YOUNG TURKEY ELEMENT ACTIVE

Agitation for Macedonia Autonomy Appears to Be Widespread

FEARS OF GENERAL REVOLT

Mutinous Officers Seeking Aid From the Greeks and Bulgarians

Constantinople, July 17. — The "Young Turkey" propaganda in the Turkish army, in favor of autonomy for Macedonia, appears today to be more widespread than heretofore, has been admitted, and some forebodings are being expressed in official circles of a general revolt of the officers of the second and third army corps, at present stationed in the Monastir district.

There already have been some mutinies in individual battalions, and the rebellious officers are endeavoring to enlist the support of the Greek population in South Monastir, as well as that of the Greek bands, now more numerous than usual, which are at present raiding in this district.

The Young Turks are also seeking the support of Bulgarian bands, but these latter are distrustful.

In some circles there is considerable apprehension that Bulgaria will take advantage of the present rebellious spirit of the Turkish troops in Macedonia to settle the old disputes with the Porte, or that Turkey will seize the opportunity to create a diversion against Bulgaria in order to escape from her international difficulties.

Large numbers of Anatolian troops have arrived at Salonika. These will be speedily drafted to the various garrisons in Macedonia to replace the time-expired men, whose fruitless demands to be returned home are one of the primary causes of the recent mutinous outbreaks.

ALL LOOKS WELL

Wm. Whyte and His Companions on Recent Tour of Prairie Country Enthusiastic Over Prospects

Winnipeg, July 18.—Wm. Whyte, second vice-president; G. J. Bury, general manager of western lines of the C.P.R.; Lieut.-Governor MacMillan, W. A. Black, manager Ogilvie Milling Co.; G. V. Hastings, Lake of the Woods Milling Co.; A. Kelly, president of the Western Flour Mills Co., and representatives of the Winnipeg Free Press, Telegram and Tribune, returned last night from an extensive trip through the wheatfields of Manitoba and Saskatchewan. Members of the party are most enthusiastic over the glowing crop prospects, and estimate the yield of wheat at 120,000,000 to 130,000,000 bushels. Harvesting will begin in some localities by the 1st of August, and will be general by the 15th. Twenty-five thousand farm hands will be required from the east to garner the crop, six thousand more than any previous year. At all points where stops were made only one sentiment was expressed by business men and farmers, one of unbounded confidence in the outlook. Business is reviving in all branches, and this improvement will continue week by week until with the assistance of a safely garnered harvest the great west will hum with an activity which will repeat it if not surpass the records of the past.

BANDITS SHOT

Mexico City, July 18.—Details of the killing of the famous bandit Cenebie Rodriguez, "El Jorabado," and his two companions, Antonia and Policarp Reyes, have just reached here. The bandits, who were charged with killing H. S. Jones, an American, and with many other crimes, were shot while they slept.

Three Rurales sent out to capture the trio made a mock attack on a hacienda near where the robbers were encamped. The latter took the supposed recruits in, and the latter traveled with the bandits for five days, awaiting their chance to catch the real robbers off guard and execute the orders of the governor of the state of Durango to take them dead or alive. Finally the bandits relaxed their vigilance and went to sleep together. The Rurales promptly shot them to death.

Cle-Elum's Narrow Escape

Cle-Elum, July 18.—That the town of Cle-Elum was not literally effaced from the earth by Thursday's explosion in the powder house of the Northwestern Improvement Company is due to the unusually small amount of powder in the magazine. The community, stunned by the magnitude of the disaster, has awakened to a realization of the fact that it was almost a miracle half of the city was not destroyed. Had the usual amount of powder been in the magazine—between three and four tons, instead of barely 1,500 pounds—every house within half a mile of the magazine would have been splintered into kindling and hundreds of lives would have been lost.

The Manila Disaster.

Manila, July 17.—The number of lives lost through the foundering of the pleasure launch San Gabriel while on her way from Manila to Corregidor, is still uncertain. Sixty-one passengers and members of the crew were rescued, and it is generally estimated that the number of passengers and crew was ninety. As far as known, no Americans were among the victims.

Rail Mill Closed

Sault Ste Marie, Ont., July 17.—The rail mill of the Lake Superior corporation has closed down indefinitely, owing, it is said, to lack of orders and scarcity of ore to run the blast furnaces.

