DISCERNMENT in the matter of beverages is a recognized attribute of first-class clubs—and is reflected in the club preference for White Rock.

Satisfying in its every use is White Rock—makes still wines effervescent; makes liquors salubrious; makes soft drinks delicious. A table water pure, smooth and palatable.

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Silent Signs of Spring

DELICIOUS CELERY, per head 15c
FINE FRESH ASPARAGUS, per lb. 20c
FRESH RIPE TOMATOES, per lb. 25c
TELEGRAPH CUCUMBERS, extra long, each 25c

SPECIAL

EXTRA LARGE NAVEL ORANGES, per dozen 25c

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CASH GROCERS. 111 Government Street, Victoria

Victoria and Cowichan Creamery Butter, per lb. 40c

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Incubators and Brooders, Drinking Fountains and Poultry Foods

The goods have a wide reputation for high standard of excellence. For full particulars call on

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Wanted tenders for the purchase of Buttermilk, from the Victoria Creamery Association. Also tenders for the supplying of wood for one year at the Victoria Creamery Building. Tenders will be received up to March 31, 1907.

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NOTICE

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Satin Finish English Enamel and American Onyx Tiles

The Latest Old and New Styles in Mantels. Full Sets of Antique Fire Irons and Fenders

Copied from designs that were in use during the 17th century.

We also carry Lime Cement Plaster of Paris Building and Fire Brick, Fire Clay. Please call and inspect our stock before deciding.

STRIKE SPREADING

Detroit, Mich., March 12.—The shipbuilders' strike spread today to the Wyandotte yard of the American Shipbuilding company, where 300 men went out.

GREAT DEVELOPMENT FOR CASSIAR MINE

Haskins Mountain Properties Will be Worked on Large Scale by Chicago Firm

WILL SPEND $1,500,000 ON WORK

Expert Says With That Expenditure Twenty Million Dollars Can Be Taken Out in Six Months

J. W. Haskins and a force of workmen will leave in mid-April to commence development work in the sixteen claims, rich in gold, silver, copper, zinc and other values, situate on Haskins mountain on the second fork of McDame creek in the Liard division of Cassiar, recently sold to Rosenthal, Kurz and Hirschl, of Chicago, who propose to spend one and a half million dollars in developing the property. As the necessary powder cannot be taken up the Stikine by the river steamers, Mr. Haskins has arranged to take in a large supply in a flotilla of canoes, which Indians will paddle up-river. Further forces of workmen will follow on the first regular steamer leaving for Telegraph creek from Wrangel. The first work will be to whip the property into shape for development, and when the work has been completed it is probable that a railway, 183 miles long, will be built from the mines to the head of the Stikine river. Development will then be carried out on an immense scale, it being the intention to drive a tunnel for three miles through Haskins mountain from base to base. Next year concentrators and other machinery will be sent in, and development will be increased yearly.

The scale on which Messrs Rosenthal, Kurz and Hirschl propose to work, is shown in an extract from a letter written by Henry J. Powers, a mining engineer who examined the property, to Mr. Haskins, the company's manager. Mr. Powers says: "I have shown what can be done for $1,500,000 in development work, with railroad communication, and it runs up to $20,000,000 in six months.

In his report on the mines, H. J. Powers says with reference to the North Star ore zone, which is covered by seven claims: "At the northern end the zone is from 950 to 1,000 feet in width; at the southern end it is concealed, except about 350 feet in width. An adit tunnel from the northerly end will pass through this great zone and have a body of ore 2,500 feet to stope from; and now it is not a question of tonnage, as here is in sight over one billion tons above the adit tunnel, not to count on what may be produced below, which in its nature must be richer than that on the surface.

"The formation is made up of many different kinds, viz: grano porphyry and grano diorite, white diabase and schists, chlorite and talc are on the eastern wall, and all considered of an old formation. It is almost a certainty that there is no such ore body found in any part of the globe as this for volume, carrying gold, silver, copper, zinc and iron and other rarer metals that can be concentrated at a small cost, both for labor and percentage of crude values, while the water power will give no trouble, and there is plenty of it for power and transportation.

