The Colonist.

FRIDAY, FEBRUARY 12, 1904.

PUBLISHED BY

The Colonist Printing & Publishing Company, Limited Liability.

No. 27 Broad Street, Victoria, B. C.

A. G. SARGISON, Managing Director.

THE DAILY COLONIST

Delivered by carrier at 20 cents per week, or mailed, postpaid, to any part of Canada (except the city) United Kingdom and the United States, at the following rates:

One year $5 00
Six months 2 50
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SEMI-WEEKLY COLONIST

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THE JAPANESE SUCCESSES.

Certainly the results of the engagements between the Russian and Japanese fleets have been extraordinary. Within a few hours of the commencement of hostilities, Russia has had her naval force so greatly reduced by the Japanese attacks that, for the time being, at least, she seems to have lost command of the seas. Eleven battleships or cruisers disabled, more or less seriously, within twenty-four hours of the opening of the war, without a single vessel of the enemy being injured, is certainly a most unexpected and a most extraordinary circumstance. The accounts of the engagement off Port Arthur, given by the officers of an English merchant steamer, which was at that place, seem to show the superiority of the Japanese officers over their Russian opponents in respect to many qualifications that must be possessed by the successful commander, whether on sea or land. We pointed out the other day that the difference in the intelligence, skill and morale of the complements of the Russian and Japanese fleets was a most important detail to be taken account of in estimating the relative prospects of success of the two combatants. The incidents of this naval engagement off Port Arthur prove that to be so. The accounts show that the Russians kept a very poor lookout for a possible enemy; even after the alarm was given were slow in their effort to prevent another surprise, and, as the long list of the injuries to the Russian vessels shows, were almost helpless for hours against the attacks of the Japanese torpedo boat. The half-hearted attempt to follow the enemy's fleet, and which was abandoned in little more than an hour, cannot be understood until more detailed information is received. That the sudden and unexpected night attack considerably demoralized the Russians there is, however, no doubt, and the tactics of the Japanese commander show that he had this effect in view in the methods he pursued as well as the material advantage to be gained by the disablement of so many of the enemy's vessels. Personally brave, the Russian sailor is more stolid and entirely without the élan of the more diminutive Japanese, whom it has been the custom of the Russian officers to deride. But Monday night's engagement will doubtless cause a great change in opinion on that, and will make the Russians regard their opponents as far more formidable than they have pretended in the past to consider them to be. Within the last few years there has been a disposition in some naval quarters to consider that undue importance had been attached to the services that torpedo boats could render against battleships if proper precautions were observed on the latter. But the extraordinary results achieved by the Japanese boats will probably somewhat change that view, unless the circumstance is ascribed to the carelessness and inefficiency of the Russian commanders and crews.

Apart from the serious material loss inflicted on the Russians by the disablement of so many vessels in their fleet, a circumstance all the more serious from the fact that their facilities for effecting repairs are very incomplete and imperfect, as was stated by Admiral Alexieff in a report to his Government a few months ago, this blow at Russia's naval strength is, perhaps, even more important from the result that it will have on the ability of Russia to check the transportation of Japanese troops to important strategical points on the mainland. It is already stated that Port Arthur may be invested on the land side, and the assistance and protection that the land fortifications might otherwise give the fleet be rendered impossible. Although, if recent Russian reports are reliable, Russia has a much larger number of troops in Manchuria and at near parts of Russian Siberia than Japan has available to meet them, Japan's predominance at sea—as the outcome of Monday's naval engagement —will seriously interfere with Russian disposition of their forces. Even without that check, the fact that the naval and military operations would be carried on within a comparatively short distance of Japan's base of supplies, while Russia had to bring her supplies chiefly over a long line of railway, was a serious handicap to the latter in warlike movements. Of course, this first comparatively great success for Japan does not necessarily imply that she will be ultimately victorious. But it has given her an immediate advantage in many ways, and the Japanese are just the people to maintain the lead they have gained.

All Humors

Are impure matters which the skin, liver, kidneys and other organs can not take care of without help, there is such an accumulation of them.

They litter the whole system.

Pimples, boils, eczema and other eruptions, loss of appetite, that tired feeling, bilious turns, fits of indigestion, dull headaches and many other troubles are due to them.

Hood's Sarsaparilla and Pills

Remove all humors, overcome all their effects, strengthen, tone and invigorate the whole system.