Problem of the Railways

New York, July 17.—There are just three ways in which the problem now facing the railways of the United States may be solved, namely increased rates, decreased wages or increased business, in the opinion of J. T. Harahan, president of the Illinois Central railway. Mr. Harahan arrived here today on the steamer Mauretania, after a vacation in Europe. Something must be done, however, and quickly.

Native Sons of Royal City.

New Westminster, July 16.—The new post, No. 4, of the Native Sons of British Columbia, organized a week ago, was duly established last evening at the K. of P. hall, when the grand chief factor, George T. Fox of Post No. 1, Victoria, installed the officers elected at the previous meeting. He was assisted by the four following officers of Post No. 2, Vancouver: W. H. Walsh, S. Oppenheimer, W. J. Jeffree and W. F. Edmonds. Among those who have joined the society since its inauguration are: J. P. Hampton Bole, J. P. Bilodeau, R. Bryce Brown, John Ewen Brown, Percy B. Burr, J. A. Cunningham, George L. Cassady, John C. Digby, W. Barclay English, Roy English, James Feeney, Arthur Insley, W. B. Johnston, Edward H. Johnston, H. C. Major, Victor McFadden, Angus E. McColl, E. McBride, C. D. Peele, H. P. Keary, Garvin Rae and L. G. Sharpe. Lodge meetings have been fixed for the third Wednesday in the month at the Knights of Pythias hall. Subsequent to the installation the members sat down to refreshments.

SAID "HANDS UP"

Poker Party at Comaplix Broken Up By Masked Men Holding Strong "Cards"

Revelstoke, July 16.—Word comes from Comaplix of an attempted holdup there last Thursday night. A number of men were enjoying a quiet game of "draw" in the station room when a sudden command was heard: "Hands up." For a moment it was treated as a joke, but it was followed at once by "Stand up and hands against the wall," and the members of the little gambling party found themselves confronted by two masked men holding revolvers in four blackgloved hands. There was no further hesitation. Seven men rose promptly and fourteen hands struck the wall.

Just as one of the robbers was about to begin operations on the pockets of the victims "Papa" Bear, foreman of the lumber camp, who was at one end of the line, made a break through a swing door into a little baggage room. There was no other means of exit from it than the way he had entered, but that fact was unknown to the "holdup" men. They took for granted that one man had escaped and would give the alarm. One revolver was discharged, whether withintent to frighten the men or by the trembling of the hand of a bandit, and the masked strangers disappeared into the night.

The lumbermen immediately armed themselves and got out the tug Piper, the property of the Yale-Columbia Lumber company, which is equipped with a powerful searchlight, and both shores of the northeast arm were explored thoroughly, but without result.

Petitions have been sent to the government several times for the appointment of a provincial constable at Comaplix, the nearest at present being at Arrowhead. This, however, is the first serious breach of the peace that has occurred.

Tried to Kill His Brother.

Vonda, Sask., July 17.—Luce B. Miller, a Galician, was brought here by Constable Milnes, charged with shooting his brother, Thomas Miller, with intent to kill. He was sent up for trial.

REDISTRIBUTION PLAN FOR BRITISH FLEETS

Scheme Under Contemplation Means Bottling Up of the North Sea

Liverpool, July 18.—A further important redistribution of the British fleet will be made early next year, in order to bring the organization of the navy more into line with the strategical conditions of the day.

The Channel Fleet is to be reduced from its present strength of fourteen battleships and six armored cruisers, and the vessels withdrawn from it, with some others added to them, will be constituted into a new squadron, to be known probably as the North Sea Squadron, and stationed off the north of Scotland.

The war base of the new fleet will be Cromarty Firth, and as soon as Rosyth is ready, that port will be utilized as its store and repairing base. The strength of the North Sea squadron has not yet been decided on, but it will probably include four battleships and four armored cruisers. It is not regarded as impossible, however, that it may be constituted entirely of armored cruisers, more especially as the reduced battleship programmes of recent years have considerably curtailed the number of battleships at the Admiralty's disposal.

The constitution of a squadron to guard the "north about" route out of the North Sea has been advocated for some time. In the event of hostilities, there would only be two possible ways for a foreign fleet to reach the open sea, one through the Straits of Dover and down the English Channel and the other round the north of Scotland.

