Prosperity in Eastern Canada

Just Returned Victorian Tells of Good Times Throughout Dominion.

Signs of Rapid Progress Along All the Lines of Railway.

Mr. C. H. Lugrin, who has just returned from a trip through Eastern Canada, including Montreal, Toronto, Ottawa, Winnipeg, Calgary and Edmonton, in reply to a Colonist reporter, said:

"I found everywhere signs of great business activity. In Montreal Mr. Hays of the Grand Trunk railway, said to me: 'This city is growing wonderfully every day.' In Toronto I was told on all sides that they had never had such prosperity as at present. Winnipeg is going ahead at a tremendous rate. It is worth mentioning that the Canadian Pacific Railway company have in Winnipeg more miles of track in connection with its terminal facilities than any other single railway has anywhere else in America and perhaps in the world. The actual mileage of the C. P. R. in Winnipeg is between 130 and 140 miles, and is constantly being added to. The new C. P. R. depot is one of the finest on the continent and the hotel in connection with it will cost upwards of a million dollars. In addition to this the Canadian Northern and Grand Trunk Pacific will provide terminals there and the expenditure in connection with these works will be very great indeed.

"I do not know anything that more forcibly demonstrates the development of Canada than the fact that the wilderness across which Wolselev led his troops at the time of the first Riel rebellion, making his journey by canoes, there are now two lines of railway and the construction of a third is about to be begun. So extensive are the siding required by the C. P. R. for the handling of its freight trains that to one passing in a passenger train the work of double-tracking alone between Winnipeg and Fort William would not be a very serious undertaking.

"People of Calgary are very hopeful for the future, particularly because the C. P. R. are placing upon the market 200,000 acres of irrigated land adjoining that city. The plans of the company contemplate the irrigation of one and a half million acres, and this magnificent area will be directly tributary to Calgary. Calgary also is one of the points which the Grand Trunk Pacific railway will reach by a branch line. Regina is another.

Prosperous Edmonton

"Edmonton is perhaps the most hopeful place on the continent today. Four years ago there were about 3,000 people living on the banks of the North Saskatchewan at this point; now there are about 12,000, two-thirds of whom are in Edmonton and the balance at Strathcona. The Canada Northern will be completed to this point by next October, and the character of the buildings being erected and of the municipal improvements being made, testifies more eloquently than words to the confidence of the people in the future of their town.

"Signs of rapid progress are visible all over the prairie, especially in the branch lines of the C. P. R. and Canada Northern. New towns are springing up everywhere, and the quantity of agricultural implements that one sees on the trains and about the stations is simply astonishing. Perhaps the most encouraging feature of the situation is the intensely Canadian feeling that is being developed. You read it in the papers, you hear it in conversation everywhere, it forms the theme of pulpit discourses, it is commented upon by the thousands of tourists going through the country — it seems as if a new spirit had taken possession of the land.

"I found everywhere a revival of interest in British Columbia and there seems to be a growing desire on the part of the people of the East to come here and see what the country is like. We shall have here with us during this summer or fall, the minister of railways who is coming to inspect the proposed terminus of the Grand Trunk Pacific. The minister of militia, who is coming to inspect Esquimalt, the minister of finance, minister of customs and I think the P. M. G. coming in connection with the tariff commission.

"A number of the members of the House of Commons and Senate told me that they proposed visiting the province this year but possibly the length of the session may prevent their doing so. Mr. Hayes, the president of the Grand Trunk Pacific, and Sir Thomas Shaughnessy, president of the Canadian Pacific, both told me they intended to visit here this fall.

Great Harvest Prospects

"Everybody I talked with said that the harvest prospects were remarkably good and the crops well advanced. I met the Bishop of Calgary, who has lived in that country for 34 years. He told me he had never seen the crops look as well as they do at present, and he is the most enthusiastic man with regard to the future of the prairie country that I ever saw.

"Regarding fruit, I heard that our Vancouver Island fruit was better esteemed than that grown in the interior. Speaking of fruit, Mr. Dennis, the C. P. R. land agent at Calgary, told me that in his opinion the prairie country would furnish a market for all the fruit that British Columbia could ever raise, although its own irrigated lands will produce a good many strawberries and raspberries.

"Touching maritime matters, the minister of marine expressed the keenest desire for a thorough survey of the Pacific Coast waters.

"Re the Canada Northern, I met Messrs. McKenzie and Mann and discussed their plans, but they said nothing about extending the line to the coast. They spoke of the Hudson Bay connection and the building of the branch lines through the prairie, but said nothing about coming into British Columbia. It is expected at Edmonton that several branches of the Canada Northern will be built into the country from that point. I learned nothing as to when the Grand Trunk Pacific will commence construction, but think we shall have to wait a while for that.

