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TEA

its PURITY, FLAVOR and ALL-ROUND DELICIOUSNESS stands unrivalled 25c, 30c, 40c, 50c and 60c per lb. At All Grocers'. LEAD PACKETS ONLY BLUE LABEL 40c, RED LABEL 50c, AN GOLD LABEL 60c. PER LB. AT ALL GROCERS

POSTAL DEPARTMENT TO GRANT A REBATE

Excess Postage Charged on Newspapers and Periodicals to be Returned

Following the change whereby the postage on newspapers sent to the United States is reduced to one cent per pound, the postal authorities have decided to rebate the excess postage, 2 cents per pound, on all newspapers and periodicals sent by mail from the office of publication in Canada to subscribers in the United States from May 1, 1907 to December 31, 1907. Such is the amount contained in a circular sent out from the department at Ottawa under date, Feb. 12.

Applicants for the rebate must give a detailed statement of the postage paid at the higher rate, giving data for each single issue. This must include the date of the issue, the weight of a single copy, the number of copies called and the total postage paid.

The following is the circular:

With reference to departmental circular of the April 10 last, wherein notice was given to newspaper publishers that, in consequence of an amendment to the postal convention between Canada and the United States, the rate of postage on newspapers and periodicals sent by mail from the office of publication in Canada to subscribers in the United States would on and after the 31st of May last, be fixed at the rate of one cent per four ounces, or fraction of four ounces, calculated on the weight of each package and prepaid by means of stamps affixed, a number of publishers have represented to the department that the notice given was not long enough to enable them to adjust their relations with their subscribers in the United States, that their business was considerably prejudiced by the immediate operation of the amendment and that the arrangements made by them for subscriptions taken up to the end of the year 1907 were seriously affected by the increase in the postage rates.

It has been determined, therefore, that, on newspapers and periodicals sent by mail from the office of publication in Canada, under subscriptions dating back to the 31st of May last, a rebate of postage shall be allowed at the rate of three cents per pound, such rebate to cover the period from the 31st of May to the 31st of December, 1907, both days inclusive.

In this connection you will be so good as to prepare a detailed statement of postage paid at the higher rate on copies of your paper mailed from your office, addressed to subscribers in the United States, giving data for each issue during the above-mentioned interval as follows:

Date; weight of a single copy; number of copies mailed; postage paid in the United States; total postage paid at the higher rate.

After this statement has been prepared you will please send it to us as being correct, and forward it to the department not later than March 1 next.

ROYAL CITY AFFAIRS

Consideration of Mayor's Estimate—Deputating Wait on City Fathers

New Westminster, Feb. 21.—The city estimates, with the exception of those for the "Department" were passed by the city council at a special committee-meeting of the city council held last night behind closed doors.

The estimates will not be made public for several days. The reason that the estimates for the fire department were laid over was owing to the absence of Chairman J. J. Johnston of the fire committee, who was unable to attend the meeting.

A number of deputations waited on the mayor and aldermen at the meeting, the principal of which was composed of Dr. R. Eden Walker and D. S. Curtis, who appeared on behalf of the New Westminster branch of the Anti-Tuberculosis society, and asked for a grant of \$1,000 in aid of the sanatorium at Tranquille. The council promised to consider the request, and the grant may be made.

A second deputation composed of F. H. Mathers, T. J. Trapp and D. E. McKinnon, asked for an assurance from the council that the New Westminster creamery would be accommodated with quarters in the enlarged market building, the extension for which is now under way. The creamery has occupied quarters in the market since the new building was built. The council will visit the market Saturday and will give a reply to the delegation on Monday.

A third deputation, composed of F. H. Hart, J. J. Johnston, T. J. Trapp and A. E. White, representing the New Westminster Fruit Canning company, asked the council to consent to the transfer of the lease of the waterfront property held by the company to other parties, as the company intend doing all its packing in future at a Millwack branch. The council agreed in certain stipulations.

It is understood that the waterworks reports and the extraordinary expenditures called for in the estimates this year were also considered at length, and it is possible that a by-law to borrow some of the needed funds will be submitted to the ratepayers.

Double Track

New Westminster, Feb. 22.—Local Manager McQuarrie states that the portion of the Interurban tram line between Central Park and Cedar Court will be double-tracked this spring being started in a few days.

Joseph Phillips, aged 83, recently died at Parkhill, Ont. He lived in the same house all his life.