"My health was poor and I suffered much from hives and kidney trouble. After taking two bottles of Hood's Sarsaparilla I was cured. I regard this medicine as superior to all others." MRS. JOSEPH HOLLINSHEAD, Harrison, Ontario.

Hood's Sarsaparilla promises to cure and keeps the promise.

THE PROROGATION.

The Provincial Legislature was prorogued last evening by the Lieutenant-Governor, thus bringing to a close one of the shortest sessions in the legislative history of British Columbia. Yet the session's brevity does not imply that but little has been accomplished, as the list of over seventy bills assented to by His Honor yesterday clearly proves.

The feature by which the first session of this Parliament will be chiefly remembered is that it was the first at which the members of the House were divided on Federal party lines. It will not be disputed by those who are close observers and not entirely influenced by names, that this important change in the organization of the Legislature has caused some little stiffness in the operation of the party machinery. In some respects there has been evidence of the unreality of the attitude assumed on some occasions by one side of the House or the other to certain matters under consideration. Nor could this scarcely be avoided, since on many questions, those who now are on opposite sides of the House were, less than a year ago, working side by side and entirely agreed on those same matters. But there will be a change in this respect. Gradually each party will evolve a policy on different matters of Provincial interest and the debates will then assume a more real and distinctive character than they have sometimes had in the session now closed.

The most important legislation at this session was that relating to the Provincial finances, and the plans adopted for their restoration to a sound position. It was inevitable that some friction should arise; that some unpopularity should attach to a Government which was compelled to increase taxation in order to meet the obligations left it by preceding administrations. But this will be but temporary. Another twelvemonths should witness a great and satisfactory change in the financial position of the Province. With growing revenues and a disappearance of deficits, the whole situation will be changed and the present Government then be recognized as one that had the sagacity to realize the need of retrenchment and financial reform and the courage to give effect to that view.

Possibly there will be some dissatisfaction felt in various parts of the Province at the session having closed without any steps being taken to aid the extension of the railway system in British Columbia. The announcement made by the Premier on Tuesday last, and on which we commented yesterday, should, however, allay any feeling of dissatisfaction on that point. The delay of three or four months in giving legislative sanction to the aid proposed to be granted to certain railway enterprises will not seriously interfere with the schemes, while it is clearly in the public interest that the Government should have ample time and opportunity to elaborate the details of the arrangements that it will submit to the House at a special session in May or June next.

Notwithstanding all the Opposition prognostications of the impending defeat of the Government, the latter is found at the close of the session as strong numerically in the House as it was when it opened. With prudent management of Provincial affairs and an adherence to the policy endorsed by the people at the polls last October, there is no reason why the Government should not be sustained during the full term of the present Legislative Assembly.

HOSTILITIES COMMENCED.

Apparently without any more formal intimation that a state of war existed between herself and Russia than was given by the breaking off of diplomatic relations, Japan has lost no time in beginning offensive operations, and has managed to achieve a not unimportant preliminary success. On Monday night some Japanese torpedo boats attacked the Russian squadron at anchor in the outer roads off the harbor of Port Arthur. It will be remembered that a despatch from a Russian source stated last week that the greater part of the Russian fleet at Port Arthur had gone outside to prevent the possibility of the vessels being shut up in the harbor by the appearance of a Japanese fleet outside. The ice renders the entrance more than ordinarily difficult for navigation, and under such conditions for the fleet to attempt to come out in the face of a hostile squadron might result in the loss of some vessels or be even more disastrous. Accordingly, the squadron left the harbor through the channel opened by the ice-breakers and anchored in the roadstead, where, on Monday night, it was suddenly attacked by Japanese torpedo boats. There were four boats, and the attack seems to have been well planned and skilfully carried out, three Russian vessels being damaged. An account from St. Petersburg admits that one of these was sunk, and if the others were damaged by torpedoes, it is tolerably certain that, even if afloat, they are in such a condition as to be practically unserviceable to the Russians for some time to come. The Japanese appear to have carried out the attack and retired without any loss or damage to their boats. This is probably due to the suddenness and unexpectedness of the attack and to the confusion that a night attack generally produces. There is reason to believe that the seamanship of the Japanese is superior to that of their opponents, while the daring of the former and their willingness to undertake the most desperate actions when called on was well illustrated by the manner in which Japanese soldiers undertook to blow up the gate at Peking during the allied occupation, a feat that involved the certainty of death to those who did it. The morale of the men in the Japanese army and navy and the national spirit that they may be expected to display, is a factor not to be ignored in this contest.

