Hardships Of the War

Julian Ralph Tells of Them From His Own Bodily Experience.

Cheerfulness of the British Soldiers Under the Most Wretched Conditions.

Julian Ralph gives a forcible description of the effect of seven months of South African warfare upon his nerves.

"Battered externally, disordered inside, unable to digest food for weeks, nursing bruises and ailments a half dozen at once, I look upon this war as having ill repaid me for the kindly and jubilant tone in which I have dealt with it.

"And, oh! how sick I am of it—how deadly unutterably sick I am of it!

"The long months of sand dieting and hard faring under Methuen took from me a stomach which an ostrich would have envied, and exchanged for it a second-hand, worn-out apparatus which turns upside down at the approach of any food except diluted milk.

"A piece of Boer shell which hit me on the chest made me faint and weary for many days, and then a model method of alighting from a Cape cart into a trench with the cart on top of me left me one-legged for many weeks, after which I found myself with a low class non-account limb in which I have no confidence. Upon my recovering this inferior and makeshift other leg, my horse shot me into a wire fence which tore both arms into shreds, painted one thigh like an omelet, and the other like a South African sunset, and left me an internal fracture which I must keep as a perpetual souvenir of what we are all beginning to speak of as the bore war.

"Try to imagine the spirits of a man fashioned in the image of his Creator who finds himself thus gradually changing into an exhibit for a medical museum, and you begin to obtain a glimpse of the fatigue with which I now view this war.

"We all feel that we have seen by far the best and liveliest of it. There can be no new scenes or surroundings in what is to come. The Boer will hide, the veldt will reach away, the valiant Briton will endure—on and on and on; no one knows how far; no one knows how long! There may be one more great battle (or there may not be.) And then we may see six months or a year of petty, pilfering guerilla work—by little bands, all over the veldt—and this final protracted stage will be attended by all the discomforts of campaigning in a desert which was introduced to us as a baked and dusty Sahara, but is now to be a wet, soggy expanse, growing colder and colder, until, daily for weeks, the pickets shall be found frozen to death at their posts.

"What an outlook, what a prospect for description by one who has seen it all and endured it all—except the cold.

"And then the private sickness and accidents, and the public checks and disasters. How all of it gets on ones nerves and grinds and terns them—until one hatches the break of a new day, the recurrence of meal times, the daily struggle with the censor over the last petty sniping; yes, even the bugle calls for bed.

"We are all sick. Some are sick with sickness, most are sick of the war, and many are sick in both ways. I should forge thousands of signatures to that statement, and you might publish them. You would not hear a protest from any one.

Such was the frame of mind in which he left Bloemfontein, "with its 2,500 enteric patients, its maddening, dull routine of life."

"But as the train pulled out on its way to Norvals Pont he saw a sight which seemed worse. In his own words, it was, "nothing but an illimitable, spongy stodgey bog, with a driving cold rain beating upon it. And soldiers everywhere. Mentally I asked forgiveness for having, during every one moment, thought of my own discomforts and worries. Some of those men had been here guarding the railway a whole month. They had begun the task immediately at the end of the awful strain of the field marshal's progress from Graspan to Bloemfontein, when they marched as no Europeans ever marched before, and were starved as none ever should be again.

"Now the bitterly cold, driving rains had come and turned the veldt into a marsh. And here I found them like so many half-drowned rats wet as the veldt beneath them, wet as the air around them, shivering, playing drum tunes with their teeth, coughing, walking and stamping to keep warm—doing everything except complaining.

"I? My complaints? Why, beside those men, I was a duke with a palace of comforts. And if I had their complaints to make instead of my own, I should have been under and not atop of the wicked, cruel veldt.

"And these were Guards, mind you—the first few thousand spread over the first few miles; Grenadiers, Scots, Coldstreams! 'London pets' you have often called them; 'tin soldiers,' and you have laughed at them in your London homes and newspapers. Well, they did not complain at that, and they are not complaining at this. The officers were glad to take anything we could give them to read, and the men did not spurn small offerings of tobacco, but it is only just to say that none of them asked for anything.

"Down the line we came to a station and camp which presented a picture of misery as complete as any that I ever saw in a Chinese slum, Whitechapel alley, or negro barracks in New York. It was misery pared down to the raw, though none of its sufferers seemed aware of it. The beastly veldt was a mosaic of little pools and sodden tufts of sage. There were three or four shelters. One, the largest, was made by throwing a tarpaulin sheet over two piles of boxes. It was only breast high and covered sopping wet ground, but it served as the mess room and retreat for the officers who came out, by the way, in their wringing wet clothes to ask us the usual shop-worn questions about the latest rumor that Mafeking was relieved, and another that Buller had done something.

