

THE WEEKLY BRITISH COLONIST

VOL 12.

VICTORIA, VANCOUVER ISLAND WEDNESDAY, JULY 12, 1871.

NO 31

THE BRITISH COLONIST
PUBLISHED DAILY BY
DAVID W. HIGGINS.

TERMS:

One Year, (in advance).....\$10 00
Six Months do 5 00
Three Months do 2 50
One Week do 0 25

WEEKLY BRITISH COLONIST
PUBLISHED WEDNESDAY MORNING.

TERMS:

One Year.....\$5 00
Six Months do 3 00
Three Months do 1 50
One Week..... 0 12 1/2

PAYABLE IN ADVANCE.

OFFICE—Colonial Building, Government Street, Victoria.

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NEWS! NEWS!

The "British Colonist" is the only newspaper published at Victoria that receives the Latest Telegraphic Dispatches, as a comparison will prove. Late Telegrams appearing in any other paper are copied without credit 24 hours after they have appeared in the British Colonist. The circulation of the British Colonist being greater than that of any other paper, it offers the best medium to Advertisers.

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The Railway survey.

The presence of the vanguard of the railway surveying party for the Pacific will, it is hoped, have a tendency to strengthen the weak knees of those amongst us whose power of belief cannot outrun the organ of sight, those who would not believe the Canadian Government sincere until they saw the surveyors, and who, in all probability, will only believe in the railway when they hear the whistle of the locomotive—nay, faith, not till they see the locomotive itself; for they are firm adherents of the doctrine that "Seeing's believing." But the presence of these surveyors will also have the effect of causing to crop up once more in the public mind the question of route and terminus—a question of great interest to the Dominion at large, but especially interesting to this part of it. The cogent reasons of policy which would carry the railway to Esquimalt have already been so very fully and, as we venture to think, so conclusively presented in these columns, that it will scarcely be thought necessary to fatigue the reader with a recapitulation of them in the present article; but the fresh interest occasioned by the arrival of the surveyors would seem to suggest a few thoughts upon the subject. There is reason to believe that the Canadian authorities fully realize that the railway must be carried to Esquimalt if there are no insuperable engineering difficulties in the way. We employ the word "insuperable" in a modified sense; for we know very well that in this age of engineering and scientific triumph the word would be inapplicable in its unrestricted signification. But what we mean to say is this: The railway must be carried to Esquimalt if the engineering obstacles to its progress are not such as to involve a money expenditure wholly disproportionate to the objects to be attained in seeking that magnificent harbour. This much granted, let us proceed to look at the matter in a practical way. It is known that no engineering difficulties present themselves on the entire route between Esquimalt and Seymour Narrow. The country through which that portion of the railway would pass is not only singularly favorable in an engineering point of view, but it is highly favorable as presenting a range of agricultural and mineral lands of sufficient presumable value to defray the entire cost of the enterprise. In respect of the route on the mainland, enough appears to be known to justify the conclusion that the Rocky Mountains can be more readily reached from opposite John-on's Strait than from any other point; and as for the Rocky Mountains, well informed men have long since ceased to think of them as presenting any serious difficulty.

The great question would appear, therefore, to reduce itself to the following very simple proposition:—Can the railway be carried over or under the waters which set off Vancouver Island from the mainland at a money expenditure at all within the bounds of reason? We say "over or under," because in this age of tunnels it is by no means certain that "under" would not be the better course. And this is the great question to be answered—the problem to the work of solving which we hope to see the engineering skill of Mr. Sandford Fleming and his staff earnestly and impartially applied. The wage, as we have termed it, of the engineering force for this coast proceeds at once to the Rocky Mountains and will work towards the Pacific; but Mr. Sandford Fleming will still have to contend with the question of the cost of carrying the line across the mountains.

