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CONCLUDING EVIDENCE OF INSINCERITY.

We do not know that any statements made by Premier McBride are worthy of serious consideration. That hon. gentleman has publicly disavowed any claims to statesmanship in his conduct of public affairs. He has plainly intimated that "politics is a game to be played," and that his views of the duties of a political leader are strictly limited to efforts, once in office, to stay in office. But Mr. McBride, with characteristic recklessness, delivered a statement in the Legislature yesterday which plainly calls for some comment. This statement, apart altogether from the language in which it was clothed—which was of course scarcely the language one would expect to proceed from the mouth of one who aspires to something higher than mere prvincial leadership—was extraordinary in its mendacity. The assertion was that the Liberal administration at Ottawa "is rotten to the core on the Asiatic immigration question." Now the policy of the Liberal administration at Ottawa on the Asiatic immigration question is embodied upon the statute books and in recent regulations. How does it compare with the policy of the Conservative party, which Mr. McBride supports? That party was in power for eighteen years. During that time, as a result of persistent agitation, a head tax of fifty dollars was imposed upon Chinese seeking entrance to the province. That was the extent of the Conservative government's efforts to restrict Asiatic immigration. But when the Canadian Pacific Railway was under construction the law was practically repealed for the benefit of the contractors on that road. Tens of thousands of Chinese were brought in under bond or under regulations equally convenient, in order that the company should have all the alleged benefits of cheap labor. The Liberal government has been in power for eleven years, and the tax on Chinese has been increased to five hundred dollars per head. Another transcontinental railway is in process of construction. Doubtless the contractors on that line would be glad of such a concession as was accorded the C. P. R., but they will be compelled to employ only white labor. The officials of the company say they are satisfied to utilize white labor. Only yesterday the McBride government had an opportunity of testifying in a practical manner to its zeal for the cause of white labor. It purposes granting exemption from taxation to certain branch lines of railway shortly to be built within the province. The opposition proposed that a provision be incorporated in the measure by which the exemption should only apply to lines constructed with white labor. The Premier and Mr. Bowser refused to accept this provision on the ground that it would subject the bill to possible disallowance from Ottawa. They know perfectly well that Ottawa would not interfere in a matter which is purely a domestic affair between the province and the railways. Could there be a more convincing demonstration of the depth of their insincerity?

NOT CANDID; SIMPLY CUNNING.

Mr. Borden incorporated a false statement in the resolution he moved in the House of Commons upon the subject of Japanese immigration. He states in his resolution, as published in the Colonist, that the ratifications of the treaty with Japan was almost immediately followed by a large influx of Japanese immigration into Canada, implying that the increase in immigration was due to the fact of the ratification of the treaty. Mr. Borden had the report of Mr. Mackenzie King before him, and therefore he must have known that the suggestion contained in his resolution was false. If he had consulted his distinguished ally, Mr. Bowser, that gentleman could have told him something about the real cause of the rush of Japanese to this province. Mr. Bowser could have shown Mr. Borden a certain contract between M. Gotoh and the Canadian Pacific Railway Company and contracts with other rich corporations which were the real instruments in promoting the influx to which he alluded in his resolution. M. Gotoh exhibited copies of contracts, the original of which contracts Mr. Bowser has been charged with knowing something about, to representatives of Japan as documentary proof that there was a strong demand for Japanese labor in the province. M. Gotoh tried to obtain a contract with the Grand Trunk Pacific Railway Company as further proof of this demand. He did not succeed, although Mr. Bowser stated he had suceeded and that he had authentic information that his friend M. Gotoh was coming here with fifty thousand laborers behind him. If M. Gotoh met with success in his efforts to secure a contract with the Grand Trunk Pacific the inrush of Japanese laborers would have been appreciably augmented, and all would doubtless have been attributed by the honorable leader of the opposition, whose cunning now appears to be on an equality with the deceit of his ally Mr. McBride, to the effects of the ratifications of the treaty (which by the way, he urged the government to adopt and denounced the government for not adopting sooner).

SIR WILLIAM VAN HORNE EXPRESSES HIS VIEWS.

