

Along the Waterfront.

Agreement Approved

Report of Recent Special General Meeting of Bank of British Columbia.

Question of Share Registers—Vote of Thanks to Mr. Ward For His Services.

A special general meeting of the proprietors of the Bank of British Columbia was held at the Cannon street hotel, on Thursday last, under the presidency of the chairman (Sir Robert Gillespie).

The chairman, in opening the proceedings, explained that in connection with their proposed scheme of amalgamation with the Canadian Bank of Commerce this meeting was necessary in order that certain formalities necessary under the Canadian act of parliament might be complied with.

The secretary having read the names of the shareholders present, said the total number of proxies received and available for voting represented shares to the extent of 22,297. The chairman and secretary were then formally elected.

The chairman said: On the 25th July last I had the honor of meeting you to submit a proposal which was the subject of a meeting by the Canadian Bank of Commerce, suggesting an amalgamation of the two banks.

Resolutions were then passed unanimously sanctioning the provisional agreement entered into on the 30th April, 1900, and authorizing the directors to carry it into effect.

Since that date four directors have been in constant communication with the directors of the Canadian Bank of Commerce, both directly and through Mr. Ward, who went out shortly after the meeting to assist in promoting the consummation of the scheme.

After the most careful scrutiny by both banks of the accounts, the ultimate result and decision is that to-day I ask you to approve and confirm that scheme of amalgamation as now submitted to you.

The recent circular presented to you puts you in full possession of the conditions involved in the amalgamation, and carries out the terms of the original agreement submitted to you on the 25th July last, and has been concluded after a full and free explanation and explanation which have been conducted with a just and generous consideration on both sides.

The circular explains the whole scheme and its conditions so fully that it does not necessitate my going over the same ground again, but I shall be happy to give, to the best of my ability, any and every explanation that may be asked for; but before concluding this short address I will take the opportunity of expressing your directors' great satisfaction at the ability and success which have been shown by Mr. Ward in conducting the negotiations on the other side of the Atlantic, and gentlemen, it would gratify your directors if a vote of thanks were given to him to-day, proposed and seconded by shareholders.

WILL IT BE TESTED.

Transportation Companies Show no Disposition to Fight the Natal Act.

It is not likely that any action will be taken by the transportation companies to test the validity of the Natal act, which came into force in this province on New Year's Day.

The terminal ports of the vessels of both these companies are on the coast, and it will involve little additional expense to the company to carry the Japs on to the destination of the ship.

The principal objection will come from those interested in increasing the colony of Moaigolians who are already such a factor in the fishing operations of the Fraser.

The Great Northern steamer Tosa Maru is due on the 24th, for although she sailed on the 22nd ult., her cruise until she leaves Yokohama is coasting in the America-bound log.

The programme for the week of prayer beginning Monday, January 7th, will be as follows: January 7th, Reformed Episcopal; Rev. Dr. Campbell, Rev. D. Fraser; Victoria West Methodist; Rev. J. H. Vichert, Rev. Dr. Reid, Subject, "Confession and Thanksgiving."

January 8th, Presbyterian; Rev. J. G. Hastings, Rev. E. S. Knox, Presbyterians; Rev. E. Hughes, Rev. P. Hicks, Subject, "Church Universal."

January 9th, First Presbyterian; Rev. Dr. Wilson, Rev. J. G. Hastings; Rev. J. G. Hastings, Rev. E. S. Knox, Presbyterians; Rev. D. Fraser, Rev. D. MacRae; Subject, "Nations and Their Rulers."

January 10th, Metropolitan Methodist; Rev. J. Reid, Rev. J. P. Vichert; Rev. Paul's Presbyterian; Rev. Dr. Campbell, Rev. D. Hughes, Emmanuel Baptist; Rev. Dr. Wilson, Rev. W. L. Clay, Subject, "Families and Schools."

January 11th, James Bay Methodist; Rev. W. L. Clay, Rev. J. D. P. Knox; Calvary Baptist; Rev. D. MacRae, Rev. Dr. Wilson, Subject, "Home and Foreign Missions."

TO BE REOPENED.

Repairs of Rock Bay School House Almost Completed—Marked Improvement.

The repairs to the Rock Bay school house are almost completed, workmen having been engaged in the alterations and improvements since Monday last.

