NEW VICTORIA-VANCOUVER FERRY

First Detailed Description of Str. Princess Victoria, Which Has Just Been Launched at Newcastle-on-Tyne.

The Times to-day, through special correspondence received from Newcastle-on-Tyne, is able to furnish to its readers the first complete description of the new C. P. N. Company's ferry, building in England for service between Victoria and Vancouver.

As the vessel is to have a speed of 18 knots, and to embody all the latest improvements known to marine architecture, and incidentally lower the time now made between the two cities by at least an hour, the information which the Times has received from the place where the steamer is building, will be read with unusual interest. As announced, the hull of the ship was launched on Tuesday morning, some delay having been experienced in the building of the craft because of strikes, over which the contractor had no control.

Chief Engineer T. G. Mitchell, of the steamer Charmer, has been entrusted by the C. P. N. Company to superintend the installation of the machinery in the interests of the firm, and, as previously reported, has left for England to fulfill his important mission. He will arrive at the scene of his labors within a day or so, and will stay by the undertaking until it has been completed, afterwards embarking as chief engineer for the voyage around the Horn. The sailing date has not of course been fixed as yet, but will probably be in about eight or ten weeks' time. Capt. Cooper, who is now in England, and who brought the Princess May out to this coast, will, it is thought, be the man appointed to bring the ship to Victoria. She will then be in an unfinished state, barely sufficient work being done to leave her in a condition for so long a passage through the two oceans.

The description of the new steamer, as provided by the Times correspondent, is as follows:

"The Princess Victoria is being built by C. S. Swan & Hunter, Ltd., Newcastle-on-Tyne, and is a steel twin screw steamer of the following leading dimensions: Length, between perpendiculers, 300 feet; beam extreme, 40 feet 6 inches, and depth moulded, 18 feet 6 inches. She is provided with water-tight bulkheads and water-tight flats, as well as a double, so that she will be practically unsinkable. She has been designed for mail and passenger service between Vancouver and Victoria, and will accommodate a large number of passengers, all above the main deck. On the main deck aft is a large deck house containing the dining saloon, with seating accommodation for 90 saloon passengers, and also the galley and pantry. From the after end of the engine casing to the stem the plating is carried up to the hurricane deck, and in this space at the after end are the rooms for the engineers, petty officers, etc., whilst forward the space is reserved for second class passengers. On the hurricane deck is placed a large house, almost the whole width of the vessel, and 245 feet in length, at the sides of which are the state rooms for the first class passengers, the space between these cabins being fitted up as an extensive sitting room, access being obtained to the dining saloon below by a commodious staircase aft of the engine room. At the forward end of this house a good space is reserved for the second class entrance and smoke room.

"At the forward part of this house is the main staircase for first class passengers to give access to the deck above, this deck having a large opening which gives this portion of the sitting room a very lofty and handsome appearance. Only sufficient deck remains to make a gallery for access to the state rooms around. The house on this deck extends for a length of 170 feet, and is arranged on the same principle as the house below it, with state rooms at the sides. At the after end there is a comfortable smoking room, whilst the space at the forward end is fitted as an observation room with large square windows.

"The vessel will have a handsome appearance, and will be rigged with two pole masts, and will have three funnels.

"The machinery is being constructed by R. & W. Hawthorn, Leslie & Co., Ltd., and consists of two sets of triple expansion engines working on four cranks and balanced on the Yarrow Schlick and Tweedy system. The cylinders are 24 inches, 40 inches, 43½ inches and 43½ inches, with a common stroke of 33 inches, and are expected to develop about 5,500 indicated horse-power on the trial trip, steam being supplied by six single ended boilers, each 15 feet diameter by 11 feet long, working at a pressure of 160 pounds per square inch. The draught will be assisted by fans giving a modified forced draught. This machinery is expected to drive the vessel at a speed of 18 knots an hour in service."