The first of these routes is already more than adequately guarded by the Nore division of the home fleet, based on Sheerness, which is only fifty miles distant from Dover; by the Channel fleet, based on Portland, and by the reserve divisions of the home fleet, which, based on Portsmouth and Devonport, would be able to get to sea, at least in part, before any foreign fleet, after passing the Dover Straits, could get to the west of Plymouth. The squadrons combined number thirty-two battleships, fifteen armored cruisers and about a hundred torpedo craft.

It has long been argued that no foreign fleet attempting to reach the Atlantic from the North Sea would essay the Channel route, and, since our force there is largely in excess of what is properly required to hold it, the admiralty has been urged to establish another squadron off the north of Scotland, reducing the fleets in the Channel, if necessary, in order to provide the ships required.

It is this that the admiralty has decided at last to do, and the result will be—provided the Scottish squadron is strong enough—to turn the North Sea into a mare clausum which cannot be entered or quitted by any foreign squadron against the wishes of the British naval authorities.

To Honor Lord Roberts.

Washington, July 18.—Because Lord Roberts, the highest military officer in the British army, is to be present with the Prince of Wales in connection with the Quebec celebration, the United States government will probably send a general officer of the army to accompany Vice-President Fairbanks when he goes to meet the Prince. This officer, whose election may be announced today, will be in addition to Major Bentley Mott, already designated as Mr. Fairbanks' aide.

LORD ROBERTS LANDS AT ANCIENT CAPITAL

Veteran General's Pleasure at Being Able to Visit Canada

Quebec, July 17.—Quebec had its first real excitement in connection with the tercentenary celebration this morning when Field Marshal Lord Roberts and the Duke of Norfolk landed from the Empress this morning, amid the thundering salutes from the guns of the British men-of-war now lying off the city and from the guns of the citadel above. Rear-Admiral Curzon Howe, Admiral Jellicoe and a full naval staff were there to meet him, as well as General Otter, General Buchan and their staff, Major-General Lake, Col. Hanbury Williams, Lord Lascelles, A.D.C., representing the Governor-General, Sir Charles Fitzpatrick and Lieut.-Colonel Sherwood.

The guard of honor was supplied by fifty men of the Royal Canadian Garrison artillery, under Capt. Claremont, headed by a band of the regiment playing martial airs. This guard marched through the streets of the city and down to the wharf, followed by a big crowd of people. The guard was drawn up in a line two deep, facing the landing stage.

Lord Roberts and the Duke of Norfolk had been taken from the Empress of Ireland by a picket boat from H. M. S. Exmouth. The moment the boat drew up at the wharf the giant men-of-war, looking like spectres in the morning mist, as they stretched away in a line on the opposite side of the river, poured forth a thundering salute from their guns, and for the time being were hidden in great clouds of smoke, puffing out all around from the guns. A moment later the guns from the citadel answered, and that moment Lord Roberts stepped on to the wharf. The memorable figure etched on the brains of all Britishers, there could be no mistaking his identity, with his small grizzled moustache.

He looked every inch the venerable warrior he is. He wore the full dress uniform of a field marshal, with waving white plumes in his hat and the star of his latest order on his breast. He was introduced to the naval and military staffs by General Lake, and after chatting for a little he came to the guard of honor, the band breaking out into the air of the general salute, while the men presented arms.

Lord Roberts reviewed the guard and afterwards told the captain that they were one of the smartest guards he had ever seen. After the review Lord Roberts, the Duke of Norfolk and Lord Lascelles drove off to the citadel, where crowds outside the wharf and on Dufferin terrace loudly cheered them as they passed.

In a brief interview Lord Roberts said it was with particular pleasure that he had come to Canada, because he had never seen the country which now occupied so important a place in the British empire. "I have always obeyed the call of the east," he remarked with a smile, "and now I am entering on an entirely new experience in taking my first voyage west, to see the wonderful young nation that is being built up here under the British flag.

"I must say that from one point of view, that of scenery, I feel that I have already been amply repaid for my trip."

As to his stay in Canada, Lord Roberts said he was sorry he would not be able to make an extended trip and he would not be able to take more than a few weeks for the whole trip. He would visit Montreal and hoped to also visit Niagara Falls and Toronto. He would be delighted to visit other places such as his short stay will allow. It was an experience of the deepest interest to him to find himself on soil sacred in British history and so indissolubly bound up with the British empire.