Another despatch from St. Petersburg says that subsequent to the attack a large fleet of Japanese battleships and cruisers appeared off the harbor. The torpedo boats engaged in the attack would be part of that fleet, and, if the despatch is correct, it may be assumed that the Japanese fleet is superior to the Russian squadron in strength, and that the aim of the Japanese is to shut up the Russians in the port or force them to fight at the disadvantage caused by the incapacity of three of their vessels. We must await further details, however, before an accurate idea can be had of the situation.

Meanwhile this sudden and decisive course of the Japanese has entirely changed the aspect of affairs. It seems to have taken the Russian government by surprise. While we may regard the assertion attributed to Baron Hayashi, the Japanese minister to England, that Russia is making desperate efforts to have the Powers intervene, as exaggerated or scarcely accurate, it is quite conceivable that the Russian Government hardly expected an answer in such a form to its tortuous diplomatic methods. It may urge that resort to force before a formal declaration of war is made, is not according to international ethics. Perhaps, that is so, but the course that Russia has pursued for several months as shown in the statement that Japan has made to the Powers is scarcely calculated to strengthen her claim to any consideration. As we anticipated on Sunday would be the case, both Russia and Japan have hastened to set their respective sides in the controversy before the world. While Japan's account is not contradicted in any substantial detail by that of Russia, it is clear that the former never demanded more than the two main points respecting the position of the two countries in Manchuria and Korea that she insisted on from the commencement of the negotiations as essential to her national safety and existence. Russia, on the other hand, while not directly rejecting those demands at the first, for months pursued an equivocal course, and only positively refused to assent to them when her preparations were well advanced and an opportunity was presented to place Japan in the light of having wilfully refused to continue negotiations even at the risk of war. Japan, as far as can be seen from what has been made known, held her own in the diplomatic controversy. She has more than done that in the opening chapter of the war now forced on her.

AN IMPORTANT ANNOUNCEMENT

The Premier made an important announcement in the Legislature yesterday in regard to the Government's railway policy. Mr. McBride stated that no one could be more alive than was the Government to the importance of making the vast areas of the Province accessible to settlement and development by the construction of railways. But there was a vast difference between that view and the course of granting subsidies to railways by putting acts on the Statute Book that had no practical result. He said it was realized by both sides of the House and by the people generally that the financial ability of the Province to aid railway enterprises was comparatively limited. Still the Government was anxious to do all that laid in its power in that direction and had given no little thought and time to the consideration of this important question. But in the comparatively short time that had elapsed since the present Government came into office and occupied as even a good portion of that was by the General Election, it had not had sufficient time to mature any general scheme of railway policy or to go as fully as it desired into the merits or importance of the various proposals that had been made in the interest of railway enterprises in different parts of the Province. It was quite impossible, therefore, at the present session to submit any scheme for the consideration of the House in such a form that the Government could feel perfectly justified in asking for its adoption by the Legislature.

After mature consideration Mr. McBride stated that it was the intention of the Government to take up the question as soon as the session closed and investigate thoroughly the various propositions that had been made to it for aid for the construction of railways. Some of these schemes had already secured aid from the Dominion Government and with some additional assistance from the Province could be carried out without delay. He, therefore, proposed to call a special session of the Legislature in three or four months in case the Government had matured a definite policy and could recommend specific enterprises to which it should be applied in the shape of financial aid in one form or another. He assured the House that the Government was thoroughly in earnest in this matter and when it submitted a proposal to its consideration it could be certain that some practical result in the shape of railway construction would follow.

We think that this statement by the Government of its intention will meet with approval in the country as it seemed to do in the House. It must be plain to anyone who is acquainted with the circumstances that no complete and satisfactory arrangement could be matured in the time at the Government's disposal during the present session, and that little time will be lost by the proposal made by Mr. McBride yesterday.

LETTERS TO THE EDITOR.

FROM A MINER'S POINT OF VIEW.