are led to believe, at once address himself to the solution of the problem already adverted to. In our simplicity we had fallen into the belief that the initial step should have been to decide at what point the seaboard should be reached, and that the whole work of exploration would have been begun and conducted with Esquimalt as the goal, should it have been found practicable to cross to Vancouver Island. And we still must regret that Mr. Sandford Fleming should have found it necessary to lose so much time in reaching this coast, where the engineering work undoubtedly lies. But, of course, we are consoled with the reflection that Mr. Sandford Fleming and the eminent engineers on his staff must know better than we can possibly do when, how, and where to begin the work. At any rate we beg to reassure the public mind thus far: Although the parties now amongst us will repair without delay to the several passes in the Rocky Mountains and work westward, there is not the slightest reason to conclude that, therefore, "The surveys the present year will be confined to the country between the meridian of Fort Kamloops and the foot-hills of the east side of the Rocky Mountains." It is, as has been stated, intended that other parties shall be at work on the coast, and it is quite in accordance with the programme of the Dominion Government that the preliminary survey shall be completed this year, and the result placed before Parliament at its next session. We are quite aware that, in carrying out the survey and in making his report, Mr. Fleming will be guided by his instructions and by his own judgment; but, at the same time, it must be remembered that, as the location of the route and terminus on this side of the continent most largely and directly concerns this people, they have a natural right to expect that they will, to some extent, be heard where they have so much at stake. It should be remembered, too, that with all his eminent professional ability, Mr. Fleming will be stranger on this coast, and will, doubtless, be thankful for any light that may be shed upon the subject. How the object we should all have in view can best be promoted it is not the object of the present article to point out; but these crude thoughts have been presented with the hope that the public mind may become prepared for intelligent, concerted action at the proper moment.

Tuesday, July 11th.

THE CANADIAN PACIFIC RAILWAY SURVEY.—By the Prince Alfred arrived the following gentlemen connected with the survey of the Canadian Pacific Railway: George Wait, commissary and paymaster, Sherwood Hall, assistant do do; Walter Moberly C. E.; R. McLeannan, C. E.; James A. Mahood, C. E.; J. Dickey, C. E.; L. N. Rhéaume, C. E.; F. C. Gillette, C. E.; J. Ireland, C. E.; and A. McElellan. Mr. Moberly will be remembered as the former Assistant Surveyor General of British Columbia (mainland). He was subsequently engaged as engineer on the Central Pacific and other railway lines. Mr. R. McLeannan is latterly of the Intercolonial Railway, and has had large experience on lines in the United States. Mr. Mahood was Assistant Government Railway Engineer for New Brunswick, and has also had experience on public works in the United States. Mr. Gillette is an old British Columbia and has just left the service of the Central Pacific to join the Canadian party. Messrs. Dickey, Rhéaume and Ireland are lately from the Intercolonial Railway. The party come well provided with instruments of the latest pattern; but all the supplies and animals will be purchased in the colony. A number of men are wanted to accompany the expedition, and applicants should present themselves at the office on the second floor of the Colonial Buildings. The party will be divided up and take different routes, details of which will be arranged in a few days. We believe Mr. John Trutch will join one of the parties.

The Olympia will sail at 8 o'clock this morning for San Francisco. The fare is \$30. She will be commanded by Capt. Gregory and will carry a mail and the following passengers:—Hon G. H. Grow, R. Martin, A. Camm, Lyons and daughter, Bettman, Peters, G. S. Wright, Rutherford, Mr. Gordon, Wade and wife, Phelps and wife, Miss Patterson, Ross and wife, W. Whitworth and wife, Mrs. Finch.

FOR COMOX.—The steamer Sir James Douglas, Captain Clarke, sails for Nanaimo and Comox this morning. Mr. Austin goes up with her to settle all outstanding claims connected with the Government. The Douglas will go to Comox again next week, where Mr. Surveyor General Pease will go upon business connected with his department.

WELLS-FARGO'S EXPRESS Co has appointed Mr. Nat Crosby Messenger to carry their Express regularly over the Sound route on the North Pacific. All orders and commissions will be promptly fulfilled.

Cariboo News.

The following condensed summary is gleaned from the Cariboo Sentinel of the last issue: The mining intelligence is very meagre. The Forest Rose, on William Creek yielded 200 oz for the week, not working full time. On Lightning Creek the South Wales Co washed up 176 oz for the week. Quite a number of companies on these two creeks were making wages and upwards. On Lowhee Creek the Black Bull Co were in dirt yielding 15 oz to the set of timbers. Fredk Waters, a native of Cornwall and aged 30 years, died at the Hospital on the 29th June, of effusion of the brain.... Capt Martin, of the steamer Victoria, was taken ill with a paralytic attack. He was attended by Dr. Bell, who ordered him to go to the Lower Coast.... Mr. James Leighton was killed by a falling log near the site of Bowron.... The arrangements for celebrating Dominion Day at Barkerville appear to have been very comprehensive and complete.... Mr. Kurtz and Mr. Dennis had a narrow escape from serious injury on the 29th while engaged in decorating the Theatre.... Mr. Spence, Inspector of Roads, was at Barkerville and reported all breaks between that place and Quenemouth repaired.... John Baumgarten, a native of Switzerland, fell down a shaft of the Kerrison claim a distance of 40 feet, but escaped without serious injury.

