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METCHOSIN ORGANIZE

An Enthusiastic Meeting Last Evening—H. Dallas Helmcken, K. C., President

(From Sunday's Daily)

A large and enthusiastic meeting was held at Metchosin last evening when the Conservatives of the Metchosin in the electoral district of Esquimalt, gathered to the number of sixty-five for the purpose of organizing for the coming federal fight. The attendance at the meeting was the largest in the history of the district, and the greatest enthusiasm prevailed. A number of ladies were present at the meeting, and a number of prominent city Coiservatives drove down and assisted in the work of organization. Arthur Peatt, of Colwood, occupied the chair. Owing to a previous engagement, Premier McBride was unable to be present, and sent his regrets at his inability to attend.

W. E. Hayward, member for Cowichan, was the first speaker. He delivered a most effective address dealing, in detail, with the various acts of the provincial government, and dealing with the question of Oriental immigration, the financial policy of the government, the fishery licenses and the action of the government in preventing the depletion, by the federal government, of the inland waters of the province. He cited the action of the government at Cowichan bay in preventing the federal favorites from encroaching on the fisheries there. The matter of Indian reserves was also dealt with by Mr. Hayward, who spoke particularly of Kaien island, citing the terms on which the bargain with the Grand Trunk Pacific was consummated, and quoted in detail from the legislative reports as published in another column. Mr. Hayward referred to the kindly treatment that he had received at the hands of the people of Metchosin district while he was a resident of that section.

Need of Organization.

Mayor A. E. Planta, of Nanaimo, the member of the executive of the Provincial Conservative association for the federal electoral division, emphasized the determination of the Conservative party to thoroughly organize every part of British Columbia, and he felt confident that the "solid Grit seven," which now represents British Columbia in the federal house, will be converted into a solid Conservative contingent at Ottawa.

H. Dallas Helmcken, K. C., said he felt that the lack of organization in the district had been the cause of the present member having been returned. He was certain that as soon as the provincial government could do so, it would reduce the taxes on farm property. Mr. Helmcken thanked the meeting for the honor conferred upon him in electing him president of the Central Conservative club. He complimented the ladies and young men on their attendance at the meeting, pointing out that the issues before the people of British Columbia were of vital importance to them.

William Blakemore made a short but telling speech, in which he pointed out the great necessity of proper organization, and he urged that the club do all in its power to see that such organization was made effective. If this work were properly done in every division of the Vancouver federal riding, Ralph Smith's defeat would be assured.

Elections This Year.

G. H. Barnard, K. C., spoke on organization matters in general. He referred to the letter which Premier McBride had recently received from R. L. Borden, Conservative leader in the federal house, in which Mr. Borden stated that the federal elections would be held within the year. He pointed out the supreme necessity of proper organization, if the party was to be successful at the coming elections.

J. A. Harvey, K. C., of Cranbrook made one of the best speeches of the evening. In a clear and concise manner he arraigned the federal government for its maladministration of the country's affairs. He contrasted the action of the federal and provincial governments in connection with the settlement with the Grand Trunk Pacific railway, and referred to the great loyalty of the Conservative party in all matters touching the welfare of the Empire. He felt assured that at the coming federal elections a Conservative majority would be given in the district, and that at the next provincial election the riding would be represented by a Conservative member.

R. F. Green dealt shortly with the great benefits of organization, and he impressed upon the executive the necessity of all Conservatives not now on the voters' lists immediately registering. Ho felt assured that if the right candidates were selected in the various ridings, the Conservatives could carry every seat in British Columbia. Harry Pooley regretted that his father, C. E. Pooley, was unable to be present.

Election of Officers.

The election of officers and executive committee of the club was effected at the beginning of the meeting, and resulted as follows:

President—H. Dallas Helmcken, K. C.

Vice-President—D. Henz.

Secretary-Treasurer—J. H. Smart.

Executive—W. Arden, S. Clarke, G. F. Weir, H. Fisher, G. Ball, F. Argyle, T. C. Alder Shaw, J. H. Wallis, A. G. Clark, H. H. Neild, Alfred Duke, A. H. Peatt, C. E. Griffith, Alfred Taylor, Thomas Baker, Mr. McIlwain.

The meeting dispersed with cheers for the King, R. L. Borden and Premier McBride.