SIR:—Allow me a short space in your paper. I have read a number of items in the Colonist about this place, and there are a few things that I really think the readers of the papers should know, since they have heard and read so many slanderous statements during the last strike here and in Cumberland. The public have always been given to understand by every labor agitator and would-be political leader who has come from Nanaimo during the last twenty years that the employers belonging to these and Wellington and Cumberland mines were tyrants and very hard men to work for. One Nanaimo great man and speaker always said that he could "tell Dunsmuir's miners wherever he met them by their poor clothing and half-starved appearance." That was at the time when the Doctor was attending the Nanaimo miners.

And now, sir, in all fairness, allow me to state there is not one of the worst enemies the operator of these mines has had in years past but who has lost the confidence of the same miners, and today are as good friends as the operator of the Extension mines has got.

A large number of miners who have often wished for some American company to come upon this Island and operate mines and there would be better times. These miners have had their wish fulfilled. At last such a company did come and took over some mines, and very soon after I wish your readers could have seen in what great haste a very large number of the Nanaimo miners rushed to Extension to get to work at the Dunsmuir mine, and live in Ladysmith rather than work for the American company. Now that is a fact that no man can deny, and they say they are well-satisfied. I have always held that the miners of this Island were better treated than anywhere on the American continent, and I think this will prove it. During the late strike a large number of coal miners left here and went to different mines in America and other parts of this province. Some were single men, some married men, but as soon as the strikes were declared off here, they nearly all rushed back to work again for the same company. I think that should prove that all the abuse this company received at the hands of the would-be labor leaders was untrue; and I must say that these are the most difficult mines that ever a manager had to manage and give satisfaction both to employer and employee. I am not a socialist. I believe that an employer should have just returns for money invested; and every miner knows that there has been a large amount of money invested at Extension in order to give men work and yet there are a large number looking for work every day.

A good many of the workingmen of these parts got so much disgusted with the actions of Mr. McInnes and R. Smith of the socialist club, so that they might be the better able to defeat the above men at an election, and I would just like to say to the members of the above club that the machines we use to mine coal with when they were produced in Nanaimo we had to pay over $80 for, but the generous manager of Dunsmuir's mines now, seeing that the miners were being imposed on, by the Nanaimo manufacturers caused them to be made and sold to the miner for the price we now get them at, viz.: $22.50.

I think there will be no more discord between the miners and employers of these mines for a long time to come.

JOHN HAIGH.

Ladysmith.

ALIENS AND OUR FISHERIES.

SIR,—Your article in Sunday's paper on "Aliens and Our Fisheries," betrays a very considerable lack of information on the subject. So far as it concerns the halibut fisheries of British Columbia, the New England Fish Co. pay their fishermen so much per fish over a certain size. The expert fisherman can tell at a glance the fish on his lines most profitable to himself, and discards the larger ones. It stands to reason that a fisherman will not fill his boat with a few large fish for which he will only get the same price as for the small ones. The very small and large fish are therefore taken off the hook and thrown back into the sea dead. Waste, wanton waste of a magnificent food fish—the remedy being to pay the fishermen for their fish by the pound weight. The Pacific Coast halibut are firmly established in the Eastern markets. The halibut caught along our northern coast in the vicinity of Queen Charlotte Island and Banks Island, are superior in firmness, flavor and condition to those caught farther south. For instance, the halibut caught off Cape Flattery are not to be compared in flavor or condition to our northern fish. The Eastern market must have our fish. The Atlantic supply is totally inadequate. The duty of one cent per lb. from which the fish caught by American bottoms are exempt, makes, as you state in your article, "Canadian competition in the business practically impossible." Do you suppose for a moment the Americans would allow Canadian bottoms to fish above Port Simpson for halibut or herring? The vessels and gear would be confiscated the first trip. Therefore, I hold, Mr. Editor, and in all fairness, whether this question is regarded from a national standpoint or economic point of view, the plain duty of the Federal authorities is at once to prohibit American bottoms fishing in our waters and using our halibut, and so give Canadian bottoms, Canadian sailors and Canadian fishermen a chance. Your special pleading for American bottoms to be allowed to fish in our waters is illogical, unpatriotic and unwise. The plea that they buy a few supplies in Vancouver is untenable—and I hope your attempt to throw cold water on the resolution passed unanimously by the House, will not have the same weight with the public your articles generally carry.

CHAS. W. D. CLIFFORD.

HALIBUT FISHING.