"I could see into their tent, and noticed that they lived on bully beef, tinned milk, tea and jams—delicious things for a picnic—if the picnic does not last seven months on end.

"Each of the other two shelters was made by throwing a porous blue army blanket over a pole and pinning down the sides so as to make a burrow two feet high and six feet long. It seemed to me that it must be slightly wetter and a hundredfold more disagreeable in such a hutch than out on the veldt. It was out on the veldt that we saw the Tommies; the poor, neglected, all-suffering, woe-begone looking, but none the less devil-may-care.

"The Tommies were walking up and down in the rain. Their overcoats were not only soaking wet, but, for some strange military reason, were split behind straight up to the small of each man's back so as to expose all of each leg to the wet. A few had put blankets over their coats and were also walking, walking, walking. One was seated on a box with an audience of three others on boxes, and was singing a music-hall ditty vigorously through his nose. Several who walked about were whistling. All seemed very happy, or reasonably so.

"They had been soaking wet and chilled to the bone for days. They could cook nothing, boil nothing, heat nothing, for not a dry thing with which to make a fire could be found upon the soaking veldt. They doubtless had plenty to eat, but it was all tinned stuff, and must have been taken cold and eaten each thing by itself, without a chance of making a toothsome combination. Plenty were dying, plenty were sickening, others must have felt very uncomfortable; yet those who were of the mettle to survive were whistling, singing, and cracking jokes. They are welcome to crack one at me for speaking of my own troubles, where men have to live, as I saw perhaps 20,000 living between Bloemfontein and Norval's Pont."

LETTERS TO THE EDITOR.

THE E. & N. GRANT.

Sir—Not being a candidate on this occasion I am at a loss to understand the object of misrepresenting my former public acts. A few days ago I had to correct the remarks of Mr. Pooley, the inaccuracy of which I see is now admitted. The Hon. J. H. Turner is now reported as saying at Northfield that "Mr. Beaven put through the Esquimalt and Nanaimo Railway grant" Several of my friends, who were not in the province at the time, have been heard to infer from that remark of Mr. Turner's that a government of which I was a member is responsible for the grant of land on the East Coast of Vancouver Island to the Esquimalt and Nanaimo Railway Company. Nothing is further from the truth. The fact is, I denounced the proposition when made to me as Premier, and later on when the Smithe government sought and obtained the sanction of the legislature to bring about the end, I opposed it by every means in my power. If the government lead by me had agreed to bring the Dunsmuir proposition into the assembly it would not have encountered the hostility which subsequently defeated it. It is somewhat remarkable that many who at the time favored the grant of this valuable portion of Vancouver Island to the Esquimalt and Nanaimo Railway Co. are to-day clamoring against the Dunsmuirs for owning it. I opposed the grant, denouncing it as a very bad bargain for the province, but I must admit that the Esquimalt and Nanaimo Railway Co. performed its part of the bargain. What sense of reason or justice is there therefore in now abusing the Dunsmuirs because the speculation has turned out well for them. Would the province recoup them if they had become insolvent in carrying out their agreement? I think not. It is more proper to place the blame upon the shoulders of those who advocated the huge blunder. I remember ex-Mayor John Grant, when sitting in the assembly for Cassiar going into an elaborate calculation to prove that the coal alone within the proposed land grant was sufficient to build a railway all round Vancouver Island, and he was right. There is another misrepresentation which I must again correct. Mr. Turner states that I was unable to form a ministry in August 1898, after His Honor Lieutenant-Governor McInnes dismissed him There is a marked difference in not forming a ministry when asked to, and in being unable to form one. I have frequently stated that I could have formed a government on that occasion, which I feel assured would have commended itself to the country at large, but that I asked His Honor to relieve me from that duty at the time, in preference. I fail to see, however, what bearing it has upon the present situation of public affairs and would thank the gentleman to remember that I am not at present seeking legislative honors.

ROBERT BEAVEN.

KOOTENAY RAILWAY.