SOCIETY FAVORITE SUFFOCATED IN BED

Mrs. Wm. Proudfoot Burden a Victim of Gas in Her New York Home

New York, Feb. 21.—Mrs. Wm. Proudfoot Burden, who was Natica Rives, daughter of O. H. P. Belmont, and a society favorite of New York, Newport and Washington, was found dead in her bed today. Death, the coroner said, was accidental and due to gas poisoning.

A disconnected gas tube which had led from a chandelier to a drop-light, to place and settled herself in bed, might read who propped up in bed, had permitted a flow of gas that filled the room and, escaping into the hall, attracted the attention of the servants. The discovery of her death threw the household into confusion, and when the facts became generally known, created a sensation in the social set to which the Burdens belong.

Mr. Burden had spent the night in another part of the house, and learned of his wife's death from the servants, who had entered her room at 10 o'clock this morning. Entering the house at 11 o'clock last night, Mr. Burden had noticed that a light was still burning in his wife's room, and he had opened the door, called "good night," Mrs. Burden responded "goodnight" in a tone that indicated that she was in her usual health and spirits. Mrs. Burden had been in the habit of reading after retiring, and this practice recently led her to have a gas reading lamp placed in her room. This stood on a stand conveniently near the head of the bed.

At 10 o'clock last night Mrs. Burden, leaving directions that she be called at 10 o'clock in the morning, dismissed her maid and settled herself in bed with a book. The greeting to her husband an hour later was the last heard from her room. Passing through the hall on her way to Mrs. Burden's room on the second floor this morning, the maid detected the odor of gas, and hastily entering the chamber, found her mistress dead.

USED A STILETTO

Italian in Montreal Kills Companion, With Whom He Had Been Wrestling

Montreal, Feb. 21.—One more was added to the long list of Italian murderers in this city when a young man named Viti, an Italian laborer, drove his stiletto through the heart of a youth named De la Roche, who was wrestling with him. The two men were both quite young, and lived at a boarding house on Cadieux street, near the other Italians. They had been wrestling in the yard, and it is supposed that Viti struck De la Roche on the back of his head with the stiletto. De la Roche was found to have a fractured skull and died after being taken to the hospital.

NELSON'S POWER PLANT

Cecil B. Smith Makes Examination and Will Report to City Council

Nelson, B.C., Feb. 21.—Cecil B. Smith, power engineer, Winnipeg, made an inspection of the city power plant at Bonington Falls today, at the request of the city council. Mr. Smith's report on the matter will be made at Monday night's council meeting, but he expressed himself today as being well satisfied with the building and the equipment. He strongly approved of the city's intention of putting in a second power circuit, and said this could be readily done. Some changes and improvements will be recommended, but these are of a minor character, and Mr. Smith said he was substantially approved of the plant as it now stands.

Upon the changes being carried out the city will take over the plant, which has been running for the past year, supplying Nelson with light and power.

Manitoba Farmers

Winnipeg, Feb. 21.—The most successful gathering of farmers, horticulturists and dairymen that has ever been held in Manitoba with its distinct purposes was concluded today at the Manitoba Agricultural college. The report of the committee, adopted throughout the proceedings, and even today the last of the session, the attendance was large, while the meeting was held in a most interesting and instructive manner.

Paying Boni's Debts.

Paris, Feb. 21.—The Court of Appeals has confirmed the judgment of the lower court, ordering Count Boni de Castellane and Madame Anna de Castellane to pay to the sum of \$24,000 for certain jewels the count purchased from her prior to the divorce. Madame Gould entered the defense that she was an entire stranger to the transaction and had never seen the jewels. The court laid down the principle that the jewels had presumably been purchased for the use of the buyer's wife.

IS READY TO STOP SEALING

Canada Quite Ready to Join With Nations to Stop Seal-Hunter's Work

COMPENSATION EXPECTED

Senator Scott Says Pelagic Sealers Are "a Herd of Pirates"

The following Associated Press despatch from Ottawa under date of Friday is published by United States newspapers: In the senate tonight Senator Macdonald of British Columbia, asked if the government would consider the question of a fisheries modus vivendi.

Senator Scott, secretary of state, said in reply that the only way to prevent the extinction of seal life would be for the people to refrain for the next twenty years from buying seal garments. He looked upon the sealers as a herd of pirates, with no respect for the law or regard for the animals they destroy. If not checked they would exterminate the seal in their generation. It would take the united navies of Great Britain and the United States to police the seas in a way to restrain the operations of these sealers.