"I gathered from what Mr. Hays and Mr. Morse said that they are only waiting the approval of their location plans by the government to begin work at Lake Superior and Lake Winnipeg, and I expect we shall see some very rapid construction."

MILITARY TRAINING.

In announcing the policy of the government in the matter of the proposed changes in the militia system, Sir Frederick Borden explained that he had in mind the adoption of the Australian plan as the most suitable for Canada. The Australian system is favorably regarded by some of the highest military authorities, who do not hesitate to pronounce it as the best yet devised for purposes of defence, not even excepting that of Japan in effectiveness. In Australia all boys begin their military training at eight years of age, in the public schools, under a compulsory system of education. There is an hour's drill every day, target practice twice a month, and a week in camp once a year, where the boys with their elders are taught field evolutions. When the young soldier graduates from the public school, unless he goes to college, he joins the senior cadets and drills in the evenings. If he is in college his military training goes on just the same. At the age of twenty-one the young man is transferred to the militia, where he serves three years. After that he belongs to the reserves, and must attend monthly rifle practice and the yearly training in camp. Thus by the time the Australian is thirty years of age he is a trained, seasoned soldier, a deadly shot, a fine horseman, an amenable private, an accomplished scout, in every way fitted to take his place as an effective unit in the great national fighting machine.

The Montreal Witness, which has been advocating the adoption of this system ever since the Boer war, considers it the only one available for Canada, and as that which alone would be worth its cost to the population as a training, even though no serious use for it should ever occur. It is now being recommended in Great Britain as a solution of the problem of restoring the efficiency of the Imperial defence, which Lord Roberts declares to be seriously deteriorated. Its adoption by Canada seems, therefore, to be a step in the right direction. The great argument in its favor is that it trains the youth of the country in habits of manly carriage, in discipline and deference to order and authority and in a sense of public responsibility. As a part of education it would be a great improvement on the sedentary system that we ourselves remember. It would, in fact, if well devised, prove rather an advantage to the taxpayer than a tax upon our population. Universal liability to arms has always been implied in our militia system. All that is new is a plan for fitting us for it.

NEW YORK STOCKS.

New York, July 19.—The professional limits of operations in stocks were strictly maintained today, but within those limits speculation was allowed rather more scope, and the traders enlarged their operations to some extent, including some more striking price movements than yesterday. The increase in vivacity of trading was only by comparison with the lethargy of yesterday, and the appearance of the market suggested continued somnolence. The increased breadth of the market was owing almost wholly to the revived rumors regarding Northern Securities affairs. The action of Illinois Central was encouraging to those who are hoping for rising prices to follow news of increased dividends. There was room to attribute the reaction from the early advance in that stock to the manner of declaring the dividend, the half per cent. additional being designated extra, as the preceding disbursement, instead of being called a regular semi-annual dividend of 2½ per cent. Rumor was busy with an alleged meeting of Erie directors to declare an additional dividend on the second preferred stock, but these also were unsubstantiated. The few striking gains in prices were poorly held, and the market closed easy, with a ragged showing of mixed gains and losses. Bids were irregular. Total sales, 2,320,000. United States bonds were unchanged on call.

Money Markets

New York, July 19.—Close: Prime mercantile paper 4 to 4½ per cent. Sterling exchange weak at $4.86.60 for 60 days' sight and at $4.84.70 to .75 for sixty days bills. Posted rates $4.85½ to .87½. Commercial bills $4.84¾. Bar silver 59½. Mexican dollars 45¼. Government bonds steady. Railroad bonds irregular.

London, July 19.—4 p. m.: Consols for money 86 3-16; for account 90¼.

Metal Markets

London, July 19.—Lead £13 15s.
New York, July 19.—Lead $4.50.

Closing Prices

New York, July 19.—Amal Copper 82⅝; Amn Loco 48½; Amn Smelting 117¼; Anaconda 108¼; Atch 86¼; pfd 102¼; B & O 114½; pfd 102½; B R T 99⅝; C P R 151⅞; C & O 48¼; N W 210½; St P 181¼; C G & I 46; Det 98¼; D L & W 365; D H 189½; G N pfd 290½; Gen Elec 174½; K & T 28¾; L N 140⅝; Man 166; Mo Pac 99; M St P & S Ste M 122⅝; Met 127⅝; N Y C & H 147½; Erie 46⅝; 1st pfd 83¼; 2nd pfd 72; N Y O & W 53; N & W 86⅝; Pac Mail 43⅞; Penna 142⅝; Peo Gas 106¼; Reading 104⅝; R I 31¼; Sou Ry 30½; Sou Pac 65¼; T C & I 88½; U S S 34⅞; pfd 102¼; U S R 47; pfd 112¾; U P 129½; pfd 97½; Mackay 41½; pfd 64¼; C P R in London 156¼.