In the next few weeks steps will be taken to organize the Newcastle and Nanaimo districts, as no effort will be spared to have the most complete organization. A strong candidate will be placed in the field against Mr. Sloan, the member of the Comox-Atlin division, and the Conservatives there are confident that they will gain the seat.

For the Battlefields.

The Dominion grant of $300,000 to Earl Grey's project to conserve the battlefields of Quebec will receive the endorsement of Canadians from the Atlantic to the Pacific, and it puts the scheme well on its feet. There should be little or no difficulty in raising the amount required. The Quebec legislature has voted $100,000 and the other provinces will follow its example with grants relatively as generous.—Ottawa Citizen.

Joe Zuccaro, a Galt fruiterer, has retired with a fortune of $10,000, made in six years.

Pay dirt deposits of gold are being taken from the Culebra cut in the Panama canal.

SEEKS SETTLEMENT OF FISHERIES QUESTION

S. T. Bastedo, of Dominion Department Will Meet Local Authorities

The Dominion government have sent S. T. Bastedo of the Dominion fisheries department to meet the provincial fishery commissioner, Hon. W. J. Bowser, with a view to effecting a settlement of the questions at issue between province and Dominion. Mr. Bastedo was formerly the Ontario provincial fishery commissioner but for the last couple of years he has been associated with the Ottawa department.

The rights of the province to control its own fisheries was established by Ontario some years ago in a case which was taken to the privy council and the claims of British Columbia are based upon that decision.

While the province does not seek to interfere with the jurisdiction of the Dominion over deep sea fisheries, it is felt that in the light of the administration of the other departments of this important industry by the Dominion, it is necessary for the local authorities to assert and to exercise their control.

The Dominion authorities have persistently disregarded the warnings of the provincial fisheries commissioner, J. P. Babcock, with regard to the sockeye salmon fishing industry on the Fraser. In successive annual reports he has drawn attention to the falling off in the salmon pack of that river and he has demonstrated that the cause of this has been the failure of salmon in sufficient quantities to reach the spawning grounds. That the sockeye salmon of the Fraser are doomed to extinction within a few years, unless stringent steps are taken is the generally accepted opinion.

In other departments the same friction has prevailed until finally a stand was taken by the province in a case which was of great local interest.

This was the lease granted by the Dominion to a local company of the fishing in Cowichan bay.

At that time the province asserted its authority in the matter and threatened the company with the arrest of its men and the confiscation of their gear if they attempted to operate under the lease.

Mr. Bastedo will go into the matter thoroughly and an effort will be made to reach a modus vivendi. The proposition which will be made by the Dominion has not been made public but it is just possible that after the situation has been reviewed a test case will be arranged and the matter be allowed to go to the privy council in order that the overlapping jurisdictions may be defined.

The canners of the province are very anxious that a decision be reached before the fishing season opens and delegations have waited on both the provincial and Dominion authorities. A series of recommendations were presented to Hon. William Templeman before his departure to the east asking for changes in the regulations and copies of the same have been furnished the provincial government.

No reduction will be made in the staff of the 1,200 men of the Massey-Harris Co. at Brantford.

AGREEMENT WITH RAILWAY COMPANY

(Continued from Page One.)

handed me agrees to use white labor exclusively in the prosecution of the work, unless it should appear to the governor in council that it is impossible to proceed with the work of construction under that condition. The company also agrees to file plans with the department of lands and works, which must be approved by the provincial government, and which shall show in their entirety the arrangements that are to be undertaken by this corporation, such as station buildings, terminals, etc., so that all the works that are necessarily incidental in a case of this kind, will be clearly displayed on these plans, which are to be filed with the department of lands and works. Then the townsite portion of this property, which is to be used for business purposes and comprising 2,000 acres will be surveyed during the next couple of months, so that it is expected that by Sept. 1 the land which is intended for business purposes, will be available.

Now, sir, these are somewhat roughly speaking, the main features of this transaction. But I may add that the government throughout its negotiations with the G. T. P. people have tried to do everything possible to protect the interests of the province of British Columbia, and at the same time bring about the consummation of such arrangements as will best conserve the best interests of this portion of Canada. (Cheers.)

In answer to Mr. Oliver:

Hon. Mr. McBride: I might say, in answer to my hon. friend, that my colleague, the hon. the attorney-general, states that the document which was given to the company at Ottawa is a direct grant, and conveys no intimation whatever that the province of British Columbia possessed any rights in these lands; but he understands that there is on file at Ottawa a letter from counsel conveying an intimation that a claim might be advanced on the part of this province in respect to an interest in them.