"Indeed, this ore body, though low grade in places, deserves a system of exploratoin to arrive at the best ore bodies, and my opinion is such, that when explored by a main tunnel with cross-cuts at certain points to determine width and character in a more condensed form, there will be no necessity for concentrating but little of the whole ore body."

Dealing with other claims acquired by Rosenthal, Kurz and Hirschl, the expert continues. "The Golden Curry mine is an immense reef of gold-bearing ore; the body is made up of altered quartz and diabase, carrying pure iron pyrites, which carries the gold, and runs from $8 to $10 per ton; is over 1,000 feet in width, and is traceable for several miles. This ore body is the most ideal concentrating ore I have ever met with, and the gold being associated with the iron there seems to be no loss in the concentrates, and no values in the tailings. About 20 tons can be concentrated into one ton at a probable loss by imperfection, in poor attention and other things, of ten per cent. As there are millions of tons of ore there can be 1,000 tons a day handled, reduced to 50 tons of concentrates that would be worth minimum $54 per ton, and maximum $18 per ton, at a cost not to exceed one dollar per crude ton of ore. All the facilities for handling ten times the above amount can be had, providing the milling would be in keeping with it, and the climate and elevation of the property will not prevent continuous operation. This is a great concentrating mine.

"The Belcher, two miles north of the Golden Curry, is a well defined vein twelve feet in width, eight feet of which is gray copper. The walls are well defined and are of black, blocky slate. Gray copper or "sterargelite" is known to have no well defined limits of value, as it may run thousands of ounces of silver and 25 per cent to 65 per cent of copper and may only run 30 ounces to 250 ounces of silver, and a high per cent of copper. This is one of the first mines that should be developed in order to make a shipping mine of it, in the absence of railroad facilities. The showing here is very good to open up a fine mine in the near future that will be a large producer of gold, silver and copper.

"The Silver Bell shows a ledge 20 feet thick, four feet of which is in gray copper similar to the Belcher, and has the same qualifications."

The Monarch is a great ore body, according to Mr. Powers, carrying gold, silver and lead and zinc, and is splendid concentrating ore. This mine can be worked from the water by adit drift. Mr. Powers adds: "There is plenty of wood for all purposes in the vicinity for the constructions of works, flumes, bridges and ties for the railroad, while the water power is all that can be desired."

WORKERS FOR CANADA FROM OLD COUNTRY

Mr. Smart Offers to Send 100 Men Here From England for a Sovereign Each

J. A. Smart, ex-Minister of the interior for the Dominion, is taking very practical measures in England for sending working men out to this country. English papers just to hand contain reports of a remarkable meeting of unemployed, held in Tooting on February 23, at which Mr. Smart made an offer to provide a hundred of the men with work. He said that the Grand Trunk Pacific Railway was constructing a line across Canada to the Pacific coast, and work was being offered to men on very good terms. In order to assist the Tooting men he was willing to make them a special offer. If each man would find £1 towards his passage money out, the company would provide the rest, which could be paid back by the men out of their wages in the first six weeks at the rate of 30s. weekly. The total cost of the passage out to Winnipeg, near where the work was provided, was fifty-two dollars, a little over £10, and the minimum wage was 8s. 4d. per day, but they were now paying about 9s. 6d. per day. The contract would be for six months, but men could find plenty of work afterwards. Arrangements were also made for the men to be provided with board and lodging, excellent food, well-cooked, warm and comfortable sleeping camps at 18s. 6d. weekly. All they asked in addition to a reference as to character was a medical certificate. If married men wished to go they must make provision for their wives and families at home for at least two months, so that they should be dependent on nobody. After alluding to the splendid prospects that Canada afforded, and the success attained by men who have only recently gone out, Mr. Smart concluded with "Are there any men here who would like to pack up and sail on Saturday?"