THE SCHOOL QUESTION.

Sir—Mr. Musgrave in yesterday morning's issue attempted to explain this question to your readers, and succeeded in dispensing advice about other things to sundry persons, showing very plainly that he knows nothing about the condition of school affairs in Victoria West. Has Mr. Musgrave ever seen the Victoria West school building? Has he ever been inside of it? Does he know the condition and sizes of the various class rooms? I will guarantee that he knows nothing whatever about the number of pupils requiring school accommodation, the number of teachers employed, or the disadvantages and unfair treatment that the citizens of this part of the city have so long patiently endured. He presumes to say that they must have no relief, yet must admit the fact that a new school house upon a new site is an absolute necessity. Please, Mr. Musgrave, do say what measure of relief you would propose so that we may understand the motives which actuate you, and be able to guage the greatness or meanness of your soul. Would it not be wise for you to first learn something of what you write about, and to understand that the trustee board are forced to recognize the evil of existing conditions and therefore mete out fair treatment to the people, pupils and teachers of the western suburb? They are not doing it from choice or with any desire to simply spend the people's money.

You and others seem greatly exercised lest this part of the city should receive the benefit of a brick building, forgetting that a brick building costs at present comparatively little more than a wooden one, and the many evident advantages possessed by the brick much more than compensate for the extra cost. If you do not understand this, then there is no use attempting to argue with you.

Do you know that if you succeed in defeating this bylaw that you will force the board to continue a list of useless expenditure in connection with the West school that you will find very hard to justify? An immediate expenditure of $500 will be required to put the present unsightly and unhealthy building into habitable shape. They are compelled to engage the Baptist mission hall at a yearly rental of $120, and the extra expense necessitated by small and insufficient class rooms clearly calls for $500 more per annum, making a total unnecessary expense for the current year of $1,120. If I be correct in my last two items, and I am certain I am, then the board has been forced by "the penny wise and pound foolish" policy of such as you in the last twelve years to a totally uncalled for and foolish expenditure of $7,440. What about it, Mr. Musgrave? Do you propose it shall be continued, or what remedy do you suggest? I am sorry to say that such is the case in some other quarters of the city. And please remember, too, that the board are powerless to remedy it under present existing conditions. An interested public awaits your answer Mr. Musgrave. No amount of argument can explain away the fact that more and better school accommodation is required in Victoria West, and that in other parts of the city, let me say the best is not too good for Victoria children, neither can the citizens afford to be satisfied with other than the very best.

VICTORIA WEST.

Dr. Price's
CREAM
Baking Powder
HIGHEST IN STRENGTH AND PURITY
Improves the flavor and adds to the healthfulness of the food.
Price Baking Powder Co.
CHICAGO, U. S. A.

Another Local Hive of Industry

Todd and Munsie's Cannery at Esquimalt Now Running Full Blast.

Enterprising Firm's Perseverance Marks New Epoch in Victoria's Progress.

The big run of sockeyes that has been anxiously looked for by the cannerymen has arrived in the Straits, in consequence of which the trap men are busy hauling in the salmon. About 17,000 fish were landed at Messrs. Todd & Munsie's cannery at Esquimalt yesterday morning, which is the biggest catch that has been received up to date.

Through the courtesy of Mr. C. F. Todd, a Colonist reporter was yesterday given permission to inspect the cannery, and found all hands very busy with their various duties. On approaching the cannery from the land side a person is soon made aware that there is a number of siwashes around, by the odor of dried fish, which is to be seen hanging around their tents and cabins. On the opposite side from the Indians is the Chinese quarters, which is a rough board house capable of accommodating all the yellow men who are employed there. The entrance to the main building is supplied with the "No admission" sign, and anyone who desires to visit the cannery must obtain a written order from the head office in the city.

Cleanliness Essential

On entering the building a person is struck with the cleanliness of everything connected with the work of handling the fish, and also of the manner in which everything is kept. The first person to be met with on entering the cannery is Mr. J. Rowan, who is manager of the work of the entire plant. Mr. Rowan is a manager of eighteen years' experience, and is considered second to none on the coast, having for the last ten years been engaged on the Fraser river.