Sir—In the discussion of the Kootenay railway proposition, I have not heard any of the speakers place the question as far as Victoria is concerned. The map of the proposed railway by Hon. Joseph Martin as issued by the World newspaper does not provide for any ferry connection with Vancouver Island, nor does Point Roberts appear on the map. So it is Mr. Martin's intention not to have a daily ferry with us, except by way of Vancouver. We were asked for $500,000 a short time ago to make this ferry communication via Chilliwack; surely for this amount of money the Premier does not intend to give us the go by. Contrast the proposition with one entered into by the Turner government; they were to provide for the construction of the road to Midway, a distance of 300 miles, at the rate of $4,000 per mile. The same arrangement provided for a daily ferry, without costing the city of Victoria another cent more than our proportion levied of provincial taxation. Which will the people of Victoria select, a railway and ferry at the reasonable rate of four thousand a mile, or the construction of a road costing ten to twelve millions, which is going to be an incubus on the province when built, and providing no ferry communication except as may be provided additionally by the city, at the cost probably of a million more to the ratepayers of Victoria?

TAXPAYER.

VANCOUVER SOCIALISTS.

Sir—In yesterday's issue of your paper you have an article headed "Thumping Arguments," re a political meeting having been held here, by the MacClain Socialist Labor Party last Sunday night. I cannot conceive how your article is so misleading. The facts are that a few members of the old Socialist Labor party attended our educational meeting, and not a political meeting, on Sunday night last, and not knowing how to behave themselves like gentlemen, were ejected, and the meeting was carried on peacefully as we intend to carry them on. The workingmen of Vancouver having formed their opinion regarding the old Socialist Labor party here, I do not desire to take any more of your valuable space discussing them. In regard to the statement that Mr. MacClain had to break away from the old line party to become a candidate for political honors, I may state that it is utterly a falsehood. Mr. MacClain was accepted as a member of the old party over one year ago, and on the night of his being accepted got so disgusted at their methods that he never attended another meeting since, as did also nine-tenths of their membership. The statement as regards a charge being preferred against Mr. MacClain, by the only, self claimed Socialist in Vancouver, Mr. Spencer, is also false, his name having been confused accidentally or on purpose, as the case may be, with one Mr. Jeffrey, whom Mr. MacClain defended at court. That such misleading statements would find space in any of our daily papers is only another evidence of the rotton economic system existing to-day, and I trust that in justice to the United Social Labor Party of British Columbia, and in justice to our candidate Mr. MacClain particularly, that you will retract the statement made in your column yesterday. Trusting you will give space to this letter in your paper.

C. PETERS,
Secretary United Socialist Labor Party,
Vancouver, June 6.

SPORTING NEWS.

Cricket Season Opens To-morrow—Intermediate Lacrosse Team.

The J. B. A. A. and 5th Regiment Cricket clubs will open their season with a match at their ground at Beacon Hill to-morrow, comencing at 2.30 p.m. The following gentlemen will represent their respective teams

J. B. A. A.—A. C. Anderson, A. Coles, W. Donaldson, F. G. Fowkes, H. Gillespie capt. A. Gillespie, A. A. Green, W. P. Gooch, J. K. Macrae, H. J. Martin, and J. E. Martin. 5th Regiment.—J. F. Foulkes, capt.; gers, L. York, W. York, Q. D. Warden, A. MacLean, F. A. Futcher, L. B. Trimen, and W. T. Williams.

LACROSSE.

An Intermediate Match

J. A. McTavish, H. M. Grahame, C. Schwen-

At a meeting held at the Caledonia grounds on Wednesday evening an intermediate lacrosse team was formed, with the following officers: president, Frank Smith; secretary, W. Fairall; treasurer, Ed. Milne; captain, George Andrews; managing committee, Chas. Fairall, Louis Borde, and Herbert Jesse.

The name chosen was "The Victoria Intermediate Lacrosse Club." Bob Foster was appointed trainer. An effort will be made to secure the Caledonia grounds, where the team will practise for possible matches with the intermediate teams of nearby cities.

YACHTING.

The International Races.

The officers of the International Yachting Association for the ensuing year are: president, John T. Condon, Seattle; vice-president, Maj. Ben Williams, Victoria; secretary George E. Thompson, Seattle; treasurer, W. H. Abbott, Whatcom.

Fleet Officers.—Admiral, H. A. Marsh, Anacortes; vice-admiral, W. H. Langley, Victoria; commander, F. S. Rathbun, Seattle; vice-commander, Capt. Collins, Victoria; fleet captain, Mr. Campbell, Nanaimo.

