cycling has now reached that delicate stage where in 10 hours riders will ride 20 minutes, and spend the rest of the time sitting on the grass bragging about their wheels.—Wichita Eagle.

He rode the road till it was weary,
Scorched with the sun till it had set;
He tired out his well-filled tires,
And how he made his sweater sweat!
—Cincinnati Commercial Tribune.

"See here," said he, "I want it settled right now who is to be the man of the house from now on!"

"You are, of course," said she. "Do you suppose I wish to be anything so insignificant, vacillating and contemptible as a man?"—Typographical Journal.

THE WILLAPA IN PORT

A Little Disfigured but Still Very Far From a Hopeless Wreck.

Will Be Repaired at Once and Put in Service on the Coast Route.

Snugly lashed to the useful steamer Tees, her consort on the voyage from the scene of her late mishap, the much-talked-about Willapa is comfortably berthed in Victoria's inner harbor, a little the worse for wear and tear but still very far from the total and hopeless wreck she has been pictured as. Her release from Regatta rock, which she had been decorating for weeks past, is another feather in the cap of Commodore John Irving, and the good business deal he has made for his company in the purchase of the abandoned craft will furnish conversation for the waterfront gossips for many days to come. It was in March last that the Willapa struck, being at the time on her way to Alaska, crowded with passengers and freight for the goldfields from Puget Sound. Smoke was issuing from her smokestack when she arrived in port yesterday; she lay on an even keel, and, savé for the disfigurement of her house work and upper works, a casual visitor to the waterfront would scarcely have known that the vessel had been ashore. The two ships arrived about 9 o'clock, and a crowd quickly gathered on the wharves to see the famous craft and extend a hand of congratulation to Captain John Irving. The work of floating had been effected within forty-eight hours after the Tees reached the scene of the wreck from Victoria, and at high water on Saturday night the Willapa was released and beached. The modus operandi adopted was very simple, and quite the reverse to what Captain Irving had originally calculated upon. He had had the Tees filled with all kinds of apparatus—chains, pumps, anchors, barrels, timbers, jacks and other paraphenalia too numerous to mention—and was prepared for almost any emergency. Before starting the work he had the Tees in readiness to pull the ship off her injured side by means of a hawser attached to the masts of the disabled craft, in order to patch up the broken bottom. But on investigation he saw at once that this was unnecessary and changed his plan accordingly.

There is a sixteen or seventeen foot tide at Regatta rock, and at low water the Willapa was almost clear, resting firmly on her starboard side. The tug Mamie had been alongside taking coal out of the hull, and after making a careful survey of the stranded steamer's position Capt. Irving determined to patch her up, put timbers under her when the water was at its most favorable stage for the work, pump her out, and when everything was in readiness have the tug Mamie standing a short distance off with a line attached to tow her away. Anchors and lines were out all round the ship to keep her from swinging and further damaging herself, and at the critical moment there was not a hitch in the work, everything and everyone acting together like clock work and the vessel herself floating with little or no difficulty.

Before the pumps were set in operation cement was poured into the hull and planking laid over it again, while on the outside the wise and very effectual precautionary measure was taken of scattering straw about the ship. This sucked into the seams and holes of the hull when the pumps were in motion and prevented the water from rushing in. There had been no strain on the machinery at any time, and when jones freed of all water the steamer's own pumps were able to do the work. In fact, some of the engineers employed about the wreck stated that had they three days to work on the Willapa while she was on the beach she would have steamed down to port unassisted.

In this statement the actual condition of the vessel's machinery is clearly indicated. It is coated with rust, but otherwise is none the worse for its long exposure to sea and weather. As for the hull, there are five frames and six planks stove in on the starboard bilge abreast of the bunkers. The house has been shamefully looted, not a fixture or furning of any kind remaining and not a door or window frame being left.

Even the slaths of the bunks have been carried away by the pillagers, but even this is not all. What has been stolen has been taken regardless of the destruction of other property; the doors, windows and everything else that offered any resistance to ready removal being chopped out, evidently with axes. It is this principally that gives the vessel her forlorn appearance, and it is for this also that Captain John Irving is determined on having amends made.