The cannery proper, which has been illustrated in these columns, is a well-constructed building one and a half storeys in height, and is fitted up with all the latest improvements and is considered the most up-to-date cannery on the coast, having all the latest improvements, and is lighted entirely by electricity. From the time the scow comes alongside till the cans are ready for market it is one continual run. At the present time there are about 200 employees, most of whom are Chinese and Indians, and according to Mr. Rowan, if the present big run is continued it will be a hard job to secure enough help. Yesterday was the biggest day since the cannery commenced operations, and the employees had all they could do to keep the space clear for the men engaged in filling them. A large supply of empty cans is on hand, and the machinery used to make them has been removed in order to make room for the full cans.

All Hands at Work

On the scow landing at the wharf with a cargo of fish, an electric elevator is run down and the fish are rapidly put into the building, where the men are waiting to receive them. A long table is arranged at the end of the building, and about a dozen coolies are employed in cutting the head, tail and fin off, and the salmon are then pushed through a hole in the wall to the washers. So speedy are the Chinks in taking the useless part off that a number of Indian boys are kept busy supplying them with fish. Under the table is an endless chain with small scuppers attached to carry off the offal, which is dumped in a scow and towed away. From the men who do the cutting the fish go to a big tub which is presided over by a number of klootchmen, some with their papooses on their back and others with a number of youngsters hanging around their skirts—all the workers having a number hanging down their backs in order that the boss may keep their time.

In the first tub the fish are cleaned and then passed along to another tub, which is also looked after by a number of Indian women, and they again receive a thorough cleaning, the women taking a scrubbing brush and going over them in such a manner that it is impossible for any dirt to escape. When the washers are through, they go into a big trough, from which they are taken by a couple of Indians and placed in a cutter, which cuts them into about ten or twelve pieces, and they are then dumped into another trough, presided over by some more Chinks, who see that the tail piece of the salmon is cut small enough for the can.

The Canning

After the fish are cut into a suitable size, they are carried to another lot of Indian women and Chinamen who see to the filling. The cans, which have been previously placed on trays and the necessary amount of salt placed in them, are then placed near the women who are filling them, in order that no time may be lost in getting the fish placed inside. When the cans are filled they are again placed in trays and carried to a pile handy to another washing machine for the cleaning of the cans. This machine is very handy and saves a lot of work. The cans are then placed on an endless belt and are carried through the machine with a clamp on the top to prevent any water getting in, and subjected to washing, the water being supplied from a small pipe and a broom being attached in such a manner that it brushes every can as it passes.

They are next sent through the weighing, which is so arranged that any can under weight will be put to one side and the required weight made up. From the weighing machine they still continue on the endless belt and are carried to the clapper, which is a machine used to put the tops on the cans. Two almond-eyed Chinks are kept busy feeding the machine with can-tops, and as the cans come out they are tried by another Chinaman to see that the covers fit tight.

The next machine through which they have to pass is the soldering apparatus, which is attended to by the most expert Chinaman in the cannery, as it is necessary that the solder should be kept at the same degree of heat all the time. From this machine they run out at the rate of 150 a minute, and after the cans have passed through a small stream of cold water they are placed on large trays, which holds 110 cans, and it keeps four chinks hustling to keep the rack clear. They are then placed on trucks and are wheeled to another corner of the building, where a number of men are engaged in soldering up the vent-hole.

The Testing

The cans are now ready for testing, and they are placed in what is known as the "cold test." The trays are picked up by grappling irons, which are attached to a block and tackle on a sliding pulley in the rafters, and are placed in large kettles of hot water, in order that there is no leakage. If any are found to be leaky, they are placed to one side and the good ones are again placed on trucks, twelve trays to the load, and are then put in the steam box, where they remain for thirty minutes. They are then taken out and passed to another chink, who is kept busy denting the tops of the cans to let the air out.

After the air is out they are again soldered and put in the hot test, the water of which is kept at boiling point, and the leaky ones are again set aside, and they are then placed in the retort, where they are kept for over an hour, with the temperature at 250 degrees. From the retort they are placed in another tank, this time of hot water and soda, and thoroughly cleaned, afterwards having a stream of cold water turned on them, and they are then carried to the end of the warehouse, where they are stacked as high as a man can reach, and will there await labeling and packing, and will then be

Ready for Shipment

Yesterday the entire catch of salmon was put up into ½-pound flats, a case of which contains 96 cans, each case taking an average of fifteen fish. The output yesterday came very near the thousand mark, and if the run continues more men will be added and a bigger output made.

Yesterday the work began at 3 a. m., and, with the exception of a short time for lunch, the men worked right through until the evening.