Soon after his arrival Lord Roberts attended a levee at the citadel, held by the Governor-General, at which a large number of distinguished citizens and military dignitaries were present.

RENEW OPERATIONS AT WHITEWATER DEEP

Company to Take Over Slocan Mine—Activity at Other Properties

Kaslo, July 18.—The most important development around here for several months in the mining line is the announcement made by John L. Retallack to the effect that he has completed arrangements for the formation of a company to take over the Whitewater Deep property and that concern's assets. This means another case of deep development on a scale somewhat similar to that at the Rambler and the success met with by Mr. Retallack in bringing about its consummation is undoubtedly due in some measure to the outcome at the big McGuigan mine. Mr. Retallack is leaving in a few days for the coast, his visit there being in connection with the project. When all arrangements are completed work on the continuance of the long tunnel of the Whitewater Deep, situated only a few hundred feet from the K. & S. track will be commenced. The elevation of this tunnel is 3,375 feet above sea level and 400 feet below what is termed the main tunnel of the Whitewater Deep. It will be seen that when carried to completion the projected work will give considerable depth on the Whitewater Deep ground and still greter depth for the opening up of the ore shoots on the Whitewater proper. This tunnel, it will be remembered, was started in the early days of the property, but subsequently abandoned. The distance to be covered to intersect the vein will be approximately 2,500 feet. An air compressor operated by a pelton water-wheel and which can be seen from the K. & S. track, was erected and operated for a while. It has not yet been determined whether this will be used of not.

Sandon ore shipments are incresing right along, yet the Great Northern talks of cutting off a portion of the K. & S.

G. H. Wright has finished his contract on the Selkirk Mining Co's property, back of the Ivannoe. The ledge has been cut and the company are now calling for tenders for drifting on the same.

H. Tyo and Levi McInnes have taken a lease on the Corinth. This property is situated in the Idaho-Alama Basin, near the Queen and has large bodies of low grade ore alredy blocked out.

Eric Johnson has two men working on the Blue Bird. They are not taking out ore now, confining their attention to the further opening up of the property only. It is the intention to ship during the fall, a good tonnage of high-grade ore being now blocked out.

The B. N. White Co. are calling for tenders for a fifty tunnel on the Hidden Tresure, to tap the vein of the Richmond Claim, which is proving a regular bonanza. The development work will enable the opening up of both properties at considerable greter depth.

Mining deals are in the air in Sandon and one or two big properties may change hands shortly. A possible change of ownership in the Payne may take place but things are as yet indefinite. If the transfer does take place there will be something doing around the old million dollar payer.

Cutler Porter, of the Wagner Mining and Milling Co., arrived in town on Monday, and left the same night for Hall Creek, where he will put a small crew to work on the company's properties. Some further development will be done this year, but as far as actual shipping of ore is concerned there will be nothing doing, as the transportation problem is about as far from being solved as ever it was. But Mr. Porter is very optimistic as to the outlook and predicts that once the American elections are over and things more settled, there will be plenty of capital in sight to develop the big embryo mines of the Upper Duncan and provide railways for the bringing down of the ore.

FAIR FOR VANCOUVER

Exhibition Association Seeking to Secure Lease of Hastings Park For Purpose

Vancouver, July 16.—A conference was held last night between representatives of the Jockey club, Exhibition association, and the city council, with reference to the granting of a lease of Hastings park for exhibition purposes. The outcome of the discussion was an agreement as to details such as was satisfactory to all concerned, and a formal statement of the conclusions will be drawn up by City Solicitor Cowan, and presented to the council to guide the body in its future course with regard to the park.

The basis of the proposed agreement is that the council shall grant a five-year lease of the park to the Exhibition association, and that this organization shall grant a concurrent lease to the Jockey club for the purpose of its meets. Various details as to maintenance of the grounds and particular days for the holding of exhibitions are to be specified in the agreements.

Mr. Miller, of the Exhibition association states that he believes his people will be satisfied with the arrangement. The association had at first pressed for a more extended lease, but as the exhibition directors were acting under the city council according to its charter he believed the municipal body would deal fairly with the organization when it came to renewing the lease.