Instantly a number of hands shot up in the air, amid cries of, "Here you are, sir," and Mr. Smart began the business of interviewing the intending emigrant, after remarking that it was an important thing that men going out should be temperate and not addicted to whiskey drinking.

The Rev. P. McF. Macleod, Presbyterian minister of St. Peter's, Upper Tooting, who lived in British Columbia for seven years, said that in Canada men were treated like men and brothers. They were not asked what their fathers or mothers were, but simply what they were themselves.

The Rev. Dr. Robin, Presbyterian chaplain to the troops at Shoeburyness, and agent for the Canadian Pacific Steamship Company, said that Canada wanted Britishers who could earn at least 8s. 4d. per day. The foreigners were only too eager to go out, but it was determined that Britishers should have the first chance. The population of Canada was 1.5 per square mile, while the population of Great Britain was 658 per square mile. Canada, however, did not want the bom-tireds, the chicken-hearted, the grumblers or the born agitator. Ninety per cent of the men he had come into contact with in England would succeed in Canada if they only had the chance. He advised the men going out to save every possible penny, and not to touch the whiskey sold out there which contained all sorts of drugs the very smell being sufficient to make men drunk. The government could not protect the white man, but any whiskey trader found supplying the natives with whiskey got six months. People who knew, would as soon think of drinking arsenic as to touch the whiskey out there, when the men got their wages they should make tracks for the Post Office, and in two years' time they could get their 160 acres of land and be on the road to success, as many had done before them.

At the close of the meeting, Mr. Smart had a busy time interviewing the intending emigrants. There were so many applicants, the majority of the men being eager to accept the offer, that Mr. Smart was unable to engage all that evening, and he promised to come again next week to complete arrangements. Eighty-five applicants were dealt with, and thirty-two left Tooting on Saturday, several in the first batch being married men. Among the married men who at present are unable to go are several splendid specimens of the British laborer, who point out that they cannot go out and leave their wives and children depending on charity. As one man remarked, 'I would go tomorrow if I could only make sure of 10s. a week for the wife and the two little ones for the next two months. She said she would manage on that, in one room, until I could send the money home to her.' That seemed the obstacle in the way of several, to their evident disappointment.

MANY GO TO YUKON

An Unusually Heavy Passenger Traffic Expected

Vancouver, March 12.—Travel to Dawson will be heavier than usual this year. The White Pass & Yukon Route is in receipt of many inquiries as to rates and facilities for getting into the northern country. The trails are in good condition at present and the people are starting north earlier than usual this year.

The winter in the north has been exceptionally hard, but spring is opening up well. Beginning next week daily stages will leave White Horse for Dawson. Business men at Dawson report that they had a better trade last winter than they have had for several years and heavy orders are placed in this city for goods to be shipped in as soon as navigation opens in the Yukon.

NEW SENSATION ARISES IN POLITICAL CIRCLES

Minister of Marine Accused of Manipulating Senatorial Appointment

DR. THOMPSON'S PLEA FOR YUKON

Changes Made in Tariff—Daily Sittings of Lumber Inquiry Committee Proposed

Ottawa, March 12.—A big sensation was created in political circles by the announcement in La Patrie that Hon. L. P. Brodeur, in recommending Mr. Desaulles for appointment as senator to succeed Sir William Hingston, took from Mr. Desaulles his resignation, to become effective on the eve of the next general election, when Mr. Brodeur would succeed him and become leader of the senate. Mr. Girard, Liberal member of the Quebec house for Rouville, which Mr. Brodeur represents in the Commons, is authority for the statement. He had been strongly recommended for the vacancy. The subject will be discussed in both houses tomorrow. Senator Resaulles took his seat today.

