Heavy Cargoes For Australia

Southern Colonies Seek Importations of Canadian Wheat and Merchandise.

Slight Fire on the Amur—Tees In From Naas and Port.

Two liners are due. The steamer Foreric, which is now 23 days out from Suva with a cargo of 5,000 tons of raw sugar for the B. C. Sugar Refinery, and the steamer Duke of Fife, of the Northern Pacific line, which is due from the Orient via Honolulu, having been one of the few liners plying to this port which made the voyage via the islands. Capt. Bridgman, Vancouver pilot, is a guest at the Montana restaurant awaiting the Foreric, and Capt. Gatter is in the city awaiting the Duke of Fife.

Efforts were made to have the Foreric take a return cargo to Australia for large shipments of wheat, flour, feed stuffs, machinery, and frozen meats were offering, but the Foreric had been chartered to load at Portland, and the British ship California was chartered to take the overflow cargo from the Australian liners, each of which leave well filled. In fact, all the space on the liners for some four voyages has been nearly all booked.

There is a great demand in Australia at present for Canadian wheat, and Mr. Davidson, of Davidson Brothers, of Sydney, a firm of importers has arrived in Canada armed with letters of introduction from Mr. Stitt, the C. P. R. agent in Australia, who is responsible for much of the attention now being centred in Canada by Australia importers, to arrange for the shipment of wheat to Australia.

In an interview Mr. Davidson said that there were two routes by which wheat might be shipped from Canada to Australia, via New York or B. C. ports. The latter was much the shorter route, there being a difference in its favor of between 24 and 40 days in the time taken by sailing vessels. There were, however, many serious obstacles in the way of utilizing the shorter route. Difficulty was being experienced owing to the lack of inspection facilities. All grain is purchased for the Australian trade under certificates of inspection, but, as there are no inspection points West of Winnipeg, all shipments must be made from or through Winnipeg, or inspectors sent out to the shipping point.

The first of these alternatives involved increased freight rates, and the latter was of course more or less expensive. At present the whole tendency of the elevator system is Eastward in the direction of the big markets, rather than West, where the market has not yet been developed. In view of this and in view of the fact the Australian market may be only a temporary one, it has not been deemed necessary by the Dominion authorities to place an inspector at Vancouver.

There is also some inconvenience experienced at Vancouver, owing to the fact that all wheat shipped from there must be forwarded in bags after being weighed. On investigation at Vancouver as to shipping facilities, he had found that all space on vessels for Australia, for the next four or five weeks had been already taken, but a large sailing vessel, the California, was now preparing to berth and would be able to accommodate a large cargo.

Notwithstanding that the demand in Australia this year for wheat and flour was unprecedented, Mr. Davidson said that there would always be a market for a very considerable quantity for mixing purposes. No. 1 hard Manitoba wheat and flour made from it were established for all time in the markets of the Antipodes, they are much superior to the soft wheat product there, and the flour made from it, and the people, once having discovered this fact, are bound to secure the best. Canadian flour had been imported into Australia for the past six or eight years. Although but little of it has been sold in its purity. Instead, it was mixed with flour made from home grown wheat. In this way, the product of the Australian farms was improved, for the mixture retained many of the best features of the Canadian article. Manitoba wheat had also been imported and ground in Australia, after being mixed with the home product. While Australia had been importing Canadian wheat to improve the quality of the flour, she had been exporting a large amount to Europe.

This year, however, there was an urgent demand for imported wheat, because, owing to drought, the supply was several million bushels short of the requirements. This year's crop is now being harvested, and is by many million bushels too small to supply the home demand, without exporting a bushel as is usually done. The next harvest will not be until December, 1903, so that a whole year has to be provided for. The New Zealand crop is due to reach the market at the end of March and the Tasmania crop at the end of January. These, however, will not be anything like sufficient for the requirements, so large shipments will have to be made from Canada and the United States. The total shortage is from 200,000 to 300,000 tons, or from 7,500,000 to 11,250,000 bushels. This means from 60 to 90 ordinary cargoes.

In Southern Australia there may be a small surplus, but Victoria, Queensland and New South Wales depend almost entirely on outside wheat.

The drought has affected not only the grain supply, but the cattle industry has also been demoralized. Millions of sheep and cattle have died from lack of food and water. In many places sheep were fed long enough that the wool might be secured, and were then let die. Instead, therefore, of shipping large quantities of meat this year, Australia is importing it from Tasmania and New Zealand.

The sugar crop has also suffered, and the product will not be more than one-eighth of the usual amount.

THE OVERDUES.

Clarence S. Bement Causing Anxiety—Another Oil Ship's Fate.