The whole agreement is subject to the opinion of City Solicitor Cowan as to the control of the park by the park commission. No report was made on this mention last night, the solicitor stating that he would present his opinion to the council.

IRREGULAR ACTION ON LONDON MARKET

Home Rails Generally Lower and Americans Higher on Week

London, July 18.—The dullness of the holiday season, combined with a fair amount of liquidation, made the markets of the stock exchange generally uninteresting during the past week, and, in addition, caused a gradual crumbling of values, especially in the British section. Some investment buying early in the week assisted the good yielding securities, but these shares relapsed later on talk of a large issue of treasury bills and other loans.

Home rails dropped on disappointing traffic returns and further selling in anticipation of lower dividends.

Paris on balance sold foreigners as well as Kaffirs, and with the public abstaining from speculative operations, the changes for the week are mostly lower. American securities developed strength on crop news and reports of industrial development, and, although there was some irregularity at the end of the week on the postponement of the question of freight rates, the final quotations are three points dearer for United States Steel, Atchison, Topeka and Santa Fe and Southern Pacific, and one point higher for the other issues.

The buying again was principally for New York account.

Money continued superabundant, and this makes it difficult to maintain the discount rate at ¼ for three months bills, in spite of the monotonous buying each week of gold supplies by the continent.

Express Wrecked.

Keyser, West Va., July 18—The Western Maryland Railroad express from Elkins to Baltimore was wrecked near here late today and eleven people seriously injured. Nearly all are West Virginians. Two caskets containing corpses were broken open and lay in the wreckage on the river bed.

Killed in Auto Accident.

Baker City, Ore., July 18.—J. Muller, wholesale liquor dealer, of Baker City, was killed, and his wife seriously injured yesterday at Unida, a few miles from Baker City, by the overturning of an auto, in which they were making the trip from Baker City to Boise. Muller had let the machine coast down a hill, and at the bottom struck a culvert that had been washed out. The machine turned over twice.

Noted Railway Builder Dead.

New York, July 18.—Daniel N. Stanton, a contractor, who was identified with construction work on several railroads in the east, died yesterday at his home here. Mr. Stanton was born in Bartlet 81 years ago. He entered the railroad construction business at the age of 16 when the Boston Concord, Montreal railway was being built. He was successfully engaged in the constructions of the Grand Trunk, the Boston, Hartford and Erie, Portland and Ogdensburg, the Illinois Southern, the Delaware, Lackawanna and Western and the Erie. He was at one time president of the Alabama and Chattanooga railway, and he had projected and organized the Canada Atlantic railway.

ALMOST SUBMERGED IN MIGHTY FRASER

Halibut Steamer Strikes Sandbar and Has Very Narrow Escape

New Westminster, July 18.—A few exciting moments were given the crew of the halibut steamer Celestial Empire Thursday afternoon, when the vessel struck a submerged sandbar and almost turned turtle. The ship was coming up the river with a full cargo of nearly 100 tons of fish, steering, the officers believe, well in the channel, which is, however, at the present time very difficult to follow owing to the high water which hides the dangerous bars from view. Suddenly she struck hard, the engines stopped, and the vessel heeled over until completely on her side. Gradually she rolled still further over as the slippery cargo moved to the lower side, and death stared the majority of the thirty men on board in the face. It was all so quickly done that there was no time to reach the boats and the swift undercurrent of the swollen stream would have shown small mercy to the men who were unable to swim. But this same swift current proved their salvation, sweeping away the sand loosened by the ship's keel as she swung broadside to the channel, a clearing action which continued for three hours, when the boat gradually righted and swung off. As the water disappeared from the ship's decks, one-half of which was left in its stead. At the moment of striking the men rushed out and saw the boat listed to the windward side, waiting for a chance to jump if she failed to recover; had this occurred many must have been carried down with the vessel. The two Chinese cooks hurried up the masts and the captain and mate stood ready on the bridge to save themselves as best they could.

The Celestial Empire reached the city with one of the largest cargoes of the year, 180,000 pounds and all of the nest quality, the fishing being excellent. The trip occupied ten days, two of which were lost through bad weather.