The power of the new ship is one of her chief characteristics. While a speed of 18 knots is stipulated, it is fully expected that the vessel will be capable of even doing better than this. Running at 18 knots an hour, however, will be a big improvement on the speed of the Charmer. While it takes that vessel over five hours to make the trip between this city and Vancouver, it is believed that the Princess Victoria will be able to reduce the time to four. The benefits accruing are of course obvious. It means to the citizens of Victoria that an all-day schedule can, if the management of the C. P. N. Company desires, be provided between the two places with as much time for the visitor in the Terminal City as he spends under the present comparatively slow order of things. It will also mean that the expense connected with the trip will be correspondingly decreased, there being in the event of an all-day service no berth to obtain, and but one or two meals to pay for if the passengers wish return on the same day.

But it will be well on in the new year before the ship is in a shape for the run, for after arrival here work has to be done on her that will involve a large expenditure. All possible of the carpentry will be carried out in either this city or Vancouver. Besides, all the furnishing will be done by British Columbia upholsterers, so that altogether the undertaking here executed will mean several months' employment for a big force of mechanics.

In christening the new liner the Princess Victoria, the C. P. N. Company have added a fourth vessel to that fleet of Princesses which they have resolved upon creating in order to correspond with the trans-Pacific Empress line, which, if rumor is correct, may also be enlarged before long. Composing the four are the Princess Louise, the pioneer of the Victoria and Vancouver service, the Princess May, which the C. P. R. Company acquired in the Orient, and has operated with considerable success on the Skagway run during the past year; the Princess Beatrice, which is building in the yard of the Esquimalt Marine Railway Company, and lastly the new and magnificent ferry now receiving her machinery at Newcastle-on-Tyne. All are modern and up-to-date ships, both in respect to speed and equipment, except the Princess Louise, which being one of the veteran ships of the company, is naturally no "flyer," although in point of seaworthiness is little the worse for the many years' service she has seen. In 1886 she was placed on the run between Vancouver and Victoria. But the first train to reach the Terminal City, on July 4th, of that year, over the C. P. R., was met, it is said, by the Yosemite. There are now in this city pictures showing the meeting of both steamer and train, and a crowd of spectators, including not a few Victorians.

Previous to that time the Princess Louise and Yosemite were running on the Fraser route, New Westminster being the principal place of importance on the Mainland at that time. Calls were made only at Vancouver to land supplies, while passengers coming to this city from there had to resort to an old and unwieldly stage, which took them to New Westminster, the point of embarkation for Victoria. Since then the Yosemite and Princess Louise have been running off and on to Vancouver to this day. The advent of the lost Islander was in 1888. She was a vast improvement on the Louise and Yosemite, and just in so far has she excelled them will the new Princess Victoria rank ahead of the Islander.

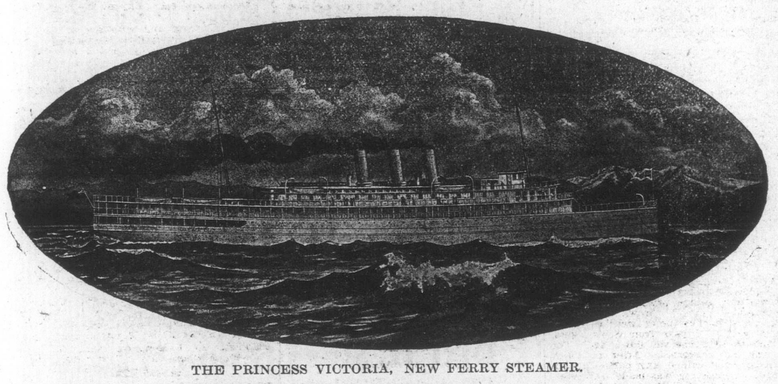
While touching on the early features of the service, it might also be apropos to mention something about the company which inaugurated the service.