Today is expected to be another busy day, for with one big day it makes such a rush that a little time is needed the next day to get things straightened out. With the reports that have arrived from the Cape, the cannery at Esquimalt is expected to be rushed for the next fortnight and the total pack looked for made up.

GRAFT IN SPOKANE.

Spokane, July 18.—(Special)—The grand jury assembled today and began an investigation of the reported grafting at the city hall and court house.

A SCHOONER'S ESCAPE.

San Francisco, July 17.—(Special.)—A passing steamer towed the schooner Maid of Orleans from a dangerous position off shore near West Port.

VENEZUELA'S FIRST PAYMENT.

Caracas, Venezuela, July 17.—The Venezuelan government has paid to the British and German legations 2,797,969 bolivars, being the first six months' instalment due under the contract.

BARON A. DE ROTHSCHILD.

Baron Alphonse de Rothschild, head of the Paris firm of de Rothschild Freres, died there on May 26. He was born in Paris on February 1, 1827, and was the fifth son of Baron James de Rothschild, founder of the French branch of the great dynasty of bankers of that name. Baron Alphonse adopted French nationality in 1848. He was appointed one of the governors of the Bank of France in 1854. In the latter capacity he rendered invaluable service to French finance. He figured at the head of the syndicate of bankers formed in connection with the payment of the indemnity of the Franco-German war. He was chairman of the board of directors of the Northern railway of France, and devoted much of his time and energy to that undertaking. To him is largely due the prosperity of that railway company, the only one in France which has ever made use of the government guarantee for the payment of interest on its bonds.

He was much looked up to in Paris society, which he and Baroness Alphonse entertained handsomely both at his town residence and at their country seat at Ferrieres, where they gathered the elite of the aristocracy and the literary and artistic world. He possessed one of the finest and most remarkable collections of paintings and works of art of all kinds, many of which he had already presented to the Louvre and other museums. Baron de Rothschild's charity was a household word in Paris. Besides his frequent liberal gifts to public institutions he constantly afforded pecuniary assistance in cases where his left hand knew not what his right hand gave.

The marriage of the late Baron was celebrated in England (his bride being the sister of Lord Rothschild) with singular magnificence in 1857.

When the late Duke of Marlborough decided to sell the Blenheim government and when the British government could not make up its mind to buy anything but the Raphael and the Van Dyck, Baron Alphonse was fortunate enough to secure the two matchless pendant groups of Rubens, which since then have been the chief glory of his house in the Rue St. Florentin. It was he, also, who bought for what was then thought an enormous price the so-called "Cesare Borgia" and the "Vanity and Modesty" from the Sciarra Palace. Among the great modern buyers of the finest Sir Joshua and Gainsboroughs, he was among the earliest, and he became the owner of such masterpieces as Gainsborough's "Mrs. Hibbert" and the "Lady Charles Spencer" of Reynolds.

Baron Alphonse de Rothschild, who for many years had his stable in partnership with his brother Gustave, was one of the oldest owners of racehorses in France. He won the French Derby with Kilt in 1873, while 14 years later he scored a second victory with Heaume, that son of Hermit winning many other races in England and France. He came very near winning the English Derby with Le Nord in 1890, and his colors (blue and yellow hoops) were often seen upon English racecourses.

THE SWEDISH HOUSES.

Stockholm, July 19.—Both houses of the riksdag have concluded their secret meetings, and a joint committee is now preparing plans for a joint conference.

STANDS PAT.

Montreal Gazette.

Not a word from the Toronto Globe about the scrip steals. The organ witnessed the robbery of the people, and agreed to it on the ground that its own partisans are doing it.

SEND THEM ON THE LAND.

Hamilton Times.

What is to become of all the thousands of young doctors, dentists, pharmacists, and lawyers graduated year by year? Of course a few will prosper, but there must be a lot of them who will have a life-long fight with the wolf. Some of them would be better off growing wheat and potatoes.

They Stand the Test
Known in every quarter of the globe for reliability and durability
DUNLOP DETACHABLE TIRES
stand the test—can be removed or replaced with the two hands. A twelve months' guarantee goes with each pair.
The Dunlop Tire Co'y LIMITED Toronto

The Shipyards Will be Busy

Many Vessels to Be Constructed in the Yards of Local Builders.

Minnesota Makes Fast Passage—Many Sockeyes in the Straits.