The installation of the officers of Cariboo Lodge, No 469, F & A M, took place on the festival of St John the Baptist, 24th June, at the Masonic Hall, Barkerville. The following are the names of the newly installed officers:—J. S. Thompson, W. M. F. Newfielder, Deputy Master. Wm Rennie, Substitute Master. John Bruce, S. W. Boyd Pearson, J. W. F. Bissonette, Treasurer. George Byrnes, Sec. Isaac Hodson, S. D. Charles Vailancour, J. D. A. Hoffman, T. G. Angelo Pindola, Tyler. James B. Nicholson, Organist. A. Vigolo and G. V. Galt, Stewards. In the evening the Brethren sat down to a banquet in the hall, which was numerously attended by the members of the Lodge and a large number of visiting Brethren. After the regular toast of the occasion had been duly honored the newly elected Master presented in the name of the Brethren of the Lodge to the retiring Master, Jonathan Nutt, a very handsome Past Master's jewel, paying, in a few appropriate remarks, a merited compliment to Bro Nutt, who has presided over the Lodge since its first foundation in 1867, and to whom, for its origination and subsequent management its present prosperous condition is largely indebted. The jewel is a beautiful piece of workmanship, manufactured of Cariboo gold by Mr Wm Davison of Barkerville, elaborately engraved and reflecting the highest credit on the artist.

LATER FROM COMOX—SUDDEN DEATH OF MILES M. TITUS, GOVERNMENT ROAD "BOSS."—Mr T. C. Milburn arrived in a canoe yesterday morning from Comox bringing the news of the death of Mr M. Titus, Government Road Boss, which occurred quite unexpectedly on Friday night last. He had been complaining of a pain in the side for some weeks and after supper at the camp on the fatal evening he spat blood. The same day he started for Wilson's Landing to look after some lumber, and had got as far as Mr Duncanson's house, when he commenced to vomit a great quantity of blood. Mr Duncanson saw him and kindly assisted him into his house. The men were sent for and hurried down to Duncanson's, and at Mr Titus' request carried him towards the Camp, where he wished to die among his men. They bore him to Mr Wilson's house, by which time he had grown very weak, and put him to bed; there he gradually sank, however, and died at 10 minutes past 10 o'clock. Death is supposed to have resulted from the bursting of the main artery of the heart. The settler and workmen were preparing to put the remains in a vault on Sunday. Mr Milburn left on Saturday morning. Mr Titus was a native of Connecticut, U.S., and only lately visited his friends. He had been many years in Government employ and was considered one of the best men. His age was about 56.

MUD BAY is the name of a settlement in the extreme southern part of the district of New Westminster, bordering on the Gulf of Georgia and the American frontier. This settlement would appear to be making very rapid progress. Its population is increasing at the rate of five families a week—at least so says our New Westminster contemporary—and there are fifteen other families on the way from Daolab. Shops about the Bay are looking finely. Farms and barns are being built, grain is abundant, and there is plenty of excellent land still open to pre-emption. Our New Westminster contemporary has been for some time advocating the opening of communication so as to connect that very important settlement more intimately with the city, and it appears to us that the proposition is worthy of the most earnest consideration, for unless the people of New Westminster are alive to their interests and secure the trade of the southern part of the district it is more than probable that it will find its way into other channels.

INSTALLATION.—On Friday evening the installation of officers of the New Westminster Lodge of I O O F took place. The following were the officers installed:—W. J. Armstrong, J. P. G. J. T. Scott, N. G. H. V. Edmonds, P. G. D. S. Milligan, Rec. Sec. L. F. Edmonds, Treas. Alex Ewen, Per Sec. John Kelly, Warden. A. Peete, Conductor. J. Morey, O. G. D. Whitrow, I. G.

THE ELLIOTT-HOLIDAY SUIT.—It is stated that the railroad suit of Elliott against Ben Holiday for some seven millions, in the proceedings of which there was a deposition of hundreds of printed pages taken in San Francisco some weeks ago, and the further consideration of which was transferred to Oregon, has been settled.