Mr. Oliver: The papers brought down in the house at Ottawa stated that the government only conveyed to the company such interest as was vested in them.

The committee rose and reported the bill, which was read the first time.

Representations Made.

Whereas representations have been made to the government on behalf of the Grand Trunk Pacific Railway company, that the lands embraced in the agreement which is the schedule to this act, together with the lands embraced in the crown grant to the said company, dated March 10, 1905, are necessary for the terminal arrangements of the company, and it has been made to appear to the government that the work of construction of the said railway through the province cannot be proceeded with until such terminal arrangements have been concluded and the lands necessary therefor secured by the company;

And whereas the said company has procured, through the Dominion government, from the Metlakatla band of Indians, a surrender of all the Indian title in the lands embraced in the said agreement, together with a grant from the Dominion government of all its title therein, and is willing to acquire the provincial interest upon the terms set forth in said agreement:

Agreement Confirmed.

Therefore, his majesty, by and with the advice and consent of the legislative assembly of the province of British Columbia, enacts as follows:

1. The agreement, a copy of which forms the schedule to this act, is hereby ratified and confirmed and declared to be legally binding upon his majesty, the Grand Trunk Pacific Railway company, and the Grand Trunk Pacific Town and Development company, Limited, and his majesty and the said companies are hereby authorized and empowered to do whatever is necessary in order to give full effect to the agreement, the provisions of which are to be taken as if they had been expressly enacted hereby and formed an integral part of this act.

2. As soon as the plan of the townsite referred to in said agreement has been approved, as provided by said agreement, the provisions of the Mineral act, the Placer Mining act and the Coal Mines act, and of all amendments to said acts, shall cease to apply to the lands embraced in said townsite.

3. Notwithstanding anything contained in the Land act, it shall be lawful for the lieutenant-governor in council to sell, in any way he may deem most conducive to the interests of the province, the lots or blocks, or any portion of the lots or blocks, that will fall to the crown under the provisions of said agreement.

Schedule.

This indenture of agreement made this 29th day of February, A. D. 1908, between his majesty the King, in the right of his province of British Columbia, herein represented and acting by Hon. Frederick John Fulton, chief commissioner of lands and works of the said province, hereinafter referred to as the province, of the first part;

The Grand Trunk Pacific Railway company, hereinafter called the railway company, of the second part; and

The Grand Trunk Pacific Town and Development Company, Limited, a company incorporated for the purpose of acquiring, holding and managing certain lands along the line of the railway company, hereinafter called the Townsite company, of the third part.

Whereas negotiations have been proceeding between the province and the railway company respecting the early commencement and completion of construction of the Grand Trunk Pacific railway from its western terminus at Prince Rupert to the eastern boundary of the province, the acquisition by the railway company of all the right, title and interest of the province in that portion of the Metlakatla Indian reserve, hereinafter particularly described, the grant to the railway company of a right of way for its railway through the province, the exemption of said railway from taxation and other matters;

Result of Negotiations.

And whereas such negotiations have resulted in the following agreement between the parties:

1. The province, for the consideration hereinafter mentioned, agrees to sell and dispose of all its right, title and interest in and to that portion of the Metlakatla Indian reserve more particularly described as follows:

All those parcels or tracts of land situate, lying and being in the southern part of the Tsimpsean Indian reserve, No. 2, in the Coast district, in the province of British Columbia, in the Dominion of Canada, composed of a portion of Digby island; all that portion of Kaien island lying within the limits of the said reserve, and a portion of the mainland north of said Kaien island, together with Lakanian and Lakwilgiapsh islands and eight small islands adjacent to Digby island and to the said mainland. The said islands comprising all the islands adjacent to the above-mentioned land which pertain to the said Indian reserve, and which may be described as follows:

Lands Described.

Firstly—Commencing at the point on the mainland where the east boundary of the said reserve strikes the water's edge of the channel between the said mainland and Kaien island; thence north along the said boundary eleven thousand four hundred and eighty-two feet to the north boundary of a lot numbered 443; thence S. 89 deg. 40 min. 30 sec. W. along the said north boundary of lot 443 produced westerly, fifteen thousand five hundred and thirty feet, more or less, to the water's edge of the channel between the mainland and Digby island; thence easterly, following the sinuosities of the shore to the point of commencement; containing, approximately, four thousand five hundred and ninety-two acres of land, be the same more or less.