The amount appropriated exceeds \$300. The repairs consist of kalsomining, plastering, painting and glazing, and blackboards will be recanted. New desks will also be placed there, and the two rooms into which the building is divided will have accommodation for 85 or 90 pupils.

The exterior alterations are also quite extensive, the foundations and roof being strengthened and improved, while the ground is being cleared of obstacles and brushwood.

The pupils who will attend the Rock Bay school are those of the first and second primers who reside west of Douglas street. This is one of the districts outlined in the division published in these columns a few days ago.

The schools will be reopened on Monday next. The Rock Bay school has been closed a long time.

The manual training school will also be opened next week. The equipment has been installed in the old gymnasium, under the supervision of Mr. Dunnell, the head instructor, and cupboards and other appliances have also been placed in position.

The building is divided into two apartments. A centre will be also established at North Ward.

Discussed Church Work. Conference Between Congregationalists and Rev. Principal George on Tuesday Evening.

On New Year's morning, Rev. Mr. George, principal of the Congregational college, Montreal, arrived in the city on R. M. S. Empress of India, which was bound for the Orient.

The reverend gentleman was on a tour of the West, his object being to visit the Congregational churches in the various places throughout the province.

Sporting News

ASSOCIATION FOOTBALL. WARSPIE ELEVEN DEFEATED BY VICTORIA.

Notwithstanding the inclement weather, a large number of people attended the football match between the Victoria and Warspie teams, which took place on the afternoon of New Year's day in the Caledonia grounds.

The match resulted in a victory for the Victoria eleven by a score of 7 goals to none.

In the first half the Victoria team played against the wind, defending the northern goal. The Victoria had decidedly the best of the game all through, and would have undoubtedly scored more goals than they did had not been for the excellent play put up by the Warspie goalkeeper, Northam.

Sam Lormer secured the first point for Victoria. After a short interval he received a pass from his brother Jim and again scored. Shortly after half time, J. Lormer received a pretty pass, which he improved by putting the ball through the goal.

The Navy Kifcy, Burin and Dunlvidly played well, but received poor support. For Victoria, S. Lormer was undoubtedly the star of the day, and his clever play will one day rank him as one of the best players of British Columbia.

On Saturday next these two teams will play a return game at the Cauten grounds, when the Navy intend to reverse the score.

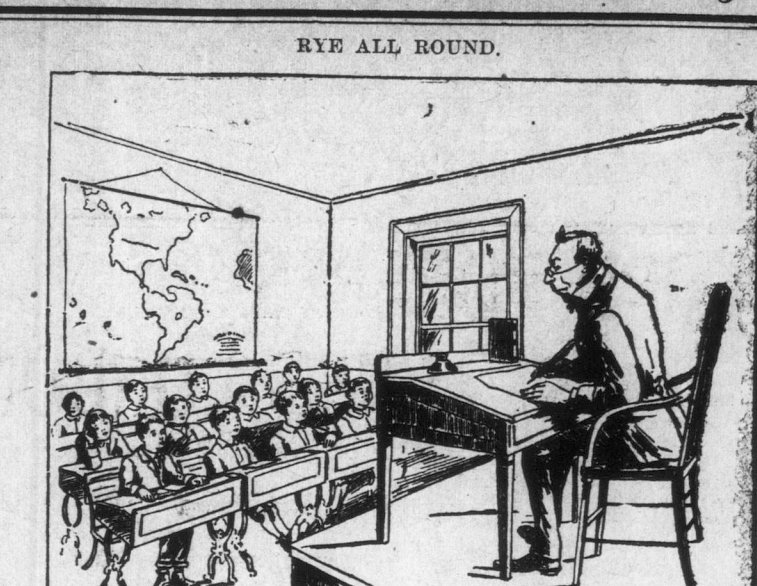
RETURN MATCH ON SATURDAY. The senior Victoria eleven will play the return match with the Warspie team at the Cauten grounds on Saturday afternoon, commencing at 3 o'clock sharp.

THE BINGO. (Associated Press.) Carson, Nev., Jan. 3.—Dan Stewart, the prize fight promoter, has arrived here in the interests of a prize fight to take place in the latter part of March.

TOURNAMENT POSTPONED. The regular weekly whist tournament of the J. B. A., which was to have been held this evening, has been postponed.