CHRISTFLOWER PICNIC.—This interesting affair will place on next Saturday. In addition to dancing and other amusements the committee have made arrangements for a rowed boat race to come off about 2 o'clock. The net proceeds of the picnic will be devoted to repair the of the schoolhouse, which is in a dilapidated state.

THE SKATING RINK.—Owing to some repairs being made in the hall it was not opened yesterday afternoon. Last night there was quite a crowd present and all went merry as a marriage bell. We learn that there will be a number of ladies in attendance this afternoon.

The North Pacific arrived at 9 last evening, bringing 60 passengers, among whom a large mail. Mr Taylor, vessel, had our thanks for the correct thing. The steamer will sail at 12 o'clock to-day.

PUGET SOUND ITEMS.—Captain Finch and family were serenaded at Olympia on Friday night by numerous friends.... Mart Taylor is giving entertainments for the benefit of the Beauty family, who are destitute.... Miss Cora, the female magician, is creating a sensation across the Sound and is coming to Victoria to "sensate" shortly.

ITEMS IN BRIEF.—The star Prince Alfred from San Francisco, the star Enterprise from New Westminster, and the bark Otago, from Honolulu, all arrived on Sunday.... The Otter sails for Skeenamouth on Thursday.... H. M. S. Fawn is being relieved of her guns. She will go on the beach.... Capt Gregory will take the Olympia to San Francisco.

Big Bend.—The Big Bend gold-field from which such big things were expected a few years ago would, indeed, appear to have dwindled down to the little end of nothing. At latest accounts but three companies were at work, only one of which was taking out anything worth while. It must not, however, be inferred that there is not plenty of gold in that region, which may be struck when the water goes down.

CHILLIWACK.—A correspondent of the Guardian says that although the usual season for mosquitoes has arrived and the waters have sufficiently abated, the pestiferous insects have not made their appearance, and the settlers are congratulating themselves upon immunity therefrom.

FIRES AT NEW WESTMINSTER.—On Monday last week the old revenue station at New Westminster, which had been long since abandoned, escaped destruction. The same week the latest caught fire from some defect in the main-pipe, but fortunately the fire was discovered in time to avert serious consequences.

AMERICAN VISITORS.—Mr. Paolo Remington of Ithaca, New York, the inventor of the Remington gun, and wife, Mr. Philo Osgood of the same place, Mrs. Green of Amsterdam, New York; Dr. Lathrop of Minnesota, arrived on the Prince Alfred on Sunday. They are making the tour of the Pacific Coast.

THE FOURTH OF JULY, was celebrated at New Westminster by the American residents with becoming decorum. Mr Scott's saloon was illuminated in the evening, salutes were fired, and obsequies were given for President Grant and for Queen Victoria. There were also games and sports during the day.

DEATH OF DR O'BRIEN.—Dr O'Brien, who for many years was a leading physician on Puget Sound, W. T., died a few days ago, at San Jose, California. The Doctor was an excellent man and a thorough gentleman and physician.

WOLVES ARE OUT.—A few days ago Mr. Vine of Pedder Bay found ten of his fine sheep laying dead, the appearance of the bodies indicating that the work was done by wolves.

COMOX.—The sale of McNish's stock and implements was largely attended and the prices obtained were very good. The crops all over the district look fine and a very large yield is anticipated. The weather is clear and warm.

"THE WILLOWS."—Yesterday Mr Thomas Argyle, keeper of Race Rocks Lighthouse purchased the beautiful and well-known property on Cadboro Bay Road known as "The Willows."

THE CELEBRATION.—A meeting of the Committee appointed to conduct the celebration on the 20th will be held at the Council Chambers at 4 p. m. to-day.

THE ORDER OF REBECCA.—On Saturday last the Order of Rebecca was established at New Westminster, when six ladies were initiated.

The English iron ship Kenilworth is coming up to load lumber at the Hastings Mills for Iquiqui, Peru.

"DOMINION DAY," at New Westminster, was not celebrated in any more demonstrative way than by a profuse display of bunting.

The hatches of the bark Robert Jones, from London, were removed yesterday and everything appeared in good order.

To FARMERS.—It will be seen from an advertisement elsewhere that a yoke of good work oxen are wanted.

OUR THANKS are due to Mr Johnson, purser of the Prince Alfred, and Wells, Fargo & Co, for late papers.