Dr. Thompson, member for Yukon, in a lengthy speech today advocated a full elected council for the Territory, and prompt settlement of the concession tangle. He also desired the establishment of an experimental farm, subsidies to boats on tributaries of the Yukon and wireless telegraphy over the dangerous portions of the existing telegraph route. Hon. Mr. Oliver foreshadowed a wholly elective council after the forthcoming one. He said the government was taking action in the exchequer court against the concessionaires to secure their ejection. Wireless telegraphy he declared to be still in its elementary stages.

Mr. Greenway announced that several witnesses had answered in connection with the alleged western timber enquiry and proposed that the committee should sit daily.

All the tariff items were dropped off today. General changes were made. The duty on matrices for stereotypes, electrotypes and celluloids was increased from one-eighth cent per square inch to half a cent.

Galvanized wire netting, as used by trap fishermen in British Columbia, is granted a drawback of 99 per cent.

SALVATION ARMY IMMIGRANTS

Advance Guard of Contingent Arrives at Halifax

Halifax, March 12.—With Dominion ensign flying on the foremast and the Salvation Army flag on the maintop, the Dominion line steamer Southwark arrived yesterday with the first contingent of this year's host of 30,000 Salvation Army immigrants. The party numbered 1029 souls, 132 second class and 897 steerage passengers, booked to 320 points in Canada, mostly Ontario and Alberta, although Manitoba and Nova Scotia got a considerable number.

MEN TORN TO PIECES BY MAGAZINE EXPLOSION

Terrifying Occurrence on Board French Battleship at Toulon

LONG LIST OF DEAD AND INJURED

Disaster Caused by Unaccountable Explosion of Torpedo—Victims Mangled

Toulon, March 12.—A terrible disaster occurred here this afternoon, when the powder magazine on board the French battleship Iena blew up, resulting in the death of Capt. Adigard, her commander, Captain Verbock, chief of staff of the Mediterranean squadron, and from 75 to 80 bluejackets, and frightfully injuring Rear Admiral Manceron and hundreds of others.

Naval circles are aghast at the catastrophe, and the public is stunned, coming as it does so soon after loss of the French submarine Lutin, in which 16 men perished.

Practically the entire afterpart of the Iena was blown to pieces. The bodies of the victims were hurled through the air by a succession of explosions and the panic-stricken workmen at the arsenal fled from the dock for their lives. Scores of the men board the Iena jumped either overboard, or to the stone quays, and sustained serious injuries.

The primary cause of the accident was the explosion of a torpedo. Why this instrument exploded is unknown, the powder magazines were soon afire and their contents in exploding ruined one of the finest vessels in the French navy. She had just undergone a final inspection of her hull and machinery. The latter had been completely overhauled preparatory to her joining the squadron tomorrow.

The crew was at its full strength, being composed of the rear admiral, 24 other officers and 630 men. The magazines had been replenished recently, and contained many tons of both smokeless and black powder, as well as a number of charges for torpedoes. The crew of the Iena had finished their midday meal only a short time before the explosion, and had dispersed to various parts of the vessel. Most of the men were engaged in work connected with the approaching departure of the warship, but quite a large party had been detailed to attend a lecture which was being given forward.

The explosion came without warning.

In Deadly Panic

The first detonation was extremely violent and shook the vessel fore and aft. It was followed by other shocks. The crew were thrown into a condition of panic. They rushed wildly hither and thither, about the deck. The men forward who had been attending the lecture clambered over the bulwarks and jumped down, some of them to the dock, and others to the stone quays. Many of these sustained fatal injuries. The hundreds of men below deck were enshrouded in blinding smoke, and while they groped their way towards the exits, suffocating fumes caused many of them to fall unconscious.

In the meantime the explosions had become more frequent, and the entire afterpart of the Iena caught fire. Shells and charges of explosives in the magazines continued to explode and masses of metal were hurled into the air to fall everywhere about the docks and the arsenal. These flying missiles demolished the torpedo shed, the engine works and the pump house nearby, and were a serious menace to the lives of those who made their way toward the ill-fated battleship to begin the work of rescue.