BRITISH CAPITAL

Increasing Amount of Old Country Money Being Invested in the Dominion

A report of the loan company corporations of Ontario, lately issued, shows that British capital has been used in larger sums in the development of the real property of the Dominion. Although the activity in land transactions in the Canadian West and elsewhere came to a halt during 1907, the year showed an increase in mortgage loans of almost $2,500,000, the total of which loans being $111,608,000. Loan company debentures payable in Canada in 1907 amounted to $20,178,000, or a decrease of some $240,000 as compared with the previous year. The debentures of these same companies, but held outside Canada, and chiefly in Scotland, amounted in 1907 to $38,466,000, which was an increase of $2,522,000 as compared with the year before. Ten years ago only about one-tenth of the money borrowed on debentures was obtained in Canada. By 1905 this had increased to over one-third. But the extraordinary demands made upon domestic capital by the country's business expansion in 1906 and 1907, resulted in decreased holdings of loan corporation debentures. Deposits also, on account of the high profits obtainable in general business channels during the active trade year, decreased in 1906 and 1907. The present outlook is for a reversal of this tendency, when increased deposits may be expected. The deposits in the loan companies in 1907 amounted to $16,459,596 as against $17,575,287 in 1906.

President Davila's Report.

New York, July 18.—The Associated Press has received the following despatch from General Davila, president of Honduras: "Tegucigalpa, Honduras, July 17.—The government has put an end to the revolutionary movement in ten days. The decisive battle was fought at Nacaome. The enemy was defeated and escaped into Salvador. (Signed) Davila."

BALLOON RACE

Three That Started From St. Paul Land After Very Short Flight—Two Not Heard From

St. Paul, Minn., July 18.—Five balloons, released at Lexington Athletic park, this evening, sailed towards Lake Michigan to break the world's record for distance. The start of the balloon race was witnessed by thousands of people. The start passed off with little excitement. The pilots went with well provisioned baskets, as they thought the distance of St. Paul from a large body of water gave them an excellent opportunity of bettering the world's record. To the winner a cup has been offered by Gen. Manager Goodrich, of the Twin City Rapid Transit company.

Following are the names of the balloons, capacity, pilot and time of start: King Edward, 85,000, Lieut. J. B. Bennett, 4.53 p.m.; America, 82,000, Capt. Hudson, 5.09 p.m.; United States, 78,500, A. H. Mueller, 5.25 p.m.; Pommern, 80,250, Dr. Juliaan Thomas, 6.15 p.m.; Chicago, 110,000, C. A. Coey, 6.40 p.m.

A telephone message received by L. N. Scott, manager of the balloon race, says that the King Edward had landed at Hampton, Minn., 30 miles south of St. Paul, at 7.45 p.m. The message says that the balloon in descending became caught in telephone wires. So far as known, the pilot, Lieut. Bennett, was unhurt.

Up to 11 o'clock tonight manager Scott had received word of the landing of two balloons besides the "King Edward." The American came to earth five miles southeast of Owatonna, Minn., and the United States landed at West Concord, Minn.

No word has been received of the Pommern or the Chicago.

Herr Ballin Not to Retire.

Hamburg, July 18.—Albert Ballin, director general of the Hamburg-American steamship line, is at present out of town, but a responsible person in the management of the company's affairs declared today that the report that Herr Ballin was to retire on July 30th, and that he would be succeeded by Emil Boas, the company's general manager in the United States, to have no basis whatever.

More Contracts to be Let.

Ottawa, July 18.—The National Transcontinental Railway commissioners have called for tenders for the construction of 575 miles of the railway in Ontario and Quebec. This will bring the balance of the whole line from Winnipeg to Moncton, not now being constructed, under contract. Tenders will be received up to August 20, and the date of the completion of the road is set for December 31, 1910.

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THE LOCAL MARKETS
(Retail Prices)