PROTECTING GREAT LAKES. (Associated Press.) Washington, Jan. 3.—The river and harbor committee to-day adopted the provisions authorizing the President "by diplomatic negotiation or otherwise, to enter into such arrangement as will secure, as far as possible, the maintenance of suitable levels in the great lakes and contiguous waters between the United States and Canada."

SIBERIAN CITIES. Perhaps the most curious feature of all Siberian cities and villages is the quiet of them. The American finds it depressing. The places seem half dead, yet they are alive and thriving.



1. Teacher—Now, children stand up and face the map for a moment and see if you can tell me in what part of Virginia the Rye Valley is located.



2. And then he got in his fine work.

Crossing The Atlantic

In Four Days—Such a Boat is a Possibility in the Near Future.

Will a vessel ever cross the Atlantic in four days? Will passengers be willing to pay the excess fare that will be necessary to make such a vessel pay? Is the four-day liner a mechanical and financial possibility?

These questions are discussed in a recent issue of the Scientific American, and they are all answered in the affirmative. After a comparison of prevailing types of steamships, the conclusion is reached that the Atlantic will be crossed in four days by the liner of the near future, but that such a vessel will have to be built, for reasons of economy, upon lines essentially different from those employed in the construction of the fast Cunamers, or of the fleet runner of the North German Lloyd Company, the Deutschland.

Economic consideration, according to the authority quoted, have determined the lines upon which the steamships of recent years have been built. The result has been the evolution of two distinct types, illustrated by the Irenia, of the Cunard line, and the Deutschland, of the North German Lloyd. Cost of construction and of operation increases at a far greater ratio than mere speed, and this consideration chiefly has delayed the advent of the four-day liner.

The Deutschland, for instance, could not be driven, by increasing her engine power, to so high a speed as would be necessary for the four-day boat, and it is estimated that if all the available space were given over to driving machinery, her shell could not accommodate more than one-half of the power required to transform her from a twenty-three knot to a thirty knot ship.

The limit of economical speed, it is concluded, has nearly been reached with the present form of hull and motive power. To drive the Deutschland thirty knots instead of twenty-three would require 33,000 horse power, or two and a quarter times as much as she now has.

Diagrams show that the shell of the Deutschland could not accommodate more than one-half of the machinery necessary to produce that power by means of Scotch boilers and slow revolving engines. A very much larger boat would be required for the machinery and coal, while it is evident that a larger boat would require more power to drive it.

ing strains." This would involve running a longitudinal stiffened bulkhead from keel to promenade deck, and probably carrying steel plating up to the promenade deck.

It is thought that such a vessel will never be built, but that the problem will be solved not by multiplying engine and boiler weights, but by utilizing every refinement of economizers, superheaters and feedwater heaters.

The prediction is made that the four-day boat will be driven by a combination of water-tube boilers, using hot forced draught with fast running reciprocating engines, using superheated steam, or with turbines of the Parsons type. Reduction of weights and saving of space to such an extent will be achieved by this change, it is contended, that it will be possible to produce, on a displacement not much larger than that of the Deutschland, a thirty-knot steamer with equal accommodation for passengers.

The four-day boat will carry no freight, but there will be accommodations for 800 first-class passengers, instead of 450, as on the Deutschland. The maximum receipts for a trip would be \$225,000, and the actual cost would be \$80,000. The Deutschland has earned \$133,000 in fares on one trip at an expense of \$50,000.

Propos of a drowning accident in the River Thames one of the plerms who has witnessed a large number of fatal cases has been interviewed. He asserts that his experience, and he has had considerable at various water resorts, is that the displacement not much larger than that of the Deutschland, a thirty-knot steamer with equal accommodation for passengers.

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THE HAPPINESS OF HEALTH.—Exhibition is the ripple and laughter of pure blood as it courses through the veins. South America, the beloved wife of Alexander Palmer, is a woman of rare purity and insures the richness and purity that is essential to perfect health—successful because it is popular because it fulfills every promise—a Kilday medicine so safe and purely, it never fails. Sold by Dean & Hiscocks and Hall & Co.—125.

The Cear has completely recovered his normal health, and is able to take long walks and drives daily.

BIRTHS. ROFF—On the 30th inst., at 2 Owego street, the wife of R. Roff, of a daughter.

MARRIED. CLARK-EDWARDS—At Lytton, on Dec. 19th, by Rev. Archdeacon Small, S. Clark and Miss Edwards.