"I will bring the matter before the Board of Trade," he said yesterday, "and will fight it to the bitter end. What use is the steamer Quadra if she cannot protect the interests of Canadian citizens on this Coast? It would have only cost the Dominion about 40 tons of coal to make the trip to the scene of the Willapa's trouble, and this coal would not mean an expenditure of over $1.50 a ton. On the other hand the ship lies up idle in port while the plunderers of the Willapa are allowed to carry on their destructful work. These are not all Indians. Some of them are white Indians and I know pretty well who they are."

The Captain produced correspondence which had passed between himself and the Dominion government relative to his requests to have the Quadra go to the Willapa, and showing that the government did not see fit to dispatch the vessel on such a mission. The government explained that the Quadra had other work of her own of pressing importance to perform, whereas Capt. Irving declares that the steamer was idle for one entire week during the time of the trouble.

The West Coast route is the service the Willapa is to be put to as soon as she is repaired and overhauled, and the Tees, it is understood, will go on the Northern run to assist the Danube, at least during the salmon season. Captain Irving accounts for the Willapa's accident largely through the remarkable "dead rise" there is to the ship's bottom, making her roll with every sea. There is a slope of three inches in every foot of the vessel's hull, giving her an almost round bottom. This defect will be remedied when the steamer goes on the ways for repairs.

ELEVEN BRIGHT PUPILS

Eleven bright-looking boys and girls attended at the annual meeting of the W.C.T.U., in Temperance hall, last evening, to receive the prizes offered by the union for the most successful scholars in the subject of bygiene at the annual examinations just closed. Four of these pupils had obtained perfect marks and the lowest percentage secured by any of them was 94. Six boys in the third division of the Central school got equal marks and it was difficult to decide which one should be awarded the prize, but the youngest, a little lad only nine y ears of age, was eventually given first place. The prizes, which were all handsomely bound books, were presented by Mayor Redfern, as follows: Boys' Central, William Macmillan and Harvey Sexsmith; Girls' Central, Vivian Schofield and Gladys Berridge; South Park, Mable Agnes Cameron and Ernest Cameron; Victoria West, Dora Harper and James Augustine Sullivan; and North Ward, Emily M. Johnston, Mable Blake and Lizzie Parker.

Apart from the presentation of the prizes there was considerable business done. The president, Mrs. Gordon Grant, occupied the chair, and following her address were the reports of the secretary, Mrs. Gould, and the treasurer, Mrs. Helen Grant, a recitation was given by Miss Chapman, and addresses from V. H. West and Mrs. Chapman followed.

A general meeting of the W.C.T.U. is to be held this afternoon at 3 o'clock, and one hour previously an executive meeting will be held.

MINES OF THE SKEENA

Mr. C. D. W. Clifford, who is one of those largely interested in the Skeena River Mining Company, gives a very cheerful view of the prospects of mining in the Northern part of the province. The company have been quietly opening up their properties, which are situated on the Skeena, about 70 miles from its mouth, the claims being so favorably placed that the ore can be loaded direct to the steamer for shipment. Assays from the ore go $35 in gold, 30 per cent. in copper and 35 ounces in silver, and a trial shipment of 5 or 6 tons is to be sent to a smelter for treatment. Considerable work has been done on several of the claims, the Emma having a shaft down 45 feet and a tunnel in 145 feet, and besides considerable work has been done on several other claims. There are 300 tons now on the dump, and F. D. Nowell, the Alaska mining man who represents millions of dollars capital, is going up to see the mines in July and has made a most satisfactory offer to bond and work the Emma, I X L and Bootjack claims. Mr. Nowell's company are among the most extensive mining operators in Alaska at present, their property being valued at an immense figure and turning out a large quantity of gold.

Mr. Clifford had the opportunity of visiting Juneau and the principal mining districts round that portion of Alaska, and is very much impressed with the amount of work that is being done.