Secondly—Commencing at the water's edge, on the northeasterly shore of Digby island, where a line drawn south astronomically from the aforesaid low-water mark at the extreme westerly point of Lakanian island strikes the same; thence south on the said line 1,560 feet, more or less, to a line drawn east astronomically from high-water mark at the head of the large bay at the northeasterly end of the said Digby island, known as Shkgeauk bay; thence west astronomically on the said line 1,900 feet, mor or less, to the said bay, and again west astronomically on the said line produced 8,800 feet, more or less, to where the said line first strikes the west shore of Digby island; thence southeasterly, northerly, westerly, southeasterly and northwesterly, following the sinuosities of the shore of the said Digby island, to the point of commencement, and containing 6,840 acres of land, be the same more or less.

Thirdly—Commencing at the point on the northwesterly shore of Kaien island where the east boundary of the said Indian reserve strikes the water's edge; thence south along the said boundary 2,846 feet, more or less, to the water's edge at the southwesterly shore of the said Kaien island; thence northwesterly and northeasterly, following the sinuosities of the shore to the point of commencement; containing 2,683 acres of land, be the same more or less.

Fourthly—Ten islands, described approximately as follows: Lakaman island, above mentioned, lying between Digby island and the mainland, containing 19 acres, be the same more or less; Lakwilgiapsh island, situated south of Lakanian island and distant about 460 feet therefrom, containing nine acres, be the same more or less. Island No. 1, adjacent to the shore of the portion of land firstly described above containing two acres, be the same more or less; Island No. 2, situated east of Lakanian island, and distant about 1,000 feet therefrom, containing one acre, the the same more or less; Islands Nos. 3 and 4, adjacent to the easterly shore of Digby island; containing, respectively, one acre and one acre and 75-100 of an acre, be the same more or less; Island No. 5 ,adjacent to the eastern shore of the peninsula at the south end of Digby island, containing one-half of an acre, be the same more or less; and finally, Islands Nos. 6, 7 and 8, adjacent to the southwesterly shore of Digby island; containing, respectively, one acre and 75-100 of an acre, two acres and half an acre, and one acre and half an acre, be the same more or less, together with all rights to the foreshores and rights of access to the water which may pertain to the lands above described.

Foreshore and Riparian Rights.

The conveyance from the province to the townsite company of the above lands, hereinafter in several places referred to as the lands embraced in this agreement, shall include (when the lands so described abut upon or form the shore of any tidal waters or the bank of any river, lake or stream), all the foreshore and riparian rights which the province may have in the said lands, including the lands below as well as above low-water mark.

Price to Be Paid.

2. The townsite company hereby agrees to pay to the province for the conveyance to it of all right, title and interest of the province in and to said lands, the sum of two dollars and fifty cents ($2.50 per acre, to be paid from time to time as crown grants are received by the townsite company, and to reconvey to the province one-fourth of all lots and blocks into which the said lands shall be subdivided as hereinafter provided, after deducting land required for lanes, streets, squares, parks and such lands as the lieutenant-governor in council decides are necessary for railway purposes, together with the foreshore and riparian rights in and appurtenant to said lots and blocks, including land below as well as above low-water mark, the selection of said lots and blocks to be reconveyed to be madd as follows, viz: The chief commissioner of lands and works or the chief commissioner of lands shall first select one lot or block, according as whether lots or blocks are being dealt with, and the townsite company shall select three lots or blocks, and so in turn, the chief commissioner selecting one and the townsite company three of the unchosen lots or blocks until the division is made.

To Lay Out Townsite.

3. The townsite company agrees to lay out at Prince Rupert a townsite having an area of not less tha n2,000 acres. The said townsite shall consist of lands embraced in this agreement, in the crown grant of the 10th of March, 1905, to the railway company, or of lands embraced as to part in this agreement, and as to the remainder in said crown grant. The survey and subdivision of said townsite shall be shown on a plan to be hereafter prepared, subject to the point approval of the parties hereto, and when prepared and so approved to be annexed to and incorporated with this agreement and form an integral part thereof. Said survey and subdivision shall be completed on or before the 30th day of September, A. D. 1908, and the plan thereof shall show the location of the stations and workships of the railway company at said terminal, and shall also show all the lands embraced in this agreement in said townsite, fronting on the sea or other waterway, divided into blocks having a frontage on the sea or other waterway of not less than 1,000 feet, and a depth of not less than 150 feet from high-water mark. The water ends of all streets in said subdivision running to the sea shall at all times be open so as to afford the public free and unimpeded access to the sea.