President Roon, of the Seattle chamber of commerce writes to the Port Townsend authorities in reference to the coming regatta of the association as follows:

"The Northwestern International Yachting Association, at its last annual meeting in Seattle, passed the following resolution concerning the place of meeting: That the association shall meet on the 1st and 2nd days of July in each year at Port Townsend, Wash., to transact its business, hold its regatta and take other suitable steps for fostering and encouraging the sport of yachting. This amendment has renewed interest in the association among all who remembered the eminently successful regatta, meeting, and entertainment furnished by the people of your city on July 4th, 1896, and the largest attendance of years may be expected."

The following yachts will probably represent Victoria at the regatta: Arladne, Capt. F. Barnard; Jubilee, Capt. Collins; Wide awake, Capt. McIntosh; Nancy, Major Williams; Dorothy, Capt. Langley; Volage, Capt. Clark; Fron Fron, Commodore Kirk; Siren, Capt. Mallandaine; Naiad, Capt. Fox. Mr. Hart's Ladysmith, a half-rater, will be towed to Port Townsend by one of the larger yachts.

Cricket at Esquimalt.

The following team of the old Victoria Club got together by A. T. Goward will meet the Navy at Esquimalt, on Saturday next. The Victorians are urgently requested to catch the 1:45 car from Yates street.

The team is as follows: Alexis Martin, C. Pooley, A. P. Luxton, H. A. Goward, F. Ward, B. Goward, B. Drake, H. Pooley, A. Gillespie, B. Schwengers, A. T. Goward.

THE SIMILKAMEEN.

Great Opportunities For Capital to Invest in Profitable Mines.

Hon. Edgar Dewdney, who has just returned from a visit to the Similkameen, speaks very highly of the mines of that district. Interviewed on the subject yesterday, he said his impression was that it is the next coming mining district of the province. "The development going on through the whole section from Keremeos to Nicola Lake," said Mr. Dewdney, "is of great importance, and shows the country to be rich in high grade ore. The location of the railway has put new life into the country, and a great deal of prospecting has been going on this spring.

"Copper Mountain, of which something has been heard for the past few years, has improved in development. From the 150-foot level on the Sunset some very high grade bornite ore is being taken out. Lost Horse is another of the mines on that mountain which was energetically worked last winter, and has now opened up a wonderful mineral showing. A cut has been made on the fact of the mountain 150 feet above the shaft, 40 or 50 feet in length, and discloses a large body of what is believed to be ore of good pay value. Holes have been sunk every 10 feet, and the work done indicates that the Lost Horse will be one of the best, if not the best, mines on the mountain.

"At Kennedy Mountain men are going in every day, some to do assessment work on old claims and others to inspect mines. Kennedy Mountain, in the opinion of many, is expected to be superior to Copper Mountain.

"There are also in the neighborhood of these two mountains in the South Similkameen, many properties which have been opened up and show ore of high value.

"Creeks running into the Tulameen, notably Boulder creek, show well defined ledges of high grade gold ore in the latter Valley, miles of country are staked off in the vicinity of the well known claim called the Big Sue, the proprietor of which told me there are claims in his neighborhood that look of much greater value, as far as the properties have been developed. He is sinking in a solid body of solid glance a shaft ten feet square.

"An English company operating at Ten-Mile Creek, below Nicola Valley, is shipping 30 tons to the Trail smelter, ten of which was already sacked, and it was estimated that one shipment will show a value of thirty to forty per cent copper. This is selected ore for a trial test, but it shows that large bodies of high grade copper ore exist in this neighborhood.

"There is very little capital as yet in the country, but the prospectors have done a considerable amount of work. I would therefore strongly recommend any parties wishing to invest in a good mining country to give some attention to that district."

A BIG PLANT.

Le Roi Will Soon Have Compressor For Hundred and Twenty Drills.

Rossland, June 7.—Before its second 40-drill compressor has all arrived from Sherbrooke, the Le Roi Mining Co. is calling for tenders for a third compressor of the same capacity, which will be needed as soon as the contract can be let and the machine built and installed.

There are now in use one 40-drill and one 12-drill compressor, and the second 40-drill machine is now on the ground and being installed. Two car loads have not arrived, but as they include the parts which will be needed last, they will not delay the work of installation. When the new compressor is in operation the capacity will be for 92 drills, but it is proposed to then lay off the 17-drill machine, except in emergencies, on account of the high cost of operating it compared with the larger machines. This will leave 80 drills which will about operate the Le Roi mine to its full capacity when the new hoist is in operation and at the same time to carry on the development of the Josie, No. 1 and Nickel Plate. It will not be very long before all three mines are sufficiently developed to warrant their beginning to produce ore; in fact, they could produce now if they had the proper railroad connections. Additional power for drills will then be needed in the slopes of the three mines. Forty more drills will not be any too much, if the the Le Roi is to be kept up to its producing capacity, and a safe reserve of power is to be provided. The B. A. C. mines will then have compressors for 120 drills, leaving out of consideration the 12-drill machine, which will be held in reserve.