A correspondent of the Toronto Globe had an interesting interview in Montreal recently with Sir William Van Horne. Sir William desired to make clear the fact that in any statements he made he was not speaking with authority. The Canadian Pacific Railway has its recognized spokesmen, Sir William explained. Still when one of the most influential of C. P. R. people and one whose interests in the company are very large says it is the intention of the railway to transfer the Atlantic Empresses to the Pacific, substitute the present Pacific Empresses for the Australian liners now in service, and to construct new Empresses for the Eastern run—boats which will "put the other fellows to sleep," something entirely new and supremely attractive in the steamship line—his statements must be accepted as at least semi-authoritative. That is what Sir William Van Horne says, while indulging in a few not completely unexpected disparaging references to the "all red" line proposal. Sir William asks if we have not an "all red" route at present, established by the C. P. R. independent of all aid or support? We do not think we have. It occurs to us that we have some recollection of subsidies being voted the Pacific Empress line by both the Imperial and the Dominion governments. Possibly it will be contended that the line has earned its subventions by carriage of the mails. But we do not think if the transportation of mails were the sole consideration the subsidies could be justified. Furthermore Sir William advances another contention which we fear cannot be regarded as altogether reasonable. He says the C. P. R. created the Pacific trade and seems to think it is presumptuous for any other company to attempt to seize a share of the business. That is a principle—or whatever it may be called—which the company seems to make just a trifle too conspicuous in its relations with communities in Canada. The C. P. R. has done a great deal for the Dominion, and the people of the Dominion are proud of its achievements. But it would be bad for the company—although the officers of the company will not admit it—and bad for Canada if the C. P. R. were to be given all the monopolies it desires. It will find the going hard if it essays to convince the people of Canada that there should be a monopoly, or anything approaching a monopoly, in the transportation business between Canada and the continents of Europe and Asia. Still if the C. P. R. is willing to give us something just as good as the "all-red" scheme—something that will "put the other fellows to sleep"—we believe it will get every encouragement from the federal government.

In the meantime it may be accepted as a fact that the Atlantic Empresses are going to be transferred to the Pacific. We have no dry dock on this side capable of furnishing accommodation to such ships in case of necessity. Possibly there are other things which ought to be made ready against the day of the transfer. The public bodies of Victoria ought to look into these things and make whatever representations are necessary to the Dominion government. A new dry dock in particular is required, and provision for it ought to be made in the supplementary estimates during the present session of Parliament if possible.

SHOULDERS FULL RESPONSIBILITY.

Premier McBride seems to be floundering more deeply in the mire at every attempt he makes to discuss the course of His Honor the Lieut.-Governor in withholding assent from the Bowser Bill. Yesterday he stated in the House that the course of the representative of the Crown had been absolutely correct and that the constitutionality of his action had been established by the vote of the House in upholding by a large majority the decision of the Speaker ruling out of order a motion which would have had the effect of bringing the question of the constitutionality of His Honor's act properly before the Legislature. At the same time the Premier said that if the opposition really desired to carry the matter to the only authority capable of dealing with it, they had but one recourse: to lay it before the government at Ottawa. If Premier McBride knows anything whatever about the principles of responsible government—a matter with respect to which there must be a considerable modicum of doubt in the light of the vagaries he has displayed in handling and discussing this question—he must know there is but one way of bringing the matter officially to the cognizance of the Governor-General at Ottawa. That can only be done by the government which, having a majority of the Legislature behind it, presumably represents the people of British Columbia. The Governor-General in Council has not, and cannot have, any official knowledge of the existence of an opposition. If that "instrument," as the Premier calls the authority, which appointed the Lieut.-Governor, were to act upon the representations of the opposition, a body which has a purely suppositiious existence as far as responsible government is concerned, what a political turmoil would be raised by the stern upholders of provincial rights.

But we agree with Premier McBride that Lieut.-Governor Dunsmuir did act in a constitutional manner in withholding his assent from the Bowser Bill. The fact that his government has upheld his course in the Legislature and assumed complete responsibility for his action effectively establishes the constitutionality of the Governor's action. The Premier claims, for tactical reasons, that he did not advise disallowance of the Bowser Bill. But there is no longer any question that, if he did not actually advise disallowance, he did at least acquiesce in the course pursued by His Honor. If he had not done this, the Premier would certainly have resigned, thus bringing the whole issue regularly before the federal government at Ottawa, in the same manner as the action of Lieut.-Governor McInnes was brought before the Governor-General in Council. As the government has assumed responsibility, the matter may be considered finally disposed of.

WHAT TRUE CONSERVATIVES THINK.