He saw the Treadwell turning out its 850 tons of ore a day with a 240 stamp mill pounding out the gold, and while the ore only averages $3 a ton, it costs but $1.20 a ton to mine and mill it and treat the concentrate by chlorination. Then there was the Mexico mine on Douglas island, owned by Mills and the Rothschilds, who also own the Treadwell, and the Ready Bullion, all big mines on Douglas island.

The mining is not by any means all quartz round Juneau, for in the Silver Bow basin is a hydraulic claim, owned by the Nowell company, with enough gravel in sight to work for eleven years. Two monitors are working and a tunnel 3,5000 feet long has been put in at a cost of $80,000. While $240,000 was paid for this property, it is estimated that in three or four years the mine will pay for itself and make a very handsome dividend besides. There are 100 men employed on this property. The Nowells also own the Silver Queen and Glacier quartz claims on Sheep creek, which turn out 100 tons a day, the quartz going between $15 and $16 a ton. In addition to the 40 stamp mill already in operation on these claims, 40 stamps more are being put in. The Comet, at Burner's Bay, also belongs to the Nowells, and the mill crushed ore at the rate of 100 tons a day with occasionally some extremely rich pockets. The Comet at the cheap rate for milling and treating concentrates nets the neat little fortune of $1,100 a day. Mr. Willis Nowell is superintending this particular property. The Nowells own forty different claims at Burner's Bay besides the Comet, and employ 500 men, run several steamers and do an immense business. Consequently if such a firm take hold of the Skeena properties and become interested in British Columbia coast mines it will be a fine thing for this part of the province as they are thoroughly practical men who have made an immense success of their mining operations. They run all on a business basis and not on speculation in stocks.

At Sumdum Bay, Mr. Clifford visited the Bald Eagle, where extensive operations have opened up an immense quantity of ore running $40 to the ton. He also saw the Jualin claim owned by Judge Mellon of Juneau and others. Judge Mellon, who was in Victoria a few days ago, made a great stroke of business when two years ago he susceeded in purchasing the Jualin for $60,000. The name of the mine is made up, it may be explained, from the initials of the previous owners. A forty stamp mill is being operated, and an offer of a million and a half dollars for the property has been refused by the present owners.

Mr. Clifford had a good word to say about Juneau. It is a most orderly town, with only one policeman; it sports two theatres and has five very good hotels. Mr. Clifford was greatly pleased with his visit there and was particularly struck with the law-abiding character of the people.

DR. CHASE'S
Catarrh Cure

CURES CATARRH, HAY FEVER, ROSE FEVER, AND ALL HEAD COLDS . . . GIVE ONE BLOW WITH THE BLOWER AND THE POWDER IS DIFFUSED, MAKING A SURE AND PERMANENT CURE . . . . . .
PRICE WITH BLOWER 25 CENTS

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Carbolic Tooth Powder
6d., 1s., 1s. 6d., and 1 lb. 5s. Tins, or
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For Preserving the Teeth and Strengthening the Gums.

Each is prepared with CALVERT'S purest Carbolic—the best dental preservative. They sweeten the breath and prevent infection by inhalation.

Avoid Imitations which are Numerous and Unreliable.

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F. C. CALVERT & CO., MANCHESTER.
Awarded 75 Gold and Silver Medals, &c.
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CROW'S NEST LAND GRANTS.

The following is the text of the agreement on the above subject between the Canadian government and the C.P.R. company in consideration of the Crow's Nest railway subsidy:

"H. That if the company or any other company with whom it shall have any arrangement or subject, shall by constructing said railway or any part of it as stipulated for in said agreement become entitled and shall get any land as a subsidy from the government of British Columbia, then such lands, excepting therefrom those which in the opinion of the director of the Geological Survey of Canada (expressed in writing), are coal-bearing land, shall be disposed of by the company or by such other company to the public according to regulations and at prices not exceeding those prescribed from time to time by the Governor-in-Council, having regard to the then existing provincial regulations applicable thereto, the expression 'X lands' including all mineral and timber thereon, which shall be disposed of as aforesaid either with or without land as the Governor-in-Council may direct.