The cost of such survey and subdivision, and of all work incident thereto, shall be borne as to three-fourths thereof by the townsite company, and as to one-fourth thereof by the province.

Joint Surveys.

The chief commissioner of lands and works or the chief commissioner of lands and the railway company shall jointly arrange for all surveys mentioned in this agreement. One surveyor shall be nominated by the chief commissioner of lands and works or the chief commissioner of lands and his salary shall be paid by the railway company as part of the cost of said surveys. All vouchers for the cost of all surveys shall be approved by the chief commissioner of lands and works or the chief commissioner of lands.

Crown grants for any portion of said townsite located on lands embraced in this agreement shall issue as soon as the survey and subdivision of said townsite and the plan thereof have been approved as aforesaid, and by concurrent conveyance the townsite company shall reconvey to the province the portions of said land falling to it.

Should the said townsite be located in whole or in part on land embraced in said crown grant of the 10th of March, 1905, the blocks and lots into which such land has been subdivided, together with the foreshore and riparian rights of and appurtenant to said blocks and lots, including land below as well as above low-water mark, falling to the province under the provisions of said crown grant, shall be conveyed to the province on or before the first day of December, A. D. 1908.

How Land Will Be Divided

4. Of the remaining lands embraced in this agreement, those fronting on the sea or other waterway shall be surveyed into blocks having a frontage of not less than one thousand feet, and a depth from high-water mark of at least one hundred and fifty feet, and the balance of the lands embraced in this agreement, and not included in the townsite, shall be surveyed into areas of not more than forty-acre blocks. The said survey, in manner approved by the chief commissioner of lands and works or the chief commissioner of lands, shall be completed on or before the first day of October, A. D. 1908. Crown grants for the lands referred to in this clause shall issue from time to time as soon as surveys thereof have been completed by the townsite company, the cost of such surveys to be borne as to three-fourths thereof by the townsite company, and as to one-fourth thereof by the province. Concurrently with the issue of such crown grants to the townsite company, the latter shall reconvey to the province the portions of land falling to it under the provisions of clause 2 hereof: Provided, however, that such re-conveyance shall in full of all the interest of the province in the lands embraced in this agreement, and the province shall be entitled to no further conveyance from the townsite company under section 32 of the Land act, in the event of the blocks retained by the townsite company being, at any time hereafter, divided into town lots.

5. The lands embraced in said crown grant of the 10th March, 1905, not included in said townsite, fronting on the sea or other waterway, shall be surveyed and divided into blocks having a frontage on the sea, or other waterway, of not less than one thousand feet, and a depth of not less than one hundred and fifty feet from high water mark, and the remainder of the lands (if any) embraced in said crown grant and not included in the said townsite, and said water blocks, shall be surveyed and divided into areas of not more than forty-acre blocks. The surveys and subdivisions of the lands dealt with in this clause, which shall be at the cost of the townsite company and the province, according to their respective interests, shall be completed on or before the first day of October, A. D. 1909, and conveyances to the province of its share thereof, as provided by said crown grant, shall be delivered to the province on or before the first day of December, A. D. 1909: Provided, however, that such re-conveyances shall be in full of all interests of the province in the lands embraced in said crown grant, and the province shall be entitled to no further conveyance from the townsite company under section 32 of the Land act, in the event of the blocks retained by the company being at any time hereafter, divided into town lots.

Minerals Exempted

6. The crown grants to the townsite company of lands embraced in this agreement shall, save as varied by this agreement, contain all the provisions that appear in the said crown grant of the 10th day of March, 1905, with this exception: to wit, that the crown grants to the townsite company of lands situate in said townsite shall not contain proviso number 2 relating to minerals.

7. The provisions of section 68 of the Land Registry act, and of section 17 of chapter 24 of the statutes of 1906, being an act to amend the Land act, shall not apply to the said crown grant of the 10th of March, 1905, or to the crown grants to be issued pursuant to this agreement.