Despite the danger many heroic efforts were made to render assistance, but for the most part in vain. The Iena was aflame, which prevented approach. It is declared that for forty minutes the authorities were unable to discover the keys with which to open the locks with which to flood the drydock and submerge the ship, but when they did finally open the docks the water rushed in onto the Iena and the explosions came to an end.

Ghastly Scenes

Then amid clouds of dense smoke the search for dead and wounded was begun. The lower decks were litterd with the pieces of shattered and torn bodies, while the surrounding water was dotted with human fragments dripping with blood. It will be impossible to ascertain the exact number of killed and wounded until tomorrow, when a roll call will be held, as many of the men were completely blown to pieces, while others were incinerated. Many of those who escaped death suffered severe injuries, and becoming insane they rushed frantically about the vicinity of the drydock until they fell exhausted. The arsenal authorities organized an ambulance corps without loss of time, and soon a long procession of injured men were on their way to the hospitals.

After the first explosion squads of workmen and sailors approached the scene at the peril of their lives, and as they neared the Iena's dock, they could dimly observe, through the dense smoke, human remains flying constantly in the air. Then followed further explosions on the doomed vessel, which presented a terrible spectacle, and caused the arsenal employees to wring their hands with horror. Suddenly blackened forms with haggard eyes rushed madly through the lines.

ATTEMPTED BRIBERY

Columbus, Ohio, March 12.—Fred J. Immel, president of the Columbus board of public service, Nelson Cannot, formerly local superintendent of the Trinidad Paving company, of Cleveland, and Arthur Beck, former assistant city engineer of Columbus, have been arrested on indictments returned by the grand jury charging them with attempted bribery in the paving contract in East Broad street. Immel gave bonds and Beck and Cannon were taken to the county jail.

WORKMEN STARVE

Lodz, Russian Poland, March 12.—There appears to be little prospect of an early termination of the lock out here, although most of the working people are reduced to a condition of semi-starvation, and are ready to yield unconditionally.

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In 4 lb. Tins - - - - 45c
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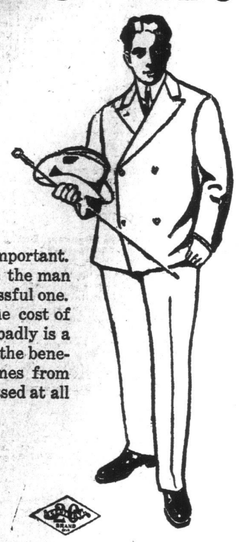

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We are sole agents for the best clothes for men in this country.

20th Century Brand

Fine Tailored Garments for Men are the acme of style, the perfection of tailoring and the limit of value. They are finished with that careful attention to detail that betrays the custom touch.

Ready-mades are cut and made in bunches. 20th Century Brand Garments are cut singly and hand-tailored, in all the latest styles. Come in and see them. At prices $15, $18, $20, up to $30.

W. & J. WILSON

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CASIMIR-PERIER DEAD

French Ex-President Carried Off by Heart Disease

Paris, March 12.—M. Casimir-Perier, ex-president of France, died suddenly at 11 o'clock last night of embolism of the heart at his residence on the Rue Nitot here. The news of his death was not published until this morning.

The ex-president had been unwell for two or three days, but it was supposed he was suffering from influenza. He was not even confined to his bed, but lunched and dined with his family on Sunday, and was in good spirits. At about three o'clock yesterday an abrupt prostration occurred. The ex-president was taken to bed, Dr. Landrousy was called in, and the patient was given morphine injections. He did not respond to the treatment, and his death followed. The cabinet today decided on a national funeral, but the family of the deceased declined the honor in deference to his expressed wishes.

OPENING COAL LANDS

Washington, March 12.—The president today sent a letter to the secretary of the interior notifying his orders of July and October of last year withdrawing certain lands from coal entry. Under the president's order about 28 million acres of coal lands will be immediately opened to entry.

COL. BOSWELL DEAD

Winnipeg, March 12.—Col. Boswell, formerly of the 90th Regiment, is dead.