Notwithstanding a great many unfortunate experiences, the Conservative party has not yet learned the lesson that it does not pay, from a purely partizan point of view, to "play the game" of party politics by striving to incite one section of Canada against other sections of the country. The Montreal Star, one of the leading newspapers of Canada, and probably one of the most influential newspapers in Canada, a newspaper also which of late years has striven hard to advance the shattered fortunes of Conservatism, has repeatedly admonished its leaders that party success could never be achieved by endeavoring to represent Quebec, the constituency in which the Star is presumably most influential, as the enemy of Canadian and of British institutions. The representations of our Montreal contemporary apparently have had some effect, because of late years there has been a distinct change in the attitude of the Conservative party towards the second province of the Dominion. Mr. Borden is now cultivating Quebec, but with indifferent success. But the old leopard cannot change his spots, and hence the Star has been impelled to protest against a new phase of the old system of "playing the political game." It has watched with concern the desperate and disreputable game Premier McBride has been playing for the benefit of Leader Borden and the despicable opportunist policy Leader Borden has adopted in the hope of assisting the deceitful cause of Premier McBride—a cause which recks not the mischief that may be wrought to Imperial interests by the mouthings of three demagogues. The Star of Wednesday last published the following very temperate, very thoughtful, very timely, and very statesmanlike review of the alliance between Leader Borden and Premier McBride:

"The Conservative Opposition have decided to make a 'bid' for the support of the Asiatic Exclusionists of British Columbia by pitching their tent much nearer to their lines than the government has been able to go. This may be good politics, but it does not much resemble 'the British subject I was born' attitude with which another Conservative leader made us familiar. The anxieties of the British government will not be lessened thereby though the anxieties of the Liberal members from British Columbia will no doubt be greatly increased.

"It is impossible to say, of course, at this time that we shall never have to take the defensive position regarding Japanese immigration which the opposition propose. The Japanese regulations for the restriction of emigration may prove ineffective, or—as the opposition urge—the Japanese government may change. As a result, we may have to denounce the present treaty and ask for one with a clause in it permitting us to regulate our own Japanese immigration. We are not at all likely to get such a treaty; and then we can do without it.

"But, as things stand, it is surely nothing more than fair to accept Japanese assurances and see how they work out. To compare the Japan of to-day with the Japan of 1895 is to obliterate from our memories the Russian war and all the results which followed from it. There is little in common between the international position of Japan at these two dates. The Japan which had not yet beaten Russia might agree to humiliating conditions, which the Japan, that had crumpled up her armies in Manchuria and destroyed her navy, would not even consider. Moreover, the Japan of 1895 was not the ally of the British Empire, while the Japan of 1908 has been twice bound to that Empire with treaties of alliance. Japan was in no different position toward us in 1895 than was China; but to-day she must surely be admitted to an entirely different class. She is a first-class power, the victor in a great war and our single ally.

"Under such conditions, it hardly looks like serious statesmanship to propose that we shall not trust to her good faith, until at least it is proven to be unreliable. Especially should this be so when it has been conclusively proven by our own investigators that Japan has never broken faith with us in this business of immigration, or, for that matter, in any other. Our flood of Japanese came from Hawaii—American territory—and through the operations of contract labor companies encouraged by Canadian labor-seekers. The Hawaiian menace Japan leaves us to deal with as we think fit; and the contract labor trouble she undertakes to dry up at its source. It would certainly be an extraordinary course to say ?to her to-day that we do not believe that she both can and will put a stop to the operations of these contract labor companies; and that we insist upon discriminating offensively against her people when it is not yet even probable that so drastic a step is necessary.

"As to whether the opposition have made a good political move, it is hard to say. A definite gain in British Columbia may be worth more than an indefinite affront to British sentiment throughout the country will lose. Still there is growing up amongst our people an increasing sense of Imperial and international responsibility; and we are beginning to ask that men who propose themselves as an alternative government shall show that they, too, feel this responsibility and are capable of looking beyond party out on the broader fields of statesmanship."

Shearwater — at San Diego

Special to the Times.

San Diego, Feb. 6.—The British sloop of war Shearwater finished taking in supplies this morning and will sail south later this afternoon. Her destination is Valparaiso, but she is to make several stops en route, and her orders may be changed.

Her officers expect she will go to the Hawaiian islands for a visit before returning to Esquimalt.

BOARD OF HEALTH HAS FIRST MEETING

Annual Report of Dr. Robertson, Medical Health Officer, Was Received.

(From Thursday's Daily.)

The health board of the city held its first meeting of the year last night in the city hall. The annual report of the medical health officer was received and arrangements were made for disinfecting the garbage heap on the James Bay flats which has been the subject of so much discussion and such an annoyance to many residents of the city.

It was decided to adopt the suggestions of the provincial board which were that trenches should be dug through the offensive matter and by this means thoroughly impregnated with lime solution. Dr. Robertson did not think the dump a menace to public health, but said the treatment of the refuse could do no harm.