Local shipbuilders are busy and there is much work in prospect. Plans are being drawn for the new steamer for the C.P.R. Steamship Company, which will be built by the Esquimalt Marine Railway Company, a vessel similar in type to the Princess Beatrice, though forty feet longer and costing about $40,000 more than the Princess Beatrice. A new quarantine tender is also to be built at the Esquimalt marine railway, for which $42,000 is provided in the estimates, and it is also the intention of the government to have a new steamer for hydrographic work in British Columbia waters, built at a cost of $75,000. This steamer will replace H.M.S. Egeria when the hydrographic work in which she is engaged in is concluded by the imperial authoritits.

Particulars of the proposed hydrographic steamer are not yet obtainable, but it is known that the new quarantine steamer, for which the contract has been awarded to the Esquimalt Marine Railway Company for $42,000, will be 93 feet long between perpendiculars, 20.6 feet broad and have a moulded depth of 12 feet. She will have a speed of 10 knots. The work of overhauling the steamer Princess May, which is to be done when the Northern trade slackens in the fall, will cost about $150,000. The steamer is to be given new boilers, cut down and built up. The steamer which is being built for the Dominion government at the Victoria Machinery Depot is progressing well, plates being put on the frame already built up. It is expected that the steamer will be completed within six weeks.

Alex. McDonald, shipbuilder, is reported to be preparing to build a new tug of the style of the Pilot, with a keel 115 feet long, for Bellingham people engaged in the lumber industry on Vancouver Island.

THE VANCOUVER DOCK.

With reference to the recent failure of N. Thompson & Co. at Vancouver, the Pacific Marine Review of Seattle says: "We fear Messrs. N. Thompson & Co.'s project for a floating steel drydock at Vancouver and for which they secured a guarantee of 3 per cent. on $1,000,000, expires with them.

"There is no reason why, provided the guarantee of the Dominion government, which was procured through political affiliations, were transferred to responsible parties, the project should not even yet be carried through, provided capital could be secured that would pay barely meet expenses for at least ten years, the government guarantee providing for interest on a reasonable bond issue."

MINNESOTA'S QUICK TRIP.

Made Fast Passage From Japan—Iyo Maru Expected Today.

Steamer Minnesota, of the Great Northern line, which arrived on the Sound yesterday with the Japanese porcelain on board, has reversed the quick trip of twelve days from Yokohama, the fastest the steamer has made since she began her service.

The steamer Iyo Maru, of the N. Y. K. line, will be in Yokohama on the same day as the Minnesota, is expected to reach this port today. Steamers Tartar and Shawmut are also en route, both being due at the end of next week.

The Empress of Japan will sail on Friday from Yokohama for Victoria.

Steamer Miowera, of the Canadian-Australian line, will sail from the ocean dock tomorrow evening for Australia, via Honolulu and Suva.

The Pacific Coast Steamship Company is reported to have decided to establish a Portland-San Francisco line of steamers.

Steamer Queen City will sail tonight for Quatsino and way ports on the West Coast of Vancouver Island.

MILLIONS OF SOCKEYES.

Tug Lorne, which returned from the Cape yesterday and proceeded to Port Townsend to tow the bark Sardhana to Chemainus to load lumber, reports that millions of sockeyes were seen off the Cape, followed by whales, blackfish and Dolphins. If the whalers Leander Orion, still tied up pending action at Ottawa regarding Capt. Balcom's application to have the steamer and appliances admitted duty free, had been at work, many whales would have been taken. The salmon were thick, more than the tug's crew had seen. That the run of sockeyes has commenced is evident.

AH SIN'S TRUMP CARD.

Hamilton Spectator.

Now that the Chinaman at home has begun to boycott goods from the United States, entrance to that country will soon be free to Ah Sin. Uncle Sam is quite willing to strain his much worshipped constitution to exclude Chinamen at the demand of many votes; but when it comes to interference with his trade he will think again. He is more afraid of losing the almighty dollar than he is of the votes of those who are opposed to the entrance of the "moon-eyed lepers." His "yellow peril" is the danger of the loss of gold.

MARKET FOR CANADIAN PLUMS.

Mr. P. B. Ball in his weekly report mentions that the English plum crop will be a great failure. Plums are almost as standard a preserve on the British bill of fare as marmalade. He suggests, therefore, that Canadian plum growers will have a good market for their fruit if it can be got over there.

TIDE TABLE.

(Issued by the Tidal Survey Branch of the Department of Marine and Fisheries, Ottawa.)

Victoria, B. C., July, 1905.