SIR,—The question raised in the legislature re halibut fishing, and your editorial on the same subject, show that the people of British Columbia are at last awakening to the fact that Americans have been exploiting our fishing banks for several years with hardly a word of protest from the public or the press.

We cannot blame the Americans for gathering in the unprotected treasures of the sea, wherever they can find them. We should rather blame those servants of the people in charge of government departments, who fail to conserve the resources of the province, and the rights of the people.

The statement that some special privilege or monopoly is enjoyed by the Fish Co. shipping via the C. P. R., is not quite correct.

The steamers of the New England Fish Company have a permit to "touch and trade," but this does not confer the right to catch fish within the three mile limit. If these steamers infringe on our fisheries it is the duty of the fisheries protection steamer to find it out and report the fact to Ottawa. British Columbia has the only halibut fisheries of commercial importance on the North Pacific coast. If the people of the province cannot secure adequate protection for these fisheries it is their own fault. If we lack the enterprise to engage in the halibut business, and fail to copy the methods of the Americans, then that has been made to it for aid for the construction of railways. Some of these schemes had already secured aid from the Dominion Government and with some additional assistance from the Province could be carried out without delay. He, therefore, proposed to call a special session of the Legislature in three or four months in case the Government had matured a definite policy and could recommend specific enterprises to which it should be applied in the shape of financial aid in one form or another. He assured the House that the Government was thoroughly in earnest in this matter and when it submitted a proposal to its consideration it could be certain that some practical result in the shape of railway construction would follow.

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PROVINCIAL PRESS.

The secretary of the Rossland Miners' union reports that George F. Dougherty of the Greenwood Miners' Union, and also secretary of the District Federation of Miners, has absconded with the funds of the local union to the amount of $650.—Rossland World.

Andy Craig went up to the Horseshoe with a rawhide train of supplies on Thursday morning. This property is looking remarkably well. A vein of from four to six inches of clean ore has been exposed, carrying a large amount of grey copper. Quite a lot of ore has been sacked which averages 200 ounces silver to the ton. This property adjains the L. B. and with development should turn out a profitable speculation.—Topic.

J. Tuamalo, a Finn who had been working at Clan William, was brought into the hospital on Monday with skull fractured and legs broken, having been run over by a freight engine. He died shortly after his admission. So far as can be ascertained he had no relations in this country. Robt. Steiss, who formerly was yard foreman for the Harbor Lumber Co., here, and a few months ago accepted a similar position in the same company's yard at Comaplix, met with an accident whilst at work, being caught between two piles of lumber, the right side of his face being badly bruised, fortunately no bones were broken and latest reports state that he is resting comfortably at the hospital.—Revelstoke Herald.

Residents in, and visitors to the Okanagan valley, are quite frequently accused of much exaggeration when eulogizing this district. Their statements as to the many advantages of which we have good reason to boast, are very often made light of or treated with a certain degree of scepticism. But who can peruse the reports of blizzards and storms, with snow eight feet deep and trains blocked on the busiest of railway lines, such as prevail in Ontario at the present time, and not feel that we have much to be thankful for. Our winter has certainly been a mild one, the snowfall most moderate, while blizzards are an unknown quantity, and would prove a decided surprise to us should they choose to come our way. When to this is added our moderately warm summer weather, with the invariably cool nights, and the dry, pure mountain air, it makes a combination which it would be hard to equal in any part of Canada.—Armstrong Advertiser.

A terrible blizzard set in Saturday morning and the streets towards the lower town were so badly blocked that a team had to be unhitched in the roadway and the rig left there as the horses were unable to get it through. Several citizens had their ears frozen.—Revelstoke Mail.

W. S. Ruttan has received the sad intelligence of the death of his brother, J. F. Ruttan, at Port Arthur, Ontario, on January 21. An Associated Press despatch says: "J. F. Ruttan, real estate dealer, and one of the town's most prominent residents, died in the hospital here this afternoon. Deceased was a brother of Colonel Ruttan of Winnipeg." Much sympathy is extended to Mr. W. S. Ruttan by his friends throughout the valley in his bereavement.—Wilmer Outcrop.

A fifty-foot lot on Baker street, immediately west of the Griffin block, was sold yesterday to Frank E. Hebden for $10,000 by Harold Selous. The deal was put through by McDermid & McHardy. This is one of the prospective deals in Baker street property that were mentioned last week in the Tribune.—Nelson Tribune.