In a verbal report of the public health for the month of January, Dr. Robertson said that there had been a slight increase in the number of cases of diphtheria, there being now ten altogether in the city, eight of which were in the isolation hospital. He had been unable to find the source of the infection. Dr. Robertson called the attention of the city to the need of a regular scale of charges for the isolation hospital.

Sanitary Inspector Wilson said something should be done to properly flush the sewers. He declared it was not his business to report on those which emitted offensive odors.

Alderman Fullerton thought it was time that something should be done to put the sanitary work on a better basis.

Alderman Gleason thought that the inspector should report all cases of infraction of the laws.

Inspector Wilson said that he did not want the job and had been reporting until he was sick of it.

The following is the report of Dr. Robertson:

I have the honor to present my annual report of this department for the year 1907:

The general health throughout the city for the year was very good, there being a comparative paucity of infectious or contagious diseases. Twenty-four cases of diptheria and ten of scarlet fever were reported.

The official records since 1900 are as follows:

Year.	Scarlet Fever.	Diptheria.
1900	14	23
1901	51	85
1902	48	83
1903	117	96
1904	36	18
1905	50	18
1906	25	11
1907	16	24

In January and February the city was visited by an epidemic of la grippe, which swept the Pacific coast, and later on in the spring the outbreak of measles interfered seriously with the attendance at the various public schools. As this disease was epidemic, quarantine regulations were more or less ineffectual.

Typhoid fever and other contagious cases were few and far between.

It is very satisfactory to note that your honorable board has instituted a cleansing of the source of Victoria's water supply and by removing as much vegetable matter as possible from the bed of Elk lake and fencing in the approachable localities has limited all chances of pollution.

As bubonic plague made its appearance in Seattle early in October, it was deemed advisable that all precautionary measures should be taken towards preventing its being brought to Victoria. Accordingly all steamship companies plying their vessels between Seattle and Victoria were instructed to comply with the regulations, as follows:

A vessel landing from Seattle must be breasted eight feet from the wharf, and all ropes and lines be protected by one of the patent rat-catchers. The captains of the steamboats were also requested to catch and destroy as many rats as possible, and carry out a thorough fumigation with sulphur at different intervals.

It may be as well to say here that the secretary of the provincial board of health, Dr. Fagan, and Dr. Watt, of the William Head Quarantine station, visited Seattle and interviewed the officials of the steamship companies, and received assurances that the regulations would be strictly adhered to.

In Victoria itself a crusade towards rendering as sanitary as possible certain parts of the city, and the destruction of rats, was at once commenced. The first point of attack was Chinatown, and here excellent environments for the living and propagation of rats were found. The parts bounded by Johnson, Store, Herald and Government streets were cleared of old unsanitary shacks and out-houses, and the tenants made to clean-up, destroy or remove all refuse and garbage, so that rodents would, in great measure, be deprived of their source of food. Poison was secreted in different places, and at the present writing the work of destruction is still in progress and being carried out in different parts of the city.

The isolation hospital, under the charge of Mr. and Mrs. C. H. King, has admitted the following cases during the year:

Diphtheria	20
Scarlet fever	10
Chicken pox	5
Measles	17
Leprosy	2
Erysipelas	2
La Grippe	1
Rheumatism	2
Tuberculosis	1
Scables	3

In previous annual reports recommendations were made towards the improvement of certain of the buildings on the grounds of this institution, but so far no active steps have been taken to carry into effect the suggestions made. There are certain urgent requirements in the way of improving the interior appearances of some of the buildings, to say nothing of adding to the material comforts of patients under treatment. Regarding this, I should like at some future date, to place before the council for consideration the improvements which are to be recommended.

Attached is a list of deaths, with their causes, omitting those bodies brought to Victoria for interment.

I wish to acknowledge the courtesy I have received from the various municipal officials with whom I have come in contact during the past year.

HERMANN M. ROBERTSON,
Medical Health Officer.

FLYING COLUMNS FOR MACEDONIA

Great Britain's Plans to Restore Order in Distracted State.

London, Feb. 4.—The plans of Sir Edward Grey, the foreign secretary, for the restoration of order in Macedonia include the formation of flying mobile columns to be supplemented by increases in the gendarmerie forces, all to be commanded by foreign officers with definite executive powers.

Sir Edward is of the opinion that the funds necessary to adequately equip these forces should be obtained by effecting economy through the reduction in the number of Turkish troops in Macedonia.

FUSHIMA'S PORTRAIT FOR COUNCIL CHAMBER

Japanese Prince Presents the City With Picture of Himself.