The C. P. N. Company was formed here in 1883. It was the culmination of Capt. John Irving's efforts. In 1875 the late commodore of the C. P. N. Company purchased the steamer Lillooet, and acquired a fleet consisting of the steamers Glenora and Royal City, as well as the Onward and Lillooet. In 1876 the Hudson's Bay Company entered into competition on the Victoria-New Westminster route, and Capt. Irving purchased the Wilson G. Hunt and operated her on that route. His rivals secured the Olympia, since rechristened the Princess Louise, and although a combination was soon formed which maintained until the formation of the C. P. N. Company, competition ran high. In 1880 the Cassiar was placed upon the route, and another contest was precipitated, which lasted until that vessel was lost the following year. In the meantime the Western Slope was built by Capt. W. Moore, he running her through to Yale. Capt. Irving had the Elizabeth Irving built to compete, but she was burned before earning a dollar. Capt. Irving, then rallying from his loss, built the R. P. Rithet, and soon afterwards bought the Western Slope at auction on the failure of Capt. Moore. In 1885 the People's Navigation Company, composed of Messrs. Turner and Finlayson, of Victoria, and some Nanaimo people, bought the steamer Amelia and put her on the Nanaimo route in opposition to the C. P. N. Company. A bitter war raged for a brief period, ending in the amalgamation of interests. When the C. P. R. was completed in 1886, the C. P. N. in part withdrew from the Fraser, and since that time it has confined its operations chiefly to Vancouver and New Westminster, and West Coast and Northern ports.

Early last year most of the stock of the company was taken over by the C. P. R. Company, and Capt. Troup was appointed manager. An improved service was at once considered. Three new steamers were contemplated, one being projected for the Skagway run, which, however, in view of the falling off in that business will not be built. The two steamers now under construction were considered essential, and Capt. Troup at once began to work on the plans for several months, devoting all his spare time to preparing the details of construction.

The Princess Victoria, for a spell during the rush season in the northern service, may be temporarily withdrawn from the Victoria-Vancouver route and placed on the Skagway run, but this arrangement has only been contemplated, and will be govern by the conditions of business then prevailing.

The accompanying half tone of the steamer Princess Victoria is published by the courtesy of Manager Herbert Cuthbert, of the Tourist Association. It was prepared for the Tourist Guide, which is being published by that association, and was obtained from a photograph of the plans which was kindly placed at the disposal of the Tourist Association by the general manager of the C. P. N. Company, Capt Troup. From this outline the sketch of the steamer was completed by the Times artist, W. Pumfrey.



THE PRINCESS VICTORIA, NEW FERRY STEAMER.

COL. PINAULT HERE.

The Deputy Minister Has Little to Say of His Mission to Esquimalt.

Col. L. T. Pinault, deputy minister of militia and defence, is in the city. He will spend only a day or two here. This is his first trip to the coast, and he will visit the fortifications at Esquimalt. This intimate acquaintance with the works will prove an advantage to him in his conduct of the affairs connected with that branch of the department's work.

He will also look into the geovernment's property, but further than that he has little to say with respect to his mission to the works at Esquimalt. Plans and designs with respect to fortifications are necessarily kept secret, and Col. Pinault will therefore say nothing as to what is intended to be done in the way of extending the fortifications, about which there have been many rumors.

He will inspect the Clover Point rifle range, which has been fitted up since he assumed the duties of deputy minister.

Returning to Vancouver, he will look into the question of providing a new rifle range there. The present range, owing to the proximity of residences, has become unsuited for the purposes for which it is intended. It will be necessary to provide a new location. Col. Pinault says that it is expected to get a location which will serve both Vancouver and New Westminster.

Col. Pinault is a veteran of the Fenian Raid of 1870 and of the Northwest Rebellion of 1885. During the latter service he was a member of the Ninth Regiment of Quebec.

LEGAL NEWS.

County Court Sittings Commences on Monday Morning.

The sitting of the County court, which was adjourned from the 13th inst., will commence at 11 a.m. on Monday. Judge Drake will probably preside. There is a heavy list of cases set for trial at this court.

In Chambers Saturday Mr. Justice Drake disposed of the following applications:

Breen vs. Lenora Mt. Sicker C. M. Co.—An application for judgment under Order XIV. was struck off, no one appearing on same, proceedings being stayed by the winding up order granted against the defendant company.

Gray vs. Shaw (County court)—F. Higgins, for defendant, obtained an order for leave to deliver interrogatories.

Re estate of John Stephen, deceased—An application to amend order for administration was refused. H. B. Robertson for applicant.

R. M. S. Empress of India left Hongkong en route to this port on Wednesday.

NEW VESSELS FOR C. P. R. COMPANY

REPORTED THAT SIX WILL BE SOON ADDED

Extensive Purchases of Rails in Germany—Arrival of the Overdue Barque Edith.