A quiet wedding took place yesterday afternoon at the Methodist church, the participants being Miss Minnie Hooper, daughter of Richard Hooper, Queen street, and Luth Husher Sorensen, of the War Eagle-Centre Star accounting department. The bride was accompanied by Mrs. William J. Prest as matron of honor. Rev. R. F. Stillman performed the ceremony. Mr. and Mrs. Sorensen left on the evening train over the Canadian Pacific for Coast points, where they will spend the next three weeks.—Rossland Miner.

Luc Krys, a Polander, was tried before L. Forbes yesterday morning on the charge of stealing cars of coal from his fellow miners at Morrissey. The police received valuable assistance from the Miner's Union in prosecuting the case. Krys and his backhand, John Zylanko had 15 cars to their credit on January 14th though the mines were open only 1½ hours on that shift and on the 15th they had 20 cars. The suspicions of the checkweighman were aroused and a warrant was issued for Krys' arrest. He learned of it and skipped in a hurry, where he was followed by Constable Walker and brought to Fernie on Monday. Krys has a bad reputation in Fernie and Michel, where he has also worked.—Fernie Free Press.

RETAIL MARKETS

Several changes can be noticed in this week's list. California cheese is now on the market at 25c per lb. and there are plenty of eggs coming from there which are selling at the same price as local fresh eggs, viz., 35c per dozen. Finnan haddock is also on the market at 15 cents per lb. Oranges, California navel, are cheaper this year than ever before. Three years ago they touched the same figure as they are to-day but only for a day or two. This year they are steady at 10 to 25c. The quality is excellent and an immense quantity are being sold for marmalade etc. Flour will go up within a few days at Ray Bros. per sack. The wholesale price has already been advanced and the retailers will be forced to follow suit just as soon as present stocks have been somewhat depleted.

Corn, whole, per ton	$32
Corn, cracked	$32
Corn, feed meal	$32
Oats, per ton	$30
Oatmeal, per 10 lbs.	40
Rolled oats, B. & K., per lb	4
Rolled oats, B. & K. per 7-lb sack	35
Flour—	
Hungarian, per sack	$1.40
Hungarian per bbl	$5.00
Pastry Flour—	
Snow Flake, per sack	$1.40
Snow Flake, per bbl	$5.60
Three Star, per sack	$1.40
Three Star, per bbl.	$5.90
Drifted Snow, per sack	$1.35
Drifted Snow, per bbl.	$5.25
Coal Oil—	
Pratt's coal oil	$1.70
Eocene oil	$1.80
Feed—	
Hay, Island, per ton	$16
Hay, B. C.	$15
Straw, per bale	70
Oats, per ton	$27
Wheat, per ton	$30
Middlings, per ton	$30
Bran, per ton	$28
Ground feed, per ton	$28
Vegetables—	
Beans, per lb	5
Chili peppers, per lb.	20
Cabbage, per head	5 to 1
Cauliflower, per head	10
Onions, per lb	2½
Carrots, per lb	1½ to
Beet root, per lb.	3
Potatoes, per sack	$1.00
Potatoes, per ton	$10
Sweet potatoes, per lb.	5
Celery	10 to 15
Eggs—	
Fresh Island, per dozen	30
Fresh cream, per pint	80
Cheese—	
Best Ontario Cheese, per lb.	
California cheese, per lb.	20
Canadian, per lb	25
	20
Butter—	
Manitoba, per lb.	25
Best dairy, per lb.	20 to 25
Victoria creamery, per lb	40
Cowichan creamery, per lb.	40
Delta	40
Fresh Island butter	40
Fruits—	
Shelled Jordan almonds	75
Walnuts, lb.	25
Filberts, lb.	25
Almonds, lb	25
Brazils, lb.	25
Pecans, lb.	25
Valencia	60
Figs	20
Valencia raisins	20
New cleaned currants, best Patras	12½
Best Sultanas	12½
Table raisins	20
Bananas, per dozen	.25 to 35
Oranges, per dozen	25 to 35
New dates	15 to 25
Cocoanuts, each	12½
New navel oranges, dozen	10
Lemons, California, per doz.	10 to 25
Local apples, per box	25
Baldwins	$1 to $1.25
Lemon Pippins	$1.25
English Kings	$1.25
Currants, per lb	$1.50
Raisins per lb	10 to 12½
Malaga raisins	12½
Sultanas	40
California	17½
Loose Muscats	12½
Mixed peel, per lb	8 to 10
Jams, Assorted—	15
Cross & Blackwell's, 1-lb. jars	25
Local jams, 5-lb. pails	75
Local jams, 2-lb jars	35
Local jams, 1-lb jars	25
Poultry—	
Dressed fowls	20 to 25
Fish—	
Smoked salmon, per lb	15
Spring salmon, per lb	10
Cod, per lb	6
Halibut, per lb	8
Smoked halibut	12½
Halibut, frozen	6
Flounders	6
Finnan Haddock, per lb.	15
Crabs, per dozen	50 to 75
Bloaters	10
Kippers	12½
Salt mackerel, each	15
Salt cod, per lb	10
Salt tongues and sounds, per lb.	20
Salt Holland herring, per keg	$1.50
Salt salmon, each	25
Salmon bellies, per lb	12½
Meats—	
Beef	10 to 18
Mutton, per lb	12½ to 18
Lamb, American, per lb.	23
Bacon, American, per lb.	22 to 2
Bacon, rolled	1
Pork	11 to 17