Canada, said Secretary Scott, is quite ready to do her share and join with Russia, Japan and the United States in any arrangement that will protect seal life.

"Sir Mackenzie Bowell said that the remarks of the secretary of state led him to the conclusion that the Canadian government was prepared to accept the dictum of the United States that seal life should be preserved throughout the whole Pacific."

The above will be read with interest by Victorians who will more easily understand how the restrictions against the pelagic sealers of Victoria are a sacrifice of their rights have occurred when it is apparent from the above despatch with what ignorance the question of pelagic sealing is considered at Ottawa. The Victoria sealer will also find it of interest to consider that the secretary of state for Canada looks upon him and his fellows as "a herd of pirates." As far as the "entire navies of Great Britain and the United States to police the seas in a way to restrain the operations of these sealers" it is noteworthy that at the present time the Victoria sealing fleet, which is that of Canada, is smaller than the fleet of warships and revenue cutters sent to Bering sea to patrol that water, and the captain of H. M. S. Shearwater will find it of amusing interest to note that the patrol which he has conducted is one which in the opinion of the secretary of state requires two navies. As for any alleged infraction of the law the only case that has come up in recent years, inasmuch as the Canadian sealer is concerned, is being dealt with in the admiralty court where the schooner *Carina*, G. Cox is charged with having fourteen sealskins on board after the season ended.

The question of pelagic sealing is again to the fore at Ottawa and in conjunction with other questions considered during the recent visit of Hon. Mr. Bryce from Washington, D. C., affecting Canada and the United States will soon be settled. It is generally considered that the settlement will be made on the basis formerly proposed, viz. that Canada will agree to prohibit pelagic sealing in consideration of a share in the revenue derived from the killing of seals at the rookeries in Bering sea and the compensation of the sealers whose livelihood will be taken from them. The question has been long pending, and at different times within the past few years has been considered on the vessel settlement. Hon. Mr. Bryce's predecessors at Washington, Lord Pauncefote and Sir Michael Herbert, both took up this matter, and about a year ago it seemed that a treaty for the prohibiting of sealing at sea in the Pacific was ready for signature, but Japan's aloofness has prevented the matter being settled. Representations have since been made to both Russia and Japan, the only other nations having interests in the sealing industry of the North Pacific, and it is understood that both nations have expressed willingness to join in a treaty to be arranged between Great Britain for Canada and the United States. When Hon. Mr. Bryce went to Ottawa some months ago, to be followed later by Hon. Mr. Root, it is known that they formed among other matters dealt with the settlement of the sealing question was taken up, and now, it is said, settlement is near.

WIRELESS TELEGRAPHY AND THE DERELICTS

New Method of Communication Has Proved of Considerable Use to Shipping

With the introduction of metal in ship construction instead of wood, and steam in lieu of the unbought wind as a motive power on the high seas, there is a radical evolution not only in the personnel but also in the command of man over the adverse influences in navigation says Shipping Illustrated. Wireless telegraphy has apparently come to stay, and is undoubtedly being improved; but it has already helped to make life at sea safer than before it became an accomplice in the search for the derelict. It is also well to the front. The States hydrographic office has ever held the lead in bringing to the notice of the world the geographical position of ships which have been abandoned by their despairing crews in the North Atlantic, though the medium of the valuable series of monthly pilot charts issued from Washington, D. C., and it was probably the first to lay down on these charts the position of every wireless telegraph station along the coast. Since then the English and German pilot charts have followed suit with similar information. Wood on sailing ships not infrequently lumbered the surface of old ocean for quite a while, but the navigator, of iron and steel, especially if a steamer, soon finds the path of quickest descent to the gibbering oaze or else is salvaged and towed into the nearest port. All the United States naval wireless telegraph stations will receive data with respect to derelict dangers any day from passing vessels that are fitted with the necessary and sufficient gear, and the most suitable stations are particularly mentioned on the face of each month's American Pilot Chart so that the navigator who runs may read. The naval wireless stations do not bury the information but send it out broadcast every eight hours without a break. Consequently the large liners carrying numbers of passengers between the Old World and the New are made acquainted with the latitude and longitude in which a menace to safe navigation has been recently sighted, and also the exact description of the danger so far as is known. Derelict ships near our Atlantic coast have not been numerous of late, but the recent stormy weather is calculated to swell the total. Quite naturally the waters which divide, unite, the shores of North America and Europe, hold the unenviable record for drifting derelicts inasmuch as they form the great ocean highway of the nations. During the five years, 1877 to 1881, no fewer than 975 derelicts were reported to the then Hydrographic office, Capt. Richard Clover, U. S. N., as in evidence between the fifty-second meridian of west longitude and the American coast. Of this large number as many as 825 vessels were actually identified by name, but the remainder were either capsized, submerged or battered out of recognition by the angry sea. The data then collected shows that twenty derelict ships were in evidence over the North Atlantic at any instant, each of which had an average useful life of the month. Much has happened since the publication of this carefully compiled summary, and these figures may have altered during the interval. Derelict information of this country is available by wireless telegraphy under certain conditions, and it is given on the pilot chart and also on the weekly hydrographic bulletin which