There will in all probability be an addition to the C. P. N. fleet of two new vessels in the Pacific service in the near future. Such is the news, which has just come from Montreal, the question of strengthening the tonnage in this ocean having, it is stated, occupied the attention of the directors for some time. In late years the company's Empress line has had as much of the passenger business as they could handle during the summer months, while the addition of the extra freighter on the Australian line indicates in itself the condition of trade in that direction.

At the last meeting of the stockholders of the C. P. R. at Montreal a resolution was submitted, giving power to the directors to acquire by lease, purchase, or otherwise, a line of fast freight steamers to be used on the Atlantic, in order to place the business of the C. P. R. upon an independent basis. Since then the C. P. R. executive has not been idle. While the authorities will not admit it, it is understood that an agent of the company has been quietly looking over the great shipbuilding yards in the Old Country, with a view to ascertaining the conditions as to labor, time, prices, and the like, and it is stated by those who are in a position to know, that if the company has not actually given an order for four fast steamers for the Atlantic trade, it will very shortly do so.

Indeed, it has been asserted that the orders have been given, and that the work will shortly be commenced upon the new boats, four in number, which will be up-to-date in every respect, and which will place the company in a most commanding position.

EDITH STILL AT ANGELES.

The collier Edith, which sprang a leak off the Cape early in the week, is still at Port Angeles. Divers are now making a survey of the vessel's injuries, but where the ship will be repaired has not yet been determined. After the vessel sprang a leak one of her forward compartments rapidly filled. When it was seen that her pumps could not keep her clear of water, she headed for the straits. The water increased and soon she was so low at the bow that her propeller was useless, and in this condition she was at the mercy of the wind and waves, when she was picked up by the tug Pioneer and towed to Port Angeles. After smooth water was reached the pumps could make no headway on the inflow of water.

It is thought that during the gale which the Edith encountered one of her plates was sprung.

ATLANTIC WRECKS.

A Quebec dispatch of yesterday's date says: "The government steamer Aberdeen reached port this morning with Capt. John Griffiths and crew of seven men of the barkentine Edward Sargent, which was wrecked off the Anticosti coast on October 29th. The crew suffered intensely before being rescued. One of their number, Fred. Williams, was drowned.

"A bottle containing a small slip of paper was picked up at Hadlow, near here, yesterday, on which was written 'Schooner Snowbird met gale opposite Pointes des Montes. Foundered with all on board. Four men and myself lost. Good-bye. Capt. Lawler. Please communicate with my wife.' Steamshipmen here are doubtful of the story."

GERMAN RAILS PURCHASED.

Apropos of the story published in the Times a few evenings ago, the following dispatch from Montreal will be read with interest: "Messrs. Mackenzie, Mann & Co. have just closed a contract with Gerald Romer, of this city, acting on behalf of German makers, for about 40,000 tons of steel rails and fastenings for their requirements on the Canadian Northern and their Nova Scotia roads. The competition was very keen for this contract, which is approximately the largest ever placed at one time in Canada. Other contracts for very large quantities of steel rails have recently been placed by the Grand Trunk and Canadian Pacific railways, the latter including a large contract for shipment round the Horn to Vancouver."

EDITH ARRIVES.

After passing through two typhoons and a very heavy gale off the coast of this Island, the overdue German barque Edith, Capt. Oertal, arrived in the Roads last night none the worse for her tempestuous voyage. The vessel is 80 odd days from Hongay, and comes here for orders. In consequence of her long trip much anxiety was felt for her, and reinsurance gamblers had taken a 20 per cent. risk on the vessel. Capt. Oertal reports that the typhoons on the China coast this year were the severest felt in many years. In a letter which he has received from the Orient it states that in all there have been eleven typhoons during the season, and the destruction to property caused by them have been enormous. The two he experienced did not pass directly over him. Fortunately for his ship they only caught the borderland of them.