Date.	Time	Ht.	Time	Ht.	Time	Ht.	Time	Ht.
	h. m.	ft.	h. m.	ft.	h. m.	ft.	h. m.	ft.
1	0:16	8.5	8:36	1.1	.....		.....	
2	0:45	8.7	9:12	0.6	.....		.....	
3	1:16	8.7	9:45	0.4	18:42	7.2	20:54	7.1
4	1:49	8.7	10:28	0.4	18:43	7.4	22:02	7.1
5	2:28	8.4	11:10	0.6	19:02	7.5	23:14	6.9
6	3:12	7.9	11:53	1.1	19:30	7.6	.....	
7	0:33	6.5	4:13	7.3	12:37	1.7	20 00	7.8
8	1:51	5.9	5:32	6.5	13:22	2.5	20:31	7.9
9	3:06	5.1	7:35	5.8	14:08	3.5	21:03	8.1
10	4:16	4.2	9:35	5.4	14:55	4.4	21:35	8.3
11	5:18	3.2	12:33	5.5	15:44	5.3	22:07	8.3
12	6:10	2.3	15:08	6.2	16:33	6.1	22:40	8.6
13	6:56	1.5	16:05	6.8	17:32	6.7	23:15	8.7
14	7:39	1.0	16:48	7.2	18:35	7.1	23:52	8.8
15	8:18	0.5	17:23	7.4	19:38	7.2	.....	
16	0:31	8.8	8:55	0.4	17:53	7.5	20:35	7.1
17	1:12	8.6	9:32	0.5	18:19	7.4	21:31	7.0
18	1:55	8.2	10:10	0.9	18:39	7.4	22:29	6.8
19	2:38	7.7	10:49	1.4	18:49	7.4	23:32	6.5
20	3:19	7.1	11:27	2.0	19:00	7.5	.....	
21	0:44	6.1	4:04	6.5	12:05	2.8	19:20	7.0
22	2:06	5.6	5:12	5.9	12:42	3.5	19:50	7.0
23	3:28	5.1	7:13	5.3	13:16	4.2	20:22	7.0
24	4:33	4.5	9:27	5.0	13:30	4.8	20:55	7.0
25	5:19	3.9	.....		.....		21:27	7.8
26	5:55	3.3	.....		.....		21:58	7.8
27	6:28	2.8	.....		.....		22:30	8.6
28	7:00	2.2	.....		.....		23:04	8.2
29	7:31	1.6	.....		.....		23:41	8.4
30	8:04	1.2	.....		.....		.....	
31	0:22	8.6	8:39	0.8	17:00	7.0	20:00	6.8

The time used is Pacific standard for the 120 meridian west. It is counted from 0 to 24 hours, from midnight to midnight. The height is in feet and tenths of a foot.

Esquimalt (at Dry Dock)—From Observations during six months, May to October, compared with simultaneous observations continued at Victoria by Mr. F. N. Denison.

For time of high water add 15 minutes to high water at Victoria.

The Markets—Wholesale and Retail

The wholesale market for corn and flour is well supplied, but prices during the week have fluctuated very considerably as the result of Eastern speculation and foreign demand.

Messrs. R. Baker & Sons' wholesale prices are as follows:

American wheat, per ton	$ 38.00
Manitoba feed wheat, per ton	32.50
Oats, Manitoba, per ton	33.50
Oats, Island, per ton	35.00
Barley, Manitoba, per ton	28.00
Barley, Island, per ton	30.00
Flour, Hungarian, Ogilvie's, Royal Household, per bbl.	6.35
Flour, Hungarian Lake of the Woods Five Roses, per bbl.	6.35
Flour, Hungarian Moffet's	6.15
Flour, pastry flour, Moffet's Drifted Snow, per bbl.	5.25
Flour, pastry flour, Three Star, per bbl.	
Bran, per ton	25.00
Shorts, per ton	26.00
Middlings, per ton	30.00
While corn, per ton	29.00
Cracked corn, per ton	30.50
Chop feed, best, per ton	$30 to $32.00
Hay, Fraser River, per ton	14.00
Hay, Island, per ton	17.00

Wholesale Fruit and Vegetable Market.

The only new feature of the fruit market this week is the heavy supply of Oregon apricots, now coming in. There are still a few strawberries on the market, both of table fruit and preserving berries.