The Japanese are not to be outdone in politeness or in acknowledgement of courtesies by even the people of the European races. Some time ago when Prince Fushimi passed through the city of Victoria he was met by the officials and extended the usual courtesies that are given to civilized nations' representatives. In acknowledgement of this His Royal Highness has presented the city of Victoria with a picture of himself as a souvenir. The letter accompanying it reads as follows:

"His Imperial Japanese Majesty's Consulate.

"Vancouver, B. C., Jan. 25, 1908.

"Sir,—I am desired by His Imperial Highness Prince Fushimi to transmit to you, Mayor of Victoria, the accompanying photograph of the Prince which His Highness wishes to present to the city of Victoria as a souvenir of his visit to Canada in June, 1907.

"In presenting His Highness' photograph I am to express his high appreciation of the courtesies and the cordial welcome which were extended to him by the citizens of Victoria during his visit to your country.

"I have the honor to be, sir, your most obedient servant,

"K. MORIKAWA,
"H. I. Japanese M's. Consul.

"The Mayor of Victoria, British Columbia."

Mayor Hall replied as follows to the letter of presentation:

"Victoria B. C., Feb. 6, 1908.

"Mr. K. Morikawa, His Imperial Majesty's Japanese Consul, Vancouver, B. C.

"Sir,—I have the honor to acknowledge the receipt of your letter of the 25th ultimo, accompanied by a framed photograph of His Imperial Highness Prince Fushimi, presented by His Imperial Highness to this city.

"On behalf of the city council and citizens of Victoria I would esteem it a favor if you would be good enough to express to His Imperial Highness our sincere thanks for this most appropriate souvenir of his visit to this city in June last, which is remembered with pleasure by all.

"Everyone who has seen the photograph has admired it very much.

"I have the honor to be, sir, your obedient servant,

"LEWIS HALL,
"Mayor."

PRICES STEADY DURING WEEK

ONLY MINOR CHANGES IN LOCAL MARKET

Oranges Being Imported in Large Quantities From Redland, Cal.

The markets are in a very stable condition. Any changes that are being made are of so minor a nature that they are not worth mentioning.

To indicate the way in which oranges are consumed in this city it might be interesting to note that two cars of oranges have just been received from Redland, California. They are juicy and sweet.

Vegetables and a good many other products are almost all being imported from the south as the Chinese gardens are not being cultivated to any great extent.

The retail prices are as follows:

Garden Produce—	
Cauliflower, each	2¢
Cabbage, per lb.	3
Potatoes (Island), 100 lbs.	1.50@ 1.75
Lettuce, each	5
Onions, per bunch	3
Onions (Cal.), per lb.	6¼
Spinach, per lb.	6
Brussels Sprouts, per lb.	12½
Artichokes, per lb.	6
Carrots, per lb.	2
Turnips, per lb.	3
Sweet Potatoes	8
Squash	10@ 15
Celery	7½
Meats—	
Hams (B.C.), per lb.	22
Bacon (B. C.), per lb.	25
Hams (Amercan), per lb.	25
Bacon (American), per lb.	25@ 30
Bacon (rolled), per lb.	19½
Shoulders, per lb.	15
Bacon (long clear), per lb.	20
Beef, per lb.	10@ 18
Pork, per lb.	11@ 15
Mutton, per lb.	12½@ 20
Lamb, hindquarter	1.25@ 1.75
Lamb, hindquarter	1.50@ 1.75
Veal, per lb.	12@ 18
Suet, per lb.	15
Farm Produce—	
Fresh Island Eggs	45
California Eggs	40
Fresh Eastern Eggs	35
Best Dairy Butter	30@ 40
Butter (Creamery)	45
Cheese	25
Lard, per lb.	20
Hungarian Flour—	
Ogilvie's Royal Household, per sack	2.00
Ogilvie's Royal Household, per bbl.	7.75
Lake of Woods, per sack	2.00
Lake of Woods, per bbl.	7.75
Okanagan, per sack	2.00
Okanagan, per bbl.	7.75
Calgary Hungarian, per bbl.	7.75
Moose Jaw, per sack	1.75
Moose Jaw, per bbl.	7.00
Excelsior, per sack	2.00
Excelsior, per bbl	7.75
Oak Lake, per sack	2.00
Oak Lake, per bbl	7.75
Hudson's Bay, per sack	2.00
Hudson's Bay, per bbl.	7.75
Enderby, per sack	2.00
Enderby, per bbl.	7.75
Pastry Flours—	
Snowflake, per sack	1.70
Snowflake, per bbl.	6.75
O. K. Best Pastry, per sack	1.70
O. K. Best Pastry, per bbl.	6.50
O. K. Four Star, per sack	1.70
O. K. Four Star, per bbl.	6.50
Drifted Snow, per sack	1.70
Drifted Snow, per bbl.	6.50
Grain—	
Wheat, per ton	36.00@37.00
Wheat, per lb.	2¼
Oats, per ton	35.00@37.00
Rolled Oats (B. & K.), 7-lb. sk.	45
Rolled Oats (B. & K.), 22½-lb. sack	1.25
Rolled Oats (B. & K.), 45-lb. sk.	2.35
Rolled Oats (B. & K.), 90-lb. sk.	4.50
Oatmeal, 10-lb. sack	55
Oatmeal, 50-lb. sack	2.25
Rolled Wheat, 10 lbs.	60
Cracked Wheat, 10 lbs.	55
Wheat Flakes, per packet	40
Whole Wheat Flour, 10 lbs.	45
Graham Flour, 10 lbs.	45
Graham Flour, 50 lbs.	1.60
Feed—	
Hay (baled), new, per ton	25.00
Straw, per bale	75
Corn	36.00
Middings, per ton	32.00
Bran, per ton	30.00
Ground Feed, per ton	35.00
Poultry—	
Dressed Fowl, per lb.	20@ 25
Spring Chicken, per lb.	20
Ducks, per lb.	25
Geese (Island), per lb.	20@ 25
Turkey, per lb.	25@ 35
Fish—	
Salmon (spring), per lb.	10@ 12½
Salmon (smoked)	20
Halibut	10
Halibut (smoked)	15
Crabs	10@ 15
Smelts, per lb.	10
Flounders	8
Codfish	8
Rock Cod	8
Black Cod	12½
Bass	8
Prawns, per lb.	25@ 40
Finnan Haddies, per lb.	12½
Fruit—	
Walnuts	25
Chestnuts	30
Bananas, per doz.	35
Pears, per box	1.50@ 2.00
Pears, per lb.	4@ 5
Cocoanuts, each	15
Apples, per box	1.25@ 2.25
Apples, per lb.	4@ 6
Oranges (navel), per doz.	25@ 50
Grape Fruit (new), per doz.	1.00
Malaga Grapes, per lb.	30
Raisins, seeded, new	15
Valencia Raisins, per lb.	12@ 15
Sultana Raisins, per lb.	15
Currants, new, 2 lbs.	25
Figs (Cal.), table, per lb.	15
Figs (Cal.), cooking, 2 lbs.	25
Figs (Smyrna)	20@ 25
Figs (Vleena)	20
Lemons	25
Cranberries, local	15
Cranberries, Eastern	20
Almonds, shelled (Valencia)	50
Almonds, shelled (Jordan)	75
Peel (assorted), per lb.	20
Pratt's Coal Oil	1.65
Eocene	1.75

WHOLESALE MARKETS.

Pears	1.00@ 1.50
Onons, per lb.	5½
Carrots, per 100 lbs.	1.00@ 1.35
Bananas, per bunch	[illegible]
Onions (Spanish), per crate	1.80
Lemons	4.00
Walnuts, Cal.	25
Walnuts, Eastern	15
Garlic, per lb.	12½
Apples, per box	1.25@ 2.00
Pineapples, per doz.	4.00@ 4.50
Comb Honey, per lb.	25
Cabbage, per lb.	2½@ 5
Cocoanuts, each	10
Ham	18
Bacon	20
Potatoes	1.25@ 1.50
Butter (Creamery), per lb.	40
Butter (Dairy)	25@ 30
Eggs (ranch), per doz.	45
Eastern Eggs (selected)	30@ 31
Hay, per ton	20.00
Oats, per ton	30.00
Peas (field), per ton	40.00
Barley, per ton	25.00
Corn, per ton	29.00
Sweet Potatoes	5¢@ 5½
Persimmons	2.25
Cranberries	13@ 15
Figs, Cal., per lb.	10@ 12
Figs (new), bulk	8
Grapes (Malaga), per bbl.	8.25
Figs (Smyrna)	11@ 15
Figs (Vleena), per doz.	1.75
Grape Fruit (new)	3.50
Oranges (navel)	2.50@ 3.00
Dates, per pkg.	8½@ 9
Dates, bulk	7½
Rhubarb, per doz.	1.50
Lettuce	1.50

AUTHOR OF POWDER OUTRAGE ARRESTED

Francisco Cedio, Who Blew Up Grand Forks Hotel, Captured.