The star Prince Alfred sailed for Nanaimo yesterday morning. She will bring down 800 tons of coal.

CANADIAN GOODS.—Dalby, Wilson & Co received their first consignment of Canadian goods yesterday.

The U S revenue cutter Reliance will sail from the outer harbor to-day for Sitka.

Government Inspector of Steamers.

VICTORIA, July 10th, 1871.

EDITOR BRITISH COLONIST.—Will you be kind enough to inform me whether there is any officer appointed by the Government to inspect the hulls and machinery of steamers which are in the constant habit of carrying

vessels, in fact the greater part of them, would not be allowed such a privilege in any of Her Majesty's colonies. Why they are allowed to do so here is a mystery to many. Just take a look at them, Mr Editor, you will observe they have no boats, nor anchors, chains or accommodations that the law of England require for such vessels; and it is time the Government should look after the lives of our fellow citizens. This is given merely as a hint to those in authority. From Y. W.

[Such matters will fall peculiarly within the province of the Dominion Government to regulate after Confederation.—Ed Colonist.]

French Relief Fund.

LONDON, June 6th, 1871.

Mr S DRIARD, Victoria.—We have received safely your letter of the 6th of May, by which you have remitted to us a draft on London for £270, 16s; at 60 days. You tell us that this sum is destined for the French Relief Fund, and following your wishes and on the application of Mr Ernest Beck, Secretary of the Society of Quakers at London, we have delivered to him the above draft on account of the French Relief Fund. We present to you, sir, Our best wishes, N. M. ROTHSCHILD.

Dominion Mail Summary.

The Hon Mr Holton had been elected over Mr Carter to represent Montreal Centre in the Quebec Legislature by the extremely narrow majority of seven. The "Grit" organs are magnifying the political importance of this circumstance. Mr Holton is a member of the Opposition, although not of the extreme Grit party, while Mr Carter, a talented Ontario lawyer, is a Ministerialist. Mr Holton is a former member of the Montreal Convention, and his return is doubtless to be accounted for on commercial rather than political grounds.

Sir George B. Cairns, Minister of Militia, was visiting the various military camps and schools, and was everywhere received with the utmost enthusiasm. Generally the distinguished minister expressed himself greatly pleased with the efficient condition in which he found everything connected with the department.

The Rev W. Morely Fanshott left Toronto on the 21st en route to England, where he was expected to remain about three months.

On the 21st Mr John Robertson of the Toronto Telegraph, was married to Miss Maria Gibbel.

The 21st of June being the 123d anniversary of the settlement of Halifax, Nova Scotia, was observed in that city as a general holiday, and was celebrated with considerable enthusiasm.

The Hon Mr Vail, Provincial Secretary of Nova Scotia, was at Ottawa arranging the difficulty about the provincial buildings with Sir John A. Macdonald. It was understood that the matter was to be settled by arbitration.

Surveying parties for the Canadian Pacific Railway were leaving Ottawa, and Mr Selwyn, head of the geological department, was about ready to leave for British Columbia.

The Dominion Sabbath School Convention was in session at Ottawa. The attendance was large and the interest very great.

The crew chosen by the citizens of Halifax to represent them in the aquatic carnival arranged to take place here in August, consists of Geo. Brown, Nickerson, Hayes and Gray. They are practicing daily and a boat is in course of construction in which they are to pull the race.

It is estimated that the property of the French Church in the Province of Quebec is worth \$100,000,000.

At the recent Wesleyan Conference a resolution was adopted in favor of the union of Wesleyan Methodism in British North America. The matter of union with other branches of the same denomination was discussed; but, while unanimously agreeing upon the general question, there was considerable diversity of opinion respecting details. The discussion resulted in the whole subject being again referred to the original Union Committee for further and more mature consideration.

The General Assembly of the Canada Presbyterian Church was sitting at the city of Quebec. Amongst other things it has been decided to send out two more ministers and a professor for the proposed Presbyterian College to Manitoba. Mr John Thompson of Barrie, was selected for the professorship. The subject of union occupied the Assembly a long time, but did not make much progress. The total membership of the Church was stated to be 50,000 and the financial disbursements for the year close upon half a million dollars.

REMEMBER THE FACE OF ABELOM.—Fred Payne, Tonsorial Artist. Shaving 12 cents Hair Cutting 25 cents. Shampooing 25 cents. That Original Cheap Shaving Shop stand on the sunny side of Johnson Street.

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