MARRIED.

GORDON—MACLENNAN—At Vancouver, on Feb. 1st, by Rev. R. G. MacBeth, C. L. W. Gordon and Miss Myra E. Maclennan.

DIED.

SIGURDSON—At the Jubilee Hospital on the 3rd instant, John Sigurdson (caretaker of Ross Bay cemetery), a native of Iceland, aged 39 years.

DEVEREUX—On the 10th December, at his residence, Windsor (England) Alderman Sir Joseph Devereux, Knt., J. P., in his 88th year.

MOCLAIR—At the residence of her daughter, (Mrs. Hamlin), Cetzberry Gardens, Victoria, B. C., in the 101st year of her age, Mary, relict of the late Thos. Moclair, a native of Ireland.

BORN.

COOPER—At Vancouver, on Jan. 31st the wife of Ernest Cooper, of a daughter.

TRANTER—At Morrissey Mines, on Jan. 22nd, the wife of W. P. Tranter, of a daughter.

"Isn't it hard to lose your daughter?" "No, not this one; I could have married her off a year ago. It is her older sister that's hard to lose."—Houston (Tex.) Post.

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A Rubber Tale

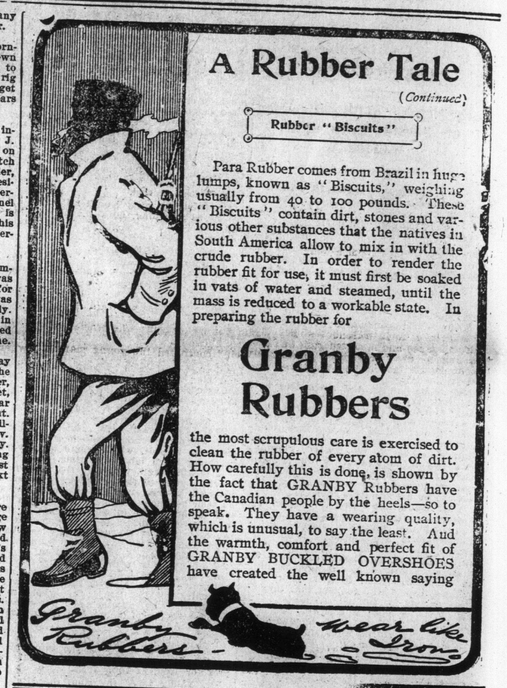
(Continued)

Rubber "Biscuits"

Para Rubber comes from Brazil in huge lumps, known as "Biscuits," weighing usually from 40 to 100 pounds. These "Biscuits" contain dirt, stones and various other substances that the natives in South America allow to mix in with the crude rubber. In order to render the rubber fit for use, it must first be soaked in vats of water and steamed, until the mass is reduced to a workable state. In preparing the rubber for

Granby Rubbers

the most scrupulous care is exercised to clean the rubber of every atom of dirt. How carefully this is done, is shown by the fact that GRANBY Rubbers have the Canadian people by the heels—so to speak. They have a wearing quality, which is unusual, to say the least. And the warmth, comfort and perfect fit of GRANBY BUCKLED OVERSHOES have created the well known saying



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