AWFUL EXPERIENCE WITH HEART DISEASE.—Mr. L. J. Law, Toronto, Can., writes: "I was so sorely troubled with heart disease that I was unable for 18 months to lie down in bed lest I smother. After taking one dose of Dr. Agnew's Heart Cure, I retired and slept soundly. I used one bottle and the trouble has not returned." Sold by Jackson & Co. and Hall & Co.—99.

Sale Prices

Cravenette Rainproof Coats, $9.00, $13.50, $16.80.

100 Men's Overcoats (left from last season), half price for cash.

B. Williams & Co.

NEW COMPANIES HAVE BEEN INCORPORATED

Items of Interest in This Week's Issue of Official Gazette—Gordon River Road.

Three new companies have been incorporated according to the current issue of the provincial Gazette. They are as follows:

British Columbia Junk & Hardware Co., Ltd., capital, $5,000, in $10 shares. The object of the company is to purchase and carry on the business conducted by M. Burnes & Co., Johnson street, Victoria.

The Sutton Lumber & Trading Co., Ltd., capital $100,000, in $100 shares.

The Uchulet Mercantile Co., Ltd., capital $15,000, in $1 shares.

* * *

The Gordon river road has been established as follows: Commencing at a point at high water mark on the west side of the Gordon river, at the mouth of said river, in the S. E. ¼ of section 11, township 11, Renfrew district, and opposite Indian reserve Pa-chee-na No. 2; thence following the centre line of the existing Gordon river trail, constructed by the government of British Columbia, having a width of 33 feet on each side of said centre line of said trail through the S.E. ¼, N. E. ¼ and N. W ¼ of section 11, S. W. ¼ section 14, and the S. E. ¼ and N. W. ¼ section 14, all in township 11, Renfrew district.

* * *

The International Harvester Company, of America, has been registered as an extra-provincial company, with headquarters at Milwaukee. The provincial head office is at Nelson. The capital is $1,000,000 divided into $100 shares. Robt. W. Hannington, of Nelson, is attorney.

A license has been issued to the Canadian Real Properties, Ltd., to carry on business within the province. The head office of the company is in England, and the provincial headquarters at Kamloops. Roland H. Alexander is attorney. The capital is £43,000 divided into £1 shares.

* * *

Notice of an application to incorporate a company to operate railways on the mono-rail system, as announced in these columns last night, also appears in the Gazette. Numerous other powers are also applied for. Chas. H. Lugrin is solicitor for the applicants.

* * *

The office of the mining recorder for the Lardeau mining division has been removed from Comaplix to Cambourne.

* * *

Tenders are invited for the building of school houses at the following places: North Vesuvius, Ebolt, Vernon, a High school.

* * *

Tenders are invited for the purchase of old bridge material at Eburne, consisting of about 110 tons of cast and wrought iron.

* * *

Placer mining claims in Alberni, Clayoquot and Quatsino are laid over until May 1st, 1903.

THE SALMON FLEET.

Last of Vessels Left the Fraser Friday—Others Which Have Sailed.

Monday the British barque Harold left the Fraser with the fifth and last of the salmon cargoes, bound from this province for the European market this fall. She has approximately 56,000 cases, and is destined for Liverpool. The Pass of Killiecrankie has just completed her cargo and will be sailing probably to-day with a cargo of about 58,000 cases, while the other ships of the fleet are the Marian Woodside, which sailed on October 6th, with a cargo of 67,497 cases, valued at $337,485; the British ship Cambrian Hills, which sailed on October 20th, with a cargo of 67,263 cases, valued at $336,315, and the Aberfoyle, which sailed on October 25th, with a cargo of 66,000 cases, valued at $330,000. All this fleet loaded on the Fraser, and all but the Cambrian Hills, which is bound for London, is destined for Liverpool.

In addition to what these ships carry, shipments have been forwarded on the round-the-world steamers Pinang, Kintuck and Hysen. The Yangtse will also carry a consignment, but this will probably be the final one made to England this year. The amount shipped by water last year about doubles that of this year. In 1901 there was a fleet of eleven ships engaged for the export of the salmon from this province, but with the short pack this season the tonnage required about half that engaged twelve months ago.

KILLED A HORSE.

Careless Driving Responsible For Death of Fine Young Animal.