Nelson, Feb. 4.—Word reached here yesterday that an Italian named Francisco Codio, who blew up the Canadian hotel, near Grand Forks, with dynamite on November 18, 1896, killing Louise King, has been captured at Salt Lake City, has admitted his identity and fully confessed his guilt. He has been searched for all over the west ever since the occurrence. He has waived extradition and will be brought to the provincial jail here, and be tried for murder at the next spring assizes at Greenwood.

Besides wrecking the hotel, and subsequently burning it, the explosion severely injured many persons, but Miss Louise King, the landlord's daughter, was the only one who died.

RAILWAY CHARTERS BEFORE COMMITTEE

Transportation Bills Which Were Considered Yesterday and Disposed of.

(From Tuesday's Daily.)

In the railway committee of the provincial legislature yesterday the bills to incorporate the Crow's Nest & Northern Railway Company and the Hudson Bay Pacific Railway Co. were passed upon and approved. In the case of the last mentioned bill, the only important alteration imposed was the reduction of the capital stock from $100,000,000 to $3,000,000, and the bonting privilege of the first named charter was reduced from $35,000 to $30,000.

The charter members of the Hudson Bay Pacific Company are David B. May, Seattle; W. H. Deval, New York; Lewis B. Bensen, Goldfield; Wm. H. Harding, jr., New York; James McLachlan, Los Angeles; John Braden, Victoria, B. C. The charter empowers the construction of a road from a point near Port Simpson, or Work channel to the eastern boundary of the province via the Skeena river, and a route which is demarked in the bill as follows: Up the north side of the Skeena river to a point near Hazelton; thence to the junction of the Buckley river; thence up the right bank of this river eight miles to the Suskewa river; thence up this river by a low divide to the head of Babine Lake; thence to the north end of Stuart Lake; thence north of McLeod Lake to the Misnichinca river; thence up the Misnichinca river by Summit Lake to Pine River Pass, thence northwesterly to the head of Pine river and down this river to Moberly's Lake, and thence to the Peace river.

The Crow's Nest & Northern charter members are Russell G. Belden, J. H. Hemphill, C. L. Butterfield and E. A. Wayland, brokers of Spokane. It authorizes the construction of a road from a point at or near Crow's Nest Pass on the Canadian Pacific Railway in British Columbia, by the most feasible and practicable route, to a point at or near the summit or divide between the waters of the North Fork of Michel Creek and the waters of Grave Creek via the west side of the North Fork of Michel Creek to the confluence of the two north branches of the aforesaid creek; thence by both branches to points near the divide.

The company is capitalized at $2,000,000, divided into 20,000 shares of $100 each.

E. V. Bodwell, K. C., representing the company, stated that the intention was to construct the road at once and it would be completed, he expected, by the end of the year.

The Ladysmith Lumber Company's road also passed committee. It provides for a road from a point on the Esquimalt & Nanaimo Railway about 500 yards north of the Comox wagon road crossing, in Newcastle townsite, thence following the old East Wellington Railway right-of-way, or nearly so, until it reaches the government gazetted wagon road in Mountain district, thence in a northwesterly direction for two miles, more or less.

ENGLISHMAN'S SUICIDE.

Port Arthur, Ont., Feb. 5.—John C. France, a farmer in Oliver Township, shot himself yesterday and was dead when found by his brother.

The two brothers came from England several years ago and located on a farm in Oliver, where they have ever since resided, keeping "bachelor hall." age.

CHINESE EMPEROR.

Pekin, Feb. 6.—The Emperor and the Dowager Empress of China yesterday held their annual reception to the members of the diplomatic corps in Pekin. It is reported here that the Dowager Empress recently has been encouraging the Emperor to become interested and participate in the affairs of state.

WEEKLY WEATHER SY[N]

Victoria Meteorological Office, to Feb. 4th, 1908.

At the commencement of the barometric pressure was [illegible] high and accompanied with a [illegible] cold wave extending from Nor[illegible] ish Columbia across Canada to [illegible] Lakes. This movement spre[illegible] ward over the Pacific slope, c[illegible] district and on the lower ma[illegible] coldest spell of weather expe[illegible] far this winter, the temperat[illegible] to 24 at Victoria and 16 and [illegible] couver and New Westminster [illegible] ly, and affording several days [illegible] Further north at Barkerville [illegible] zero was recorded and at P[illegible] below. The cold spell cont[illegible] the evening of the 2nd, when [illegible] ance appeared of the norther[illegible] the province and the pressur[illegible] give way and the temperatu[illegible] During the remainder of the [illegible] disturbance has moved inlar[illegible] Kootenays and caused milder [illegible] this southern district. During [illegible] ment the pressure has increa[illegible] fornia, and as the pressure in[illegible] has been abnormally high, [illegible] area has been forced to retr[illegible] tion on the Vancouver Island [illegible] will probably eventually pass [illegible] ward to the Mississippi va[illegible] conditions have caused snow[illegible] boo and on the higher plate[illegible] Eastern Oregon and Washi[illegible] rainfall at the beginning of th[illegible] moderate in this province, b[illegible] fallen general through the P[illegible] west of the ranges, the fall [illegible] being excessive.