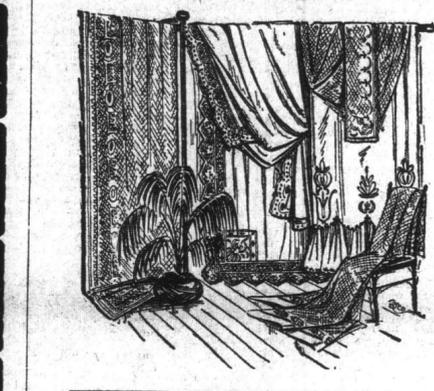
PLANS ARE APPROVED FOR FISHERY CRUISER

Will be a Slower Vessel Than Recommended by Capt. Newcombe of the Kestrel

A year and two months from the time the appropriation of \$250,000 was passed at Ottawa for the construction of a new fishery protection cruiser for patrol service in British Columbia waters R. L. Newman, the local designer, announces that the plans prepared by him for the vessel have been accepted. The government is prepared to award a contract for the construction of the steamer, and efforts are being made to bring pressure on the government to expedite the vessel built in Canada. The new cruiser will mount two quick-firing guns, will be a twin-screw vessel of 1,400 tons displacement, with two masts and two funnels. She will be 260 feet long, 32 feet beam and 17 feet deep, with a draught of 12 feet. She will be built of steel throughout. She will have two sets of triple expansion engines with cylinders 20 1/2, 32 and 60 1/2 inches diameter.

The new cruiser is not to have the speed recommended by Capt. Newcombe, of the *Kestrel*, in his report submitted in 1905, when he said: "I would respectfully recommend the solution of the predatory fishing in the coast waters of British Columbia, in view of our first-class up-to-date infirmas, about 20 feet length of vessel with a speed of not less than 20 to 22 knots (not miles) be placed in commission and ready for service within the next six months and be equipped

Nottingham Lace Curtains



All Tremendous Bargains

Now that Spring House Cleaning time is upon us, we present a fitting opportunity for you to economically replenish your Curtain stock. These are all brand new goods, a large consignment we have just received direct from the Nottingham manufacturers. Most desirable Curtains with the new patent Hang-Easy Top, taped all round ready for use; holes are made at certain distances in these for Curtain Pins, which is another splendid idea, as your laundry bills will testify to. You should see them anyway:

Nottingham Lace Curtains With "Hang Easy" Tops

2 1-2, 3, 3 1-2, Yards Long

Per Pair 65c, 75c, \$1.00, \$1.35 and \$1.50

Henry Young & Company

Government Street, Victoria, B. C.