Careless driving Sunday evening resulted in the death of a fine horse belonging to Mr. Helgesen, of Metchosin. The owner and a companion, Walter Tennyson, were going along the Gorge road, and had almost crossed the first bridge at the end of Rock Bay avenue, when they collided with a vehicle which was bound for town. The newcomers were on the wrong side of the road, and were driving very recklessly. A mix-up followed, in which a shaft penetrated the chest of Mr. Helgesen's horse, while Mr. Tennyson was thrown out and rendered insensible. After attending to his companion Mr. Helgesen discovered that his horse was seriously injured. The shaft had entered its body just inside the right foreleg. Using his handkerchief to staunch the flow of blood the owner was leading the animal to the residence of Dr. Robertson near by, when the unfortunate horse succumbed. Mr. Helgesen was unable to learn the name of the occupants of the other rig, but he believes he knows who they are, and it is altogether likely that their case will come up in the police court in a day or so.

Experiments in Dublin recently demonstrated to the satisfaction of the experimenters that bacteria could be carried a great distance by the wind despite a heavy rainfall.

No. 210.

CERTIFICATE OF THE REGISTRATION OF AN EXTRA-PROVINCIAL COMPANY.

"COMPANIES ACT, 1897."

I hereby certify that "The Bella Coola Pulp and Paper Company" has this day been registered as an Extra-Provincial Company under the "Companies Act, 1897," to carry out or effect all or any of the objects of the Company to which the legislative authority of British Columbia extends.

The head office of the Company is situate in the City of Tacoma, Pierce County, State of Washington.

The amount of the capital of the Company is $10,000, divided into 10,000 shares of $1.00 each.

The head office of the Company in this Province is situate at Victoria, and Lindley Crease, Barrister, whose address is Victoria aforesaid, is the attorney for the Company (not empowered to issue or transfer stock).

The time of the existence of the Company is fifty years.

The Company is limited.

Given under my hand and seal of office at Victoria, Province of British Columbia, this 5th day of November, one thousand nine hundred and two.

(L. S.) S. Y. WOOTTON,
Registrar of Joint Stock Companies.

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

(1.) To manufacture pulp and paper and cut timber for the manufacture of wood pulp or paper; to erect, maintain and operate all sawmills necessary for the cutting of said timber and the mills necessary for converting said timber into pulp and paper, and to carry on the business of pulp and paper manufacturers and dealers in all its branches:

(2.) To acquire, operate or carry on the business of a power company.

(3.) To obtain by purchase, lease, hire, discovery, location or otherwise acquire and hold in the Province of British Columbia, lands, estates, timber leases or leases, timber claims or licenses to cut timber, surface rights and rights of way, water rights and privileges, quarry and placer mines or mineral claims, leases or prospects, mining lands and mining rights, coal lands, mills, factories, furnaces for smelting and treating ores and refining metals, buildings, machinery, plant, stock-in-trade or other real or personal property as may be deemed advisable, and to equip, operate and return the same to account and to sell or otherwise dispose of the same or any of them, or any interest therein:

(4.) To carry on the business of a mining, quarrying, smelting, dredging and refining company, and to mine, buy, sell and work, manufacture and make merchantable gold, silver, silver-lead ores or deposits, and other minerals and metallic substances and compounds of all kinds, stone, oil, coal, earth or other matters or things whatsoever, and to prospect and search for all or any of said substances, matters or things:

(5.) To carry on the business of general merchants, loggers, lumbermen, miners, dredge owners, canners, fish curers, fruit preserers, jam manufacturers, quarrymen, brick and tile manufacturers, smelters, refiners, founders, assayers, dealers in bullion, metals, and all products of smelting of every nature and description:

(6.) To construct, carry out, maintain, improve, manage, work, control and superintend any canals, trails, roads, ways, tramways, bridges, reservoirs, watercourses, aqueducts, wharves, machine shops, furnaces, sawmills, oil wells, oil works, gas works, canneries, curing houses, crushing works, smelting works, concentrating works, hydraulic works, electrical works, drainage works, irrigation works, brickyards, coke ovens, warehouses, stores, wagons, carts and other works or conveniences which may seem directly conducive to any of the objects of the Company, and to contribute to, subsidize or otherwise aid or take part in any such operation:

(7.) To use steam, water, electricity, or any other power, as a motive power or otherwise:

(8.) To construct dams and to improve rivers, streams, lakes, and to divert the whole or any part of the water of such streams and rivers as the purposes of the Company may require:

(9.) To clear, manage, farm, cultivate, irrigate, plant, build on or otherwise work, use or improve any land which, or any interest in which may belong to the Company; to deal with any farm or other products of any lands of the Company:

(10.) To establish, operate and maintain stores, trading posts, and supply stations for the purposes of the Company, and the supplying goods to any of its employees or the occupiers of any of its lands, or any other persons, and for bartering or dealing in the products of mine and forest, and the carrying on of the general business of traders and merchants:

(11.) To undertake and carry into effect all such financial, trading, or other operations or businesses in connection with the objects of the Company, as the Company may think fit:

(12.) To acquire and carry on all or any part of the business or property, and to undertake any liabilities of any person, firm, or association or company possessed of property suitable for the purposes of this Company, or carrying on any business which this Company is authorized to carry on, or which can be conveniently carried on in connection with the same, or may seem to the Company calculated, directly or indirectly, to benefit the Company, and as the consideration for the same to pay cash or to issue any shares, stocks or obligations of this Company:

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

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

(15.) To promote any company or companies for the purpose of acquiring all or any of the property and liabilities of this Company, or for any other purpose which may seem directly or indirectly calculated to benefit this Company:

(16.) Generally to purchase, take on lease, or in exchange, hire or otherwise acquire, any real or personal property, and any rights or privileges which the Company may think necessary or convenient for the purposes of its business:

(17.) To borrow or raise money for any purpose of the Company, and for the purpose of securing the same and interest, or for any other purpose, to mortgage or charge the undertaking or all or any part of the property of the Company, present or after acquired, or its uncalled capital, and to create, issue, make, draw, accept and negotiate perpetual or redeemable debentures or debenture stock, promissory notes, bills of exchange, bills of lading, warrants, obligations and other negotiable and transferable instruments:

(18.) To enter into any arrangements with any Government (National, Dominion or Provincial) or any authority, municipal, local or otherwise, that may seem conducive to the Company's objects or any of them, and to obtain from any such Government or authority any rights, privileges and concessions which the Company may think it desirable to obtain, and to carry out, exercise and comply with or, if deemed advisable, dispose of any such arrangements, rights, privileges and concessions:

(19.) To obtain any Act of Parliament or Legislature 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 that may seem expedient, or to oppose any proceedings or applications which may seem calculated, directly or indirectly, to prejudice the Company's interests:

(20.) To take or otherwise acquire and hold shares in any other company having objects altogether or in part similar to those of this Company, or carrying on any business capable of being conducted so as directly or indirectly to benefit this Company:

(21.) To distribute any of the property of the Company among the members in specie:

(22.) To pay out of the funds of the Company all expenses of or incidental to the formation, registration and advertising of the Company, and to remunerate any person or company for services rendered or to be rendered in placing or assisting to place, or the guaranteeing the placing of any of the shares in the Company's capital, or any debentures or other securities of the Company, or in or about the formation or promotion of the Company, or the conduct of its business:

(23.) To sell, improve, manage, develop, exchange, lease, mortgage, dispose of, turn to account, or otherwise deal with the undertaking or all or any part of the property, and rights of the Company, with power to accept as the consideration any shares, stocks or obligations of any other company:

(24.) To do all such other things as are incidental or conducive to the attainment of the above objects.

ESTATE OF CHARLES TODD, DECEASED.

Notice is hereby given that all persons having any claim against the estate of Charles Todd, deceased, late of Metlakatla, British Columbia, Indian agent, are required to send particulars of such claim to the undersigned on or before the 30th day of January, 1903, after which date the executrix will proceed to distribute the assets amongst the persons entitled thereto, having regard only to the claims of which she shall then have had notice.

Dated this 30th day of October, 1902.

CREASE & CREASE,
Victoria, B. C., Solicitors for the Executrix, Isabella Maria Ingram Todd.