Right of Way

8. The province agrees to convey to the railway company by [illegible] a right of way not exceeding [illegible] dred feet in width for said [illegible] so far as the same extend [illegible] extend through crown land [illegible] province of British Colum[illegible] foregoing provision shall not [illegible] lands dealt with by this agreement or by the crown grant to the company bearing date the tenth day of March, A. D. 1905, through which two last-mentioned classes of land the province shall grant a right of way when the location of such right of way has been approved by the lieutenant-governor in council, not exceeding sixty feet in width.

9. The province agrees by free grant to convey to the railway company such vacant crown lands as may be necessary for sidings, stations, embankments, cuts, bridges, culverts, drains, and other works and approaches thereto. The crown lands mentioned in this clause shall be limited to such quantity as the lieutenant-governor in council may consider reasonable and necessary for the purpose of the railway company.

10. The railway company with the consent of the chief commissioner of lands and works, or the chief commissioner of lands, may take from any public lands adjacent to or near the line of the said railway, its branches or extensions, all stone, timber, gravel and other material which may be necessary for the construction of the railway in and through the province not elsewhere, and may also fill in upon any public lands.

Exemption Granted

11. The province grants to the railway company exemption from the assessment and tax imposed by section 6 of the Railway Assessment act, 1907, for the period of ten years from and after the completion of the railway in the province to the satisfaction of the minister of public works, but said exemption shall not extend beyond the thirty-first day of December, A. D. 1921.

12. The railway company hereby agrees not to expropriate any of the water front lands embraced in this agreement or said crown grant of the 10th of March, 1905, which now are or hereafter may become the property of the province, so long as said water front lands remain vested in the crown.

Construction to Begin

13. The railway company agrees to commence construction within the province, from its Pacific terminus at Prince Rupert easterly, on or before the first day of June, A. D. 1908, and thereafter continuously and with reasonable expedition to prosecute the work of construction in the province to the eastern boundary of the province.

[illegible] the railway company agrees to [illegible] all material and supplies required for the construction of its railway through the province of British Colum[illegible] from manufacturers, merchants and dealers within the province, when such material and supplies can be purchased in desirable quantities and of equal quality, suitable for the purposes for which they are required, and upon terms equally favorable as those procurable elsewhere.

15. The workmen, laborers and servants employed in or about the construction of the said railway shall be paid such rates of wages as may be currently payable to workmen, laborers or servants engaged in similar occupations in the district in which said railway is constructed.

In witness whereof, this agreement has been duly executed by the parties.

Signed, sealed and delivered, in the presence of W. J. Bowser, attorney-general.

Fred. J. Fulton, chief commissioner of lands and works.

The Grand Trunk Pacific Railway company, by Frank W. Morse, vice-president and general manager; Henry Phillips, secretary.

The Grand Trunk Pacific Town and Development Company, Ltd., by Frank W. Morse, vice-president; Henry Phillips, secretary.

D'Arcy Tate, assistant solicitor Grand Trunk Pacific Railway company.

SPRING COSTUMES

CAMPBELLS'

SMART SKIRTS

Symphony in Green

We have already drawn attention to our wonderful range of exclusive costumes in every shade of brown. Today, we draw equal attention to our color cadence in green costumes, some idea of which can be gathered from our window display; but you can obtain no complete idea of our marvellous range of color harmonies and contrasts without a personal inspection of our showrooms. It is the tremendous range of individual creations in costumes which enable us to satisfy all tastes, to fit all figures, to suit all complexions and eye colors at prices which we cordially invite our customers to compare with what they are asked elsewhere for similar values. Our other window gives a slight indication of our capabilities in children's frocks suitable for children from one year up at prices from 50c to $10. We also draw attention to a new arrival of ladies hunting stock, very latest fashion in neckwear; this department is most complete, ranging from [illegible] through various dainty self colors up to [illegible] stripe and spot designs at 35c and 50c.

ANGUS CAMPBELL & CO.

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The Ladies' Store
Gov't St., Victoria

BEAUTIFUL BLOUSES

"Cakes and Pies as Good as Mother Used to Make."