Vegetables

The vegetable market is kept well stocked, supplies coming in freely from the home districts. The following is a list of Messrs. F. R. Stewart & Co.'s prices current:

New potatoes, per sack	$1.25
Red onions, per sack	$1.50
Silver Skin onions, per sack	2¼
Cabbages, per lb.	1½
Carrots, per sack	$1.00
Turnips, per sack	85
Green peas, per lb.	3½
Tomatoes, per lb.	10
Cucumbers, per doz.	$1.00

Fruit

The local supply of fruit this week is somewhat limited. Quotations are as follows:

Grape fruit, per box	$3.50
Valencia oranges (choice), per box	$4.50
Mediterranean sweet oranges (choice), per box	$4.00
Lemons (fancy), per box	$5.50
Lemons (choice), per box	$5.00
Apples, California, per box	$2.00
Pears, Bartlett, per box	$2.85
Peaches, freestone, per box	$1.15
Plums, per box	$1.15
Prunes, per box	$1.15
Apricots, Oregon, per box	90
Apricots, California, per box	$1.10
Bananas, per bunch	$3.00
Pineapples, per doz.	$3.00 to $4.00
Strawberries (table fruit), per lb.	12½
Strawberries (preserving), per lb.	8
Cherries, per lb	10 to 12½
Raspberries, per lb.	10
Red currants	8
Black currants, per lb.	8
Loganberries, per lb.	8 to 10
Blackberries (wild), per lb.	10

Wholesale Market for Poultry, Meat, Etc.

The supply continues to be plentiful and prices are slightly easier.

Pork, 6½c. live weight, 8½c. dressed.
Veal, 7c. live weight, 10c. dressed.

Chickens, spring, per lb.	15
Chickens, old, per lb.	12½

The Retail Markets

The Sylvester Feed Company's produce report shows a big advance in the price of corn, which is retailing at $35 per ton. Shippers of new potatoes are warned to make the sales before shipping, as the demand at the present is limited.

Wheat, per ton	
Oats, per ton	$35.00
Barley, per ton	$34 to $35
Hay (Island), per ton	$28.00
Hay (Fraser), per ton	$14.00
Straw, per ton	$12.00
Potatoes (Island), new	$10.00
Corn, whole, per ton	$26.00
Corn, cracked	$32.00
Corn, meal	$35.00
Oats, per ton	$35.00
Oatmeal, per 10 lbs.	$35.00
Rolled oats, per 7-lb. sack	40
Hungarian, per bbl.	35
Hungarian, per sack	$6.75
Pastry Flour—	$1.75
Snow Flake, per sack	$1.50
Snow Flake, per bbl.	$5.00
Three Star, per sack	$1.65
Three Star, per bbl.	$6.00
Drifted Snow, per sack	$1.50
Drifted Snow, per bbl.	$5.60
Feed—	
Middlings, per ton	$30.00
Bran, per ton	$27.00
Ground feed, per ton	$30.00

The following are Messrs. Dixi Ross & Company's

Retail Quotations.

Vegetables—	
Peas, per lb.	2½
Cabbage, per lb.	2½
Cauliflower, per head	10
Tomatoes	12½
Cucumbers	10
Onions, 8 lbs. for	25
Carrots, per lb.	1½ to 2
Beets, per lb.	2
New potatoes, per 100 lbs.	$1.75
Eggs—	
Fresh Island, per doz.	35
Manitoba, per doz.	25
Fresh cream, per pint	25
Cheese—	
Best Ontario cheese, per lb.	20
California cheese, per lb.	25
Canadian, per lb.	20
Butter—	
Manitoba, per lb.	25
Best dairy, per lb.	20
Victoria Creamery, per lb.	30
Cowichan Creamery, per lb.	30
Delta, per lb.	30
Fresh Island, per lb.	30
Fruit—	
Raspberries	12½
Cherries	12½
Apples, California, per lb.	8
Apricots, per lb.	10
Plums, California, per box	35
Prunes, per box	35
Peaches, per lb.	10
Muskmelons, each	12
Currants, red, local	10
Cooking figs	10
Figs, per lb.	12½, 15, 20, 25
Valencia raisins	15
Lemons, California, per doz.	25
Cocoanuts, each	15
New dates	12½
Beans, per lb	05
New cleaned currants, 3 lbs. for	25
Best Sultanas	20
Table raisins	15, 25, 35, 50
Bananas, per dozen	25 to 50
Oranges, per dozen	25 to 50
Coal Oil—	
Pratt's coal oil	$1.50

Messrs. Brown & Cooper's

Retail Quotations.

The supply of poultry is plentiful from local sources. The fish supply is scanty for all varieties.

Prices rule as follows:

Spring chickens, per lb, dressed	25
Ducks, per lb., live weight	12½
Dressed fowls	20
Fish—	
Smoked salmon, per lb	15
Spring salmon, per lb.	8 to 10
Halibut, per lb.	8
Cod, per lb.	8
Smoked halibut, per lb.	12½
Flounders	8
Finnan haddock, per lb	15
Crabs, per doz.	75c. to $1.00
Salt mackerel, each	15
Salt cod, per lb.	12½
Salt tongues and sounds, per lb.	20