Flour	
Royal Household, a bag	$2.00
Lake of the Woods, a bag	$2.00
Ro'al Standard	$2.00
Wild Rose, per bag	$1.75
Calgary, a bag	$2.00
Hungarian, per bbl	$7.75
Snowflake, a bag	$1.70
Snowflake, per bbl	$6.50
Moffet's Best, per bbl	$7.75
Drifted Snow, per sack	$1.70
Three Star, per sack	$2.00
Foodstuffs.	
Bran, per 100 lbs.	$1.60
Shorts, per 100 lbs.	$1.70
Middlings, per 100 lbs.	$1.75
Feed Wheat, per 100 lbs.	$2.00
Feed Oats, per 100 lbs.	$1.85
Barley, per 100 lbs.	$1.70
Chop Feed, best, per 100 lbs.	$1.50
Whole Corn, per 100 lbs.	$2.00
Cracked Corn, per 100 lbs.	$2.05
Feed Cornmeal, per 100 lbs.	$2.05
Hay, Fraser River, per ton	$20.00
Hay, Prairie, per ton	$15.00
Hay, Alfalfa Clover, per ton	$20.00
Vegetables.	
Celery, two heads	.25
Lettuce, two heads	.05
Garlic, per lb.	.20
Onions, Australian, 6 lbs.	.25
Potatoes, local, per sack	$2.00
New Potatoes, six pounds	.25
Cauliflower, each	.15 to .25
Cabbage, new	.10
Red Cabbage, per lb.	.05
Rhubarb, four pounds	.25
Asparagus, 2 pounds	.25
Green Peas, per pound	.05
Beans, per lb.	.15
Egg Plant, per lb.	.25
Tomatoes, per lb.	.20
Cucumbers, each	.10 to .15
Carotts, per pound	.05
Beets, per pound	.05
Dairy Produce.	
Eggs—	
Fresh Island, per dozen	.35
Cheese—	
Canadian, per lb.	.20
Neufchatel, each	.05
Cream, local, each	.10
Butter—	
Manitoba, per lb.	.30
Best dairy, per lb.	.35
Victoria Creamery, per lb.	.40
Cowichan Creamery, per lb.	.40
Common Creamery, per lb.	.35
Chilliwack Creamery, per lb.	.35
Alberni Creamery, per lb.	.35
Fruit.	
Strawberries, per box	.12½
Grape Fruit, per dozen	.75
Oranges, per dozen	.25 to .50
Lemons, per dozen	.25
Figs, cooking, per lb.	.08 to .10
Apples, per box	2.00 to 2.25
Bananas, per doz.	.35
Figs, table, per lb.	.15
Raisins, Valencia, per lb.	.15
Raisins, table, per lb.	.25 to .60
Pineapples, each	.60
Cherries, local, per lb.	.10 to .15
Peaches, Cal., 2 lbs.	.25
Apricots, Cal., per basket	.50
Plums, Cal., per basket	.50
Melons, Cal., each	.05 to .20
Nuts.	
Walnuts, per lb.	.20
Brazils, per lb.	.20
Almonds, Jordon, per lb.	.75
Almonds, California, per lb.	.20
Cocoanuts, each	.15
Pecans, per lb.	.20
Chestnuts, per lb.	.20
Fish.	
Cod, salted, per lb.	.10 to .13
Halibut, fresh, per lb.	.08 to .10
Halibut, smoked, per lb.	.15
Cod, fresh, per lb.	.06 to .08
Flounders, fresh, per lb.	.06 to .08
Salmon, fresh, white, per lb.	12½
Salmon, fresh red, per lb.	.18 to .20
Salmon, smoked, per lb.	.20
Oysters, Coke Point, per dozen	.40 to .50
Shrimps, per lb.	.25 to .30
Smelts, per lb.	.06 to .10
Herring, kippered, per lb.	12½
Finnan Haddie, per lb.	12½
Smoked Herring	12½
Crabs, 2 for	12½
Black Bass, per lb.	.25
Oolichans, salt, per lb.	.06 to .08
Black Cod, salt, per lb.	12½
Meat and Poultry.	
Beef, per lb.	.08 to .18
Lamb, per lb.	.15 to .25
Mutton, per lb.	12½ to .20
Lamb, per quarter, fore	1.50 to 1.75
Lamb, per quarter, hind	2.00 to 2.25
Veal, dressed, per lb.	.15 to .18
Geese, dressed, per lb.	.18 to .20
Guinea Fowls, each	1.00
Chickens, per lb.	.25 to .30
Chickens, per lb. live weight	12½ to .15
Ducks, dressed, per lb.	.20 to .25
Hams, per lb.	.18 to .20
Hares, dressed, each	.75
Bacon, per lb.	.25 to .30
Pork, dressed, per lb.	12½ to .15
Rabbits, dressed, each	.50 to .60
Pigeons, dressed, per pair	.50

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