The new machine will give the B. A. C. the largest air compressing plant in Canada, and there will be few larger in the United States.

BRITISH EMIGRATION.

Interesting Statistics From a Recent Parliamentary Return.

From London Times.

The usual statistical tables relating to emigration and immigration from and into the United Kingdom have been issued as a parliamentary paper. They cover the year 1899, and the report of Mr. A. E. Bateman, of the commercial labor and statistical departments of the Board of Trade, on them is prefixed.

Mr. Bateman observes in his report that the figures for 1899 show an increase, as compared with both the two preceding years, in the passenger movement both inwards and outwards. The total result of the entire passenger movement represents a balance outwards of about 22,000 persons, a number smaller than in 1898 by 14,000 persons. Reasons are given in the report for regarding this balance outwards of about 22,000 persons as the result of the net efflux on balance of about 47,400 natives, and a net influx on balance of 25,400 foreigners. Among the latter, however, are included 13,400 foreign sailors. With this deduction, then, the addition to the foreign population of the United Kingdom resulting from the total passenger movement inwards and outwards in 1899 may be estimated at about 12,000 persons.

The total number of emigrants from this country to places out of Europe was 240,696 in 1899, being more than in the preceding year by 35,525, or 17.3 per cent. The number was also greater than in 1897, but slightly less than in 1896, and considerably less than the high figures of ten years ago. The increase in emigration in 1899 was less among persons of British and Irish origin than among foreigners, the latter forming 39 per cent. of the total emigrants, as compared with 31 per cent. in each of the two preceding years. The number of Irish emigrants increased by 8,495, while the Scottish emigrants increased by 502 only, and the English decreased by 3,279. In the inward movement of passengers to this country from places out of Europe the increase was greater among foreign immigrants than among British and Irish, the former having increased by 13,767, or 29 per cent., and the latter by 8,998, or 10 per cent. In 1899, for every 100 British and Irish passengers who departed from this country 68 returned, while 66 foreigners arrived here from non-European countries for every 100 who went thither from the United Kingdom. On the whole review of the passenger movement of 1899 it may be said that its chief features were (1 a diminished emigration to the South African colonies—the troops sent thither not being counted among the emigrants—and a considerably enhanced immigration from those colonies, due, without doubt, to the war; and (2 a large increase, especially among foreigners, in the passenger movement to and from the United States, in part no doubt a reaction from the low figures brought about by the war between America and Spain.

The tables concerned with the general passenger movement between this country and the Continent of Europe, and particularly with the extent and character of alien immigration from Europe are necessarily not put forward as absolutely exact; but they are believed to be approximately correct. They show that the passenger traffic in both directions between this country and the Continent was larger in 1899 than in 1898, the figures for which latter year were themselves larger than in any year since the Board of Trade began, in 1890, to obtain a numerical record of this movement. The excess of passengers inwards over passengers outwards amounted to 56,660, a figure nearly twice as great as in 1897. The great majority, however, are not immigrants in the sense of prospective settlers. Indeed, a large number of persons entered on the alien lists for 1899 was 114,193 (as against 85,261 in 1898 and 81,834 in 1897, but by various deductions the number is reduced to 47,995, as compared with 38,449 in 1898 and 36,175 in 1897. The total number of aliens known to have been proceeding at once to countries out of the United Kingdom amounted to 52,836, and of these about 51,000 were proceeding to America. As regards the nationalities of alien immigrants, the most noticeable increases were proceeding to America. As regards the nationalities of alien immigrants, the most noticeable increases were that of 5,018 (or 33 per cent.) in the number of Russians and Poles, and that of 1,329 (or 31 per cent.) in the number of Italians. The Russo-Jewish Board of Guardians Conjoint Committee, however, reports that there was during the year some little lull in the influx of Russo-Jewish refugees. The number of new cases, which had in 1898 exhibited a considerable increase beyond that of the previous year, declined.

In God's Acre.—The funeral of the late Archibald Carmichael took place yesterday afternoon from the family residence, Richardson street, the Rev. W. Leslie Clay conducting services there and at Ross Bay Cemetery. Mr. H. D. Helmcken, H. B. W. Aikman, J. Bland, W. J. Cave, E. L. B. Reid and A. McLean officiated as pall-bearers.