has recently come in a new dress. Both the latter aids are freely distributed among mariners visiting the principal ports of our Atlantic and Pacific coasts by the branch hydrographic offices. The British board of trade furnish shipmasters with similar information at United Kingdom ports, and the Deutsche Seewarte does the same for German ports. Derelict ships vary very considerable in capacity to withstand the incessant attack of the winter gulf stream, making for New York, and the better situated vessels, of long series of leaden-footed hours, while the weaker craft give up the struggle quite early. Not infrequently a lumber laden vessel is left to her fate to the eastward of New York. She may drift southward for some distance on the surface of the relatively cold Labrador current which washes our Atlantic coast as far towards the equator as Florida; off Cape Hatteras she somehow gets side tracked into the warmer gulf stream, making for New York, and she may eventually come ashore on the coast of Europe anywhere between Cape St. Vincent and the Straits of Gibraltar. It is a globe trotter knows when anxious to get a good view of the Midnight Sun. Should she, however, happen to get into the Sargasso sea, an area of light winds and variables in mid-Atlantic where good old Christopher Columbus is said to have found an impendable field of Gulf weed demanding the use of an axe to cut a way through for his historic caravels, she will probably travel in a circle until she drifts into her elements. The Italian barque "Incezo Perotta" abandoned 600 miles north of Bermuda in September 1887, drifted ashore at Walling Island, where Columbus probably made his first landfall, after covering not less than 3,000 miles in 686 days. A Norwegian barque, the "Telemech" was abandoned a month later than the Italian vessel, about 150 miles west of the Azores, and she disappeared some 800 miles nearer the American coast after a vacillating drift of 3,150 miles in 650 days. In March, 1891, the American schooner "Waver G. Sargent" was abandoned near Hatteras, and she was last seen in mid-ocean after having drifted 5,600 miles in 615 days, with a valuable cargo of mahogany. Iron derelicts are not unknown, although comparatively few in number. The handsome iron barque "Annie Johnson" of San Francisco, Cal., had a remarkable career as a derelict. Originally the British ship "Ada Iredale," she was abandoned in 1876, with her cargo burning fiercely, about 2,000 miles east of the Marquesas in the South Pacific. She was eventually picked up by a French warship, after a westerly drift of 2,600 miles in eight months, and was towed into Tahiti, and later on the burnt out hull was repaired and brought under the American flag through the repairing clause then available. It is occasionally asserted that every attempt to patrol the seas for derelicts is likely to be abortive, but this is scarcely true. In 1890, the schooner "Waver G. Sargent" was left near the Azores, she drifted slowly to within 400 miles of Queenstown, and there she was crossed by the liners' trawlers for several successive weeks. At the request of the White Star and Cunard companies, the British Admiralty brought her to an anchor in Bantry Bay. Sixty vessels reported this derelict to the hydrographic office, Washington, during her drift. A free use of wireless telegraphy and submarine signaling, if it were more generally used, would lessen the risk to the large liners, and others indirectly, from derelict ships.

PORTUGUESE UNREST

Rumors of Plots of Various Kinds Continue to Emanate From Lisbon

Paris, Feb. 21.—A despatch received from Lisbon says the greatest uneasiness prevails at the palace, and he has been surrounded by troops, the entire garrison is confined to barracks and ball cartridges have been issued to the men.

Recent despatches from Lisbon have dwelt upon rumors in circulation there of a palace and a barracks plot to establish a military dictatorship, a revival of "Francoism" and the revolutionary agitation among the people. The Republicans have declared that they would support the government if it continued its liberal policy, and the official newspapers affirmed that the government would use all legal means to maintain order and assure respect for the executive.

Run Down By Train

New York, Feb. 21.—Two little brothers were struck and killed today by an express train on the Harlem division of the New York Central, while playing. The boys were Joseph and Leon Valdor, sons of Rosso Valdor. They were trying to cross ahead of a train when struck.

Was Born in Kingston

Boston, Mass., Feb. 21.—W. H. La-pointe, a well known hotel man, died at his home on Massachusetts avenue, aged 63 years. Until his retirement as manager of the Revere House, a few months ago, he had been in the hotel business for 48 years. He was a native of Kingston, Ont.

Needs Investigation

Ottawa, Feb. 21.—The public accounts committee this morning opened an inquiry into the purchase by the public works department of New York in 1904 of the steamer *Speedy*, at a cost of \$24,377, which, while en route to Canada, was damaged in a storm and had to be repaired at Toronto at a cost of \$22,000. Tenders were called for the new work outside of the new boilers.

ILLINOIS CENTRAL

Stuyvesant Fish Thinks Many Who Gave Proxies May Want to Hide the Fact

New York, Feb. 21.—Stuyvesant Fish has given out the following statement, and mailed a copy thereof to each Illinois Central stockholder: "The Hon. Farlin Q. Ball, judge of the supreme court of Cook county, Illinois, has reported to me that he has granted on October 14, 1907, restraining the Union Pacific Railway company and the Railroad Securities company from voting the 281,281 shares of Illinois Central stock held by them, which constitutes 29.66 per cent of the total capital of 905,460 shares. Proxies have been given to Chas. M. Beach, J. De W. Cutting and myself, by many of those in the service of the company, by shippers residing on or near the railroad, and those furnishing it with material and supplies, or interested in industries depending on the railroad for transportation, and by others who for various reasons may not desire to have it known that they have done so. "As to voting on March 2, 1908, will of necessity leave in the hands of the Illinois Central Railroad company permanent record of all those in whose names proxies are voted, it is due to