Both in the Yukon and the [illegible] provinces the cold has be[illegible] reaching 40 below zero at [illegible] 30 below at Regina; the wea[illegible] ated in Manitoba toward the [illegible] week, but there are now s[illegible] tions of a renewed cold w[illegible] down from the Yukon to the [illegible] vinces. During the last three [illegible] fall has been general through[illegible] vinces.

At Victoria there were 36 [illegible] minutes of bright sunshine [illegible] the highest temperature was [illegible] 4th; the lowest 24, on the [illegible] inch and .60 of snow.

At Vancouver, highest 40, [illegible] and 4th; lowest 17, on the [illegible] precipitation, .52 inch.

At New Westmintser, high[illegible] 29th, 31st, 2nd and 4th; lowe[illegible] 1st; precipitation, .38 inch.

At Kamloops, highest 32, [illegible] lowest 2 below zero, on the [illegible] inch.

At Barkerville, highest 20, [illegible] lowest 4 below zero, on the [illegible] 2nd; snow, 2.80 inches.

At Port Simpson, highest 3[illegible] lowest 22, on the 30th and [illegible] inch.

At Atlin, highest 16, on the [illegible] 24 below zero, on the 4th; sn[illegible]

At Dawson, highest 4 be[illegible] the 1st; lowest 40 below zer[illegible] and 4th; no precipitation.

Local N[illegible]

—A special meeting of [illegible] cipal committee of the [illegible] is called for 8:30 o'clock [illegible] to hear a deputation of Vic[illegible] bent upon promulgating t[illegible] the adult franchise, irr[illegible] sex.

—The funeral of the lat[illegible] William Harrison took [illegible] day at Saanichton, from [illegible] residence, to the Church [illegible] and thence to the cemetery [illegible] Rev. J. W. Flinton official[illegible] the church and the grav[illegible] following acted as pallbear[illegible] Crawford, E. Marcotte, [illegible] Wm. Darenberg, Edwin Jo[illegible] Halden.

—William McFadden, Jr. [illegible] Sampson, two Salt Sprin[illegible] were committed for trial [illegible] before Judge Lampman [illegible] elect for or against speed[illegible]

—The executive comm[illegible] of the city basketball le[illegible] held to-morrow evening [illegible] office of the chief of the [illegible] ment. There is some accu[illegible] ness to come up and the [illegible] junior basketball league [illegible] cussed.

The steamer Cascade le[illegible] ernment wharf to-day w[illegible] bell buoy, which she wil[illegible] Cascade is working in co[illegible] the tug William Joliffe [illegible] service, under charter [illegible] minion government. Th[illegible] for Esquimalt this morn[illegible]

—Twenty-five golf pla[illegible] pected over from Seattl[illegible] the 15th. inst., to play [illegible] st the Victoria golfers o[illegible] links. The Seattle men [illegible] end this meet is arra[illegible] purpose of giving the [illegible] city a pleasant outing [illegible] friendly game of golf. [illegible] put up for competition [illegible] will very probably pro[illegible] esting.

OPERATION IN [illegible]

Splendid Feat of a Lin[illegible] a Storm.

One of the most dra[illegible] in the history of Atlant[illegible] place during the recent [illegible] Cunnard liner Pannonia [illegible] terranean. The vessel [illegible] its way through a seve[illegible] the ship's surgeon, J. [illegible] ported to the captain [illegible] stoker named Law, wh[illegible] from appendicitis, wa[illegible] condition, and that if [illegible] were to be saved an i[illegible] ation was necessary.

The captain at once [illegible] for the ship to be sto[illegible] ens of gallons of oil we[illegible] board in the effort to [illegible] from pitching in the [illegible] were running. While [illegible] thus made to keep [illegible] the surgeon, says [illegible] was carrying out the [illegible] sick bay below. The [illegible] successful, but when [illegible] surgeon practically co[illegible] had been the strain [illegible] Every moment whil[illegible] working with the kni[illegible] faced with the fear t[illegible] of the ship in the sto[illegible] his hand slip and caus[illegible] The stoker, who would [illegible] in twenty-four hours h[illegible] been delayed, was co[illegible] the ship arrived at Ne[illegible]