AGENCIES FOR ENGLAND.

A Commission house, twenty years established, who have a large staff of travellers constantly calling upon grocery and provision merchants in all parts of Great Britain, is open to add the sole representation of first-rate canneries of Salmon, Lobster, etc., for the United Kingdom. Exceptional facilities to introduce brands of first-class produce in Great Britain and the Continent. Highest Bankers and trade references given and acquired. No middlemen need apply. Address correspondence to Hasse & Co., 16 Water Lane, Great Tower Street, London.

"COMPANIES ACT, 1897."

Certificate of the Incorporation of the "Atlin Transportation Company, Limited."

CAPITAL $20,000.

I hereby certify that the "Atlin Transportation Company, Limited," has this day been incorporated under the "Companies' Act, 1897," as a Limited Company, with capital of twenty thousand dollors, divided into twenty thousand shares of one dollar ($1) each.

The registered office of the company will be situate in the City of Victoria, British Columbia.

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

(1) To purchase, charter, build or otherwise acquire steamships and other vessels of any description, and to employ the same in conveyance of passengers, mails, cattle, produce and merchandise of all kinds, and in towing vessels of all kinds, and lumber in and upon the lakes and rivers of northern British Columbia and elsewhere, as may seem expedient, and to acquire any postal subsidies:

(2.) To buy, sell, prepare for market, and deal in coal, timber, live-stock, meat, fish, furs and skins, and, generally in all kinds of merchandise and produce:

(3.) To carry on any or all of the businesses of ship-owners, ship-builders, lumbermen, carriers by land, and water, warehousemen, wharfingers, tug owners, lightermen, forwarding agents, underwriters and insurers, of ships, goods and other property, fur and skin dealers, ice merchants, refrigerating storekeepers, and general traders and merchants:

(4.) To carry on any other business which may seem to the company capable of being conveniently carried on in connection with the above or calculated directly or indirectly to enhance the value or render profitable any of the company's property or rights:

(5.) To purchase, lease, construct, acquire and hold such lands, timber lands, limits, or licenses, rights of way, water rights, foreshore rights, wharves, warehouses, stores, sawmills and other buildings as may be found necessary or convenient for the purposes of the Company:

(6.) To purchase or otherwise acquire any patent rights or inventions or secret processes which may be useful for the Company's objects, and to grant licenses to use the same:

(7.) 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 to any other persons, and for bartering and dealing in the product of mine and forest, and the carrying on of the general business of traders and merchants:

(8.) 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:

(9.) To acquire and carry on all or any part of the business or property, and to undertake any liabilities of any person, firm, 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, stock or obligations of this Company:

(10.) To apply for, purchase or otherwise acquire, and to use, grant licenses in respect of, or otherwise turn to account, any patents, licenses, concessions, and the like, conferring an exclusive or non-exclusive or limited right to use, or any secret or other information, as to any invention which may seem capable of being used for any of the purposes of the Company:

(11.) To enter into partnership or into any arrangement for sharing profits, union of interests, co-operation, joint adventure, reciprocal concessions or otherwise, with any person, persons or company carrying on or engaged in, or about to carry on or engage in, any business or transaction which this Company is authorised to carry on, or engage in, or any business or transaction capable of being conducted so as directly or indirectly to benefit this Company; and to lend money to, guarantee the contracts of, or otherwise assist, any such person, persons 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:

(12.) 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 of any other company having objects altogether or in part similar to those of this Company:

(13.) 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:

(14.) Generally to purchase, take on lease, or in exchange, hire or otherwise acquire any real or personal property, and any rights and privileges which the Company may think necessary or convenient for the purposes of its business, and in particular any ships, vessels, foreshore rights, lands, timber lands or limits, buildings, easements machinery, plant, and stock-in-trade:

(15.) 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:

(16.) To enter into any arrangements with any government (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:

(17.) 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:

(18.) To take and 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 to directly or indirectly benefit this Company:

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

(20.) 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 guaranteeing the placing 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:

(21.) 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 (including the granting of powers to work any patents of the Company upon any terms), with power to accept as the consideration any shares, stocks or obligations of any other company:

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

Given under my hand and seal of office at Victoria, Province of British Columbia, this 23rd day of May, one thousand nine hundred.

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

FOR SALE—Two mares, in foal; will foal this month; weight 1,400; price, $350. Apply 195 Yates st., Victoria. j6

B. C. STEAM DYE WORKS.
141 Yates St., Victoria.
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