"I. That if the company or any other company with whom it shall have any arrangement on the subject, shall by constructing the said railway or any part of it, as stipulated for in said agreement, become entitled to and shall get any lands as a subsidy from the government of British Columbia, which in the opinion of the geological survey of Canada (expressed in writing), are coal bearing lands, then the company will cause to be conveyed to the crown in the interest of Canada a portion thereof to the extent of 50,000 acres, the same to be of equal value per acre as coal lands with the residue of such lands, said 50,000 acres to be determined by the government in such a fair and equitable manner as may be determined by the Governor-in-Council for the purpose of securing a sufficient and suitable supply of coal to buy at a reasonable price, not exceeding $2 per ton of 2,000 pounds free on board cars at the mine."

YOUNGS-TOWNSEND.

On Wednesday evening last, at Christ Church cathedral, the marriage took place of Everett George Youngs, of Toronto, and Miss Susie Townsend, daughter of the late A. A. Townsend, of this city. The bride was attired in white silk trimmed with pearl passementeries and lace. Miss Amy Thomas and Miss Harriet Mallendaine attended the bride. The bride was the recipient of many handsome presents, among which were: Mrs. Munroe, handsome doyly; Mrs. Elliste, two fancy plates; Miss Dearberg, drawn-work tray cover; one of the big four, large clock; Mrs. G. Wilson, water set with tray; Geiger Bros., handsome piano lamp with stand; Chas. Mallendaine, afternoon tea set; Mrs. Pfeirdner, doylys; Mrs. Leigh, fancy plate; Mrs. and Miss Fuggle, biscuit jar; Mr. and Mrs. Perkins, Vancouver, sideboard scarf; Mr. and Mrs. Bryce, handsome hall lamp; Mrs. Townsend, silver egg stand; Mr. and Mrs. Soule, handsome centre piece; Mr. and Mrs. Shakespeare, handsome table mirror; Mrs. Rootledge, toilet cushion; Miss Lee-Nano, porridge set; Master N. Townsend, fancy plate; Master Alfred Townsend, fancy flower jar; Violet Townsend, framed photo; Mrs. Drake, set of tumblers; the Misses Merrill, Jubilee vases; Mr. and Mrs. Hall, silver cruet stand; Mr. and Mrs. Somers, framed portrait of the Queen; Mr. and Mrs. Jackson, handsome fruit dish; Mr. A. Townsend, silver tea set; Mr. J. Townsend, dinner service, silver knives, forks, spoons, cruet stand and pickle jar; Mr. and Mrs. Hubbard, handsome clock; Mrs. Fairall, silver pickle jar; Mr. and Mrs. Geiger, afternoon tea set; Mrs. Bloomfield and daughter, afternoon teaspoons; Miss Amy Thomas, silver celery glass; Mr. and Mrs. Mallandaine, silver cake basket; Miss Mallandaine, glass berry set; Mrs. J. Stark, handsome table lamp; Mr. and Mrs. Maynard, silver and glass salt cellars; Mr. Maurettus, Seattle, pillow-shams; W. W. Higgin, Seattle, glass jug and tumblers.

Council of Women.

HALIFAX, June 17.—The Canadian National Council of Women resumed its session to-day. A telegram was received from the Vancouver local council announcing $1,000 collected for the Victorian Order of Nurses. The treasurer's report showed that the annual receipts were $1,095 and expenditures $1,053.

CERTIFICATE OF REGISTRATION OF A FOREIGN COMPANY.

"Companies' Act," Part IV., And Amending Acts.

"The Raven Copper and Gold Company" (Foreign).

Registered the 23rd day of March, 1897.

I HEREBY CERTIFY that I have this day registered "The Raven Copper and Gold Company" (Foreign), under the "Companies' Act," Part IV., "Registration of Foreign Companies," and amending Acts.

The head office of the said Company is situated at the City of Seattle, State of Washington, U.S.A.