C. S. NOYES DEAD

Veteran Newspaper Writer, of Washington, Passes Away in California

Pasadena, Cal., Feb. 21.—Crosby Noyes, the veteran newspaper man of Washington, who has been ill here for several days, died here tonight. Noyes was born in New York, and reported today from Pasadena, Cal., was 83 years old, and about 60 years of

his manhood had been spent in the newspaper business. He was born in Minot, Maine, in 1825, and finding farm life too hard for his frail physique, he came to Washington in 1847, making the last stages of his journey on foot for lack of funds. He began his newspaper career in the following year as a special correspondent and as writer for the Washington News. From that day until a few weeks preceding his death Mr. Noyes labored unceasingly at his chosen profession, and set his stamp on Washington Journalism as a purveyor of clean, sound, actual facts.

THE LOCAL MARKETS

Retail Prices

Stocks	Price
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	\$1.75
Hungarian, per bbl	\$7.75
Snowflake, a bag	\$1.70
Snowflake, per bbl	\$7.75
Mr. T's Best, per sack	\$2.00
Drifted Snow, per sack	\$1.75
Three Star, per sack	\$2.00

Foodstuffs	Price
Wheat, per ton	\$30.00
Shorts, per ton	\$22.00
Feed wheat, per ton	\$40.00
Barley, per ton	\$37.00
Hay, Fraser River, per ton	\$23.00
Chop Feed, best, per ton	\$38.00
Whole Corn, best, per ton	\$36.00
Cracked Corn, per ton	\$34.00

Vegetables	Price
Celery, two heads	25
Butter, hot house, per head	6
Garlic, per lb.	6
Onions, local, per lb.	1.50 to 1.75
Cream Potatoes, per bushel	1.50 to 1.75
Sweet Potatoes, new, 5 lbs	15 to 25
Cauliflower, each	15 to 25
Cabbage, local, per lb.	5
Red Cabbage, per lb.	5
Rhubarb, hot house, per lb.	15

Dairy Produce	Price
Eggs—Fresh Island, per dozen	45
Cooking, per dozen	40
Canadian, per lb.	75
Neufchatel, each	15
Cream, per each	15
Butter—	
Manitoba, per lb.	35
Best, do.	38
Victoria Creamery, per lb.	45
Richmond Creamery, per lb.	45
Delta Creamery, per lb.	35
Butter, cooking, per lb.	30

Fruit	Price
Grape Fruit, per dozen	1.00
Oranges, per dozen	25 to 50
Lemons, per dozen	30
Fish cooking, per lb.	8 to 10
Apples, local, per box	40 to 50
Malaga Grapes, per lb.	30
Fig, table, per lb.	35
Figs, table, per lb.	35
Raisins, Valencia, per lb.	15
Raisins, table, per lb.	25 to 30
Grapes, Con. per bushel	1.00
Pineapples, each	50
Pears, per box	1.25 to 1.50
Cranberries, per lb.	30

Meats	Price
Walnuts, per lb.	30
Strawberries, per lb.	30
Almonds, Jordan, per lb.	30
Almonds, California, per lb.	30
Chickens, each	15
Pecans, per lb.	30
Chestnuts, per lb.	30

Meats	Price
Cod, salted, per lb.	10 to 12
Halibut, fresh, per lb.	8 to 10
Halibut, dressed, per lb.	6 to 8
Cod, fresh, per lb.	6 to 8
Flourishes, fresh, per lb.	6 to 8
Salmon, table, white, per lb.	10 to 12
Salmon, fresh, red, per lb.	10 to 12
Salmon, smoked, per lb.	10 to 12
Oysters, Olympia, per pint	40 to 50
Oysters, Tokelau, per pint	40 to 50
Shrimps, per lb.	25 to 30
Turkey, per lb.	5 to 10
Herring, kippered, per lb.	12 to 15
Pinnac Haddie, per lb.	12 to 15

the stockholders in America and Europe alike that I should say that if any of them wish to withdraw the proxies to Mr. Beach, Mr. Cutting and myself, they have but to advise me of the fact, in which case such proxies will be withheld from presentation at the stockholders' meeting, and, if so required, thereafter returned unused to those who executed them."