Temptations for the "Sweet Tooth"

Madeira Cakes, each 15c 20c and	25c
Layer Cakes, each	25c
Apple Pies, each	15c
Jelly Rolls, each	20c
Muffins, per dozen	40c
Crumpets, per dozen	20c
Rich Fruit Cake, per lb.	35c
Sultana Cake, per lb.	35c
Boston Brown Bread, each	10c
Whole Wheat Bread, each	10c
Vienna Rolls, per dozen	15c
Currant Buns, per dozen	15c
Doughnuts, 2 dozen for	25c
Cookies, per dozen	10c
Lady Fingers, per dozen	10c

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THE LOCAL MARKETS

Retail Prices

Flour.	
Royal Household, a bag	$2.00
Lake of the Woods, a bag	$2.00
Royal Standard	$2.00
Purity	$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	$6.80
Moffat's Best, per sack	$2.00
Moffat's Best, per bbl	$7.75
Drifted Snow, per sack	$1.70
Three Star, per sack	$3.00
Foodstuffs.	
Bran, per ton	$30.00
Shorts, per ton	$32.00
Feed wheat, per ton	$40.00
Oats, per ton	$27.00
Barley, per ton	$34.00
Hay, Fraser River, per ton	$23.00
Feed Cornmeal, per ton	$38.00
Chop Feed, best, per ton	$30.00
Whole Corn, best, per ton	$36.00
Middlings, per ton	$34.00
Cracked Corn, per ton	$38.00
Vegetables.	
Celery, two heads	25
Lettuce, hot house, per head	05
Garlic, per lb.	10
Onions, local, per lb.	6
Potatoes, local, per sack	$1.50
Sweet Potatoes, new, 4 lbs.	25
Cauliflower, each	15 to 25
Cabbage, local, per lb.	5
Red Cabbage, per lb.	5
Rhubard, hot house, per lb.	15
Dairy Produce.	
Eggs—	
Fresh Island, per dozen	40
Cooking, per dozen	30
Cheese—	
Canadian, per lb.	75
Neufchatel, each	6
Cream, local, each	10
Butter—	
Manitoba, per lb.	35
Best dairy, per pound	45
Victoria Creamery, per lb.	45
Cowichan Creamery, per lb.	45
Delta Creamery, per lb.	50
Butter, cooking, per lb.	30
Fruit.	
Grape Fruit, per dozen	1.00
Oranges, per dozen	25 to 50
Lemons, per dozen	30
Figs, cooking, per lb.	8 to 10
Apples, local, per box	2.00 to 2.25
Malago Grapes, per lb.	30
Bananas, per dozen	35
Figs, table, per lb.	75
Raisins, Valencia, per lb.	15
Raisins, table, per lb.	25 to 50
Grapes, Con., per basket	1.00
Pineapples, each	50 to 60
Pears, per box	1.25 to 1.50
Cranberries, per lb.	20
Nuts.	
Walnuts, per lb.	30
Brazils, per lb.	30
Almonds, Jordon, per lb.	75
Almonds, California, per lb.	30
Cocoanuts, each	15
Pecans, per lb.	20
Chestnuts, per lb.	20
Fish.	
Cod, salted, per lb.	10 to 13
Halibut, fresh, per lb.	8 to 10
Halibut, smoked, per lb.	15
Cod, fresh, per lb.	6 to 8
Flounders, fresh, per lb.	6 to 8
Salmon, fresh, white, per lb.	8
Salmon, fresh, red, per lb.	10 to 12
Salmon, smoked, per lb.	20
Oysters, Olympia, per pint	40 to 50
Oysters, Toke Point, doz.	40 to 50
Shrimps, per lb.	25 to 30
Smelts, per lb.	5 to 10
Herring, kippered, per lb.	12½
Finnan Haddie, per lb.	12½
Meat and Poultry.	
Beef, per lb.	8 to 18
Lamb, per lb.	15 to 25
Mutton, per lb.	12½ to 20
Lamb, per quarter, fore	1.00 to 1.50
Lamb, per quarter, hind	1.75 to 2.00
Veal, dressed, per lb.	12½ to 18
Geese, dressed, per lb.	18 to 20
Ducks, dressed, per lb.	20 to 25
Chickens, per lb.	20 to 25
Chickens, per lb., live weight	12½ to 15
Chickens, broilers, per lb.	25
Guinea Fowls, each	1.00
Pigeons, dressed, per pair	50
Rabbits, dressed, each	50 to 65
Hare, dressed, each	75
Hams, per lb.	18 to 20
Bacon, per lb.	25 to 30
Pork, dressed, per lb.	15 to 18