The objects for which the Company is established are:—

1st. The mining, milling, smelting, or working ores by any process, or for any and all purposes:

2nd. To locate, buy, sell, lease, own, pledge, and mortgage mining claims and mill-sites, whether patented or unpatented, granted or ungranted:

3rd. To locate, buy, sell, lease, own, pledge and mortgage any other species of property, whether real or personal, not only for the purpose of mining, but for any other purpose whatever, and for the carrying out of any business for the acquisition of gain:

4th. To appropriate or locate waters in public streams, to dig canals, ditches, flumes, aqueducts, reservoirs, dykes, dams, and bridges, not only to facilitate mining, but for any other operation of business whatever, and to buy, sell, lease, own, and mortgage any of such property for any purpose whatever:

5th. To develop mining and other kinds of property, both upon the Company's own land and upon that of others, to build roads, trails, tunnels, drifts, shafts and cross-cuts:

6th. To build, buy, sell, lease, operate, pledge, or mortgage mills, furnaces, smelters and reduction works, and all kinds of machinery, either for mining operations or for any other kinds of business whatsoever:

7th. To build, buy, sell, lease, and operate steam and sailing boats and river crafts of all kinds, and steam or electric railways, with their rolling stock, telephone and telegraph lines, electric light lines; to erect machinery for the developing of electricity for the use of railway, telephone, telegraph and electric light lines, and for use in the mines, either for light or power, and to collect tolls or compensation for the use of same:

8th. To buy, sell, and traffic in merchandise of all kinds for all purposes; to build, buy, sell, lease and operate stores and merchandise:

9th. To buy, sell, mortgage, pledge, hypothecate and generally to act as brokers in and to deal in mining stocks and bonds, or any other kind of stocks or bonds for any and all purposes:

10th. To buy, sell, pledge, or mortgage ores, bullion, concentrates, and sulphurets or any kind and all kinds and for all purposes:

11th. To operate in any and all of the aforesaid capacities in the Province of British Columbia, in so far as the laws of that Province may allow, and in conformity with the statutes respecting foreign corporations:

12th. To do any and all of the aforesaid acts and business either in the State of Washington or Province of British Columbia, or in any other State, Province, or country whatsoever:

The capital stock of the said Company is one million dollars, divided into one million shares of the value of one dollar each.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 23rd day of March, 1897.

[L.S.] S. Y. WOOTTON,
ap8 Registrar of Joint Stock Companies.

NOTICE is hereby given that application will be made to the Legislative Assembly of the Province of British Columbia at its next session, for an act to incorporate a company with power to construct, equip, operate and maintain either standard or narrow guage railways, for the purpose of conveying passengers, freight and ore from a point at or near the head of steamboat navigation on Kitimaat Inlet, Douglas Channel, North West coast of British Columbia, by the most direct and feasible route along the Kitimaat Valley, about twenty-five miles more or less, thence to a point at or near Kitselas Canyon on the Skeena river, thence along the valley of the Skeena river in a North Easterly direction to a point at or near Hazelton, thence in a North Easterly direction to a point at or near Germansen Creek, Omineca, with power to construct, equip, operate and maintain a branch connection with or extension of the same from a point at or near Hazelton, thence in a North Westerly direction by the most direct and feasible route to a point at or near Telegraph Creek on the Stickeen river, and with power to construct, equip, operate and maintain branch lines and all necessary roads, bridges, ways, ferries, wharves, docks and coal bunkers; and with power to build, own equip, operate and maintain steam and other vessels and boats; and with power to build, equip, operate and maintain telegraph and telephone lines in connection with the said railways and branches; and to generate electricity for the supply of light, heat and power; and with power to expropriate lands for the purposes of the company, and to acquire lands, bonuses, privileges, or other aids from any government, municipality or other persons or bodies corporate, and to make traffic or other arrangements with railway, steamboat or other companies, and with power to build wagon roads to be used in the construction of such railways and in advance of the same and to levy and collect tolls from all parties using and on all freight passing over any of such roads built by the Company, whether built before or after the passage of the Act hereby applied for, and with all other usual necessary or incidental rights, powers or privileges as may be necessary or incidental or conducive to the attainment of the above objects or any of them.

Dated at the city of Victoria the 14th day of May, A.D. 1897.

HUNTER & OLIVER,
Solicitors for the Applicants.

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