The American ship Clarence S. Bement is causing much anxiety to her new owners, Geo. W. Hume of San Francisco, who bought her before she sailed from New York for Yokohama with a cargo of case oil. The Clarence S. Bement is now 218 days out from the Atlantic port for Japan, and on Tuesday she was placed on the overdue list at 30 per cent. The operators were not given much chance to gamble on her, though, for Mr. Hume will not admit that he considers the Bement a bad risk, and she was withdrawn from the market. Unless some word is received of the overdue oil carrier shortly, it is likely that she will soon be placed on the market, and probably at a higher figure, for her owner has a more optimistic view of her chances than have many shipping men. The Clarence S. Bement was overdue on a similar voyage last year, being about 230 days in reaching the Japanese port. She is one of the few sailing vessels in command of a Hebrew shipmaster.

A couple of years ago another oil carrier was on the overdue list as a result of her non-arrival at Yokohama from New York—the British ship Manchester—and she was ultimately posted as missing. Nothing was known of her fate until with the arrival of the Australian mail at this city, advices were received of the finding of some cases of kerosene marked with consignee marks of that ill-fated ship, some wreckage marked with name, and the bodies of sailors, who, famished and without water, had perished on a lonely isle in the South Pacific, where the fine ship had left her remains. This was many months ago, and since then nothing further has been learned giving further information regarding the Manchester's fate and that of her crew.

Among the overdues now on the market is the German ship Paul Rickmers, which has loaded lumber in British Columbia ports on several occasions, now 192 days from Bangkok, Siam, for Germany. She is quoted at 40 per cent.

The British bark Nellie Troop, which has been on the overdue board for some time at 10 per cent., and was bound from Caleta Buena for Savannah, has been reported by telegraph as having reached her destination and gone ashore inside the bar at Savannah.

Smoking Jackets, $3.50, $5.00, $6.75; dressing gowns, $7.00, $8.50, $10.00. B. Williams & Co.

Initial Silk Handkerchiefs, 50c., 75c., $1.00 each. B. Williams & Co.

THE CHEMAINUS HOSPITAL BALL

Second Annual Hop of Ladies Auxiliary a Great Success.

A perfect floor, faultless music, a jolly, friendly crowd, and last, but certainly not least, a most elaborate supper, were the chief factors in the second annual ball of the Chemainus Ladies' Auxiliary, held on Friday night, which will render the occasion a red letter day (or night) in the memory of all who were present. The ball was an unqualified success, there being not a single hitch to mar the perfect enjoyment of the occasion. To the hundred and odd Victorians who took advantage of the special excursion from this city there was in addition to the other features of the re-union a pleasant run of a couple of hours through mountain scenery, rendered more than usually beautiful by the novelty of a light fall of snow and a bright moon, which lit up the surrounding landscape and gave a fairyland aspect to the panorama as viewed from car windows. And after the ball there was the gentle meander homewards—at 4 o'clock in the morning. And what a difference in the morning!

Fully a hundred couples were in attendance at the neat and capacious hall at Chemainus, and on the arrival of the Victoria contingent with the Fifth Regiment orchestra, there was just about sufficient numbers present to fit the capacity of the ball room. A warm welcome was extended to the excursionists, and in due form the freedom of the city was extended to the visitors. The ball room was very prettily decorated, the usual drapings of bunting being reinforced with evergreens, ferns and cut flowers. At one end of the hall was a "cold storage" chamber, formed by tarpaulins and sail cloth, about what was erstwhile an open verandah. This department was very neatly carpeted and draped, and with a generous supply of easy chairs, formed a most refreshing sitting out place after the torrid exertions of the different dances. A short flight of steps led from this part of the hall to a sitting room and a smoking and card room, in the storey above. The sitting room was particularly cosy and inviting, and bore eloquent tribute to the thoughtfulness and taste of the deft hands of the fair workers of the auxiliary—none but women's hands could give so cheery and homelike an appearance to this large apartment. And then the supper room! This opened off the far end of the ball room and was a sight which appealed most directly to the civic visitors whose appetites had been whetted by the two hours' ride from town. A preliminary peep at the tables gave to the imagination all kinds of visions of Lucullion feasts and classical things of that kind. Nor did imagination belie realization, for a nicer supper has never been served at any ball in these parts. It was, in fact, much above the average cold collation with which it is usual to furnish forth the banquet of the dance. There were three "tables," and Chemainus air has always been noted for the zest it lends to the appetites of denizens and visitors alike—not that any additional stimulant was needed by the visitors on Friday night. They were hungry and did full justice to the catering of the ladies of the committee. Still in spite of this fierce and prolonged onslaught on the commissariat, the tables came up smiling and (if such a mixed metaphor may be permitted) groaning under the seemingly inexhaustible supply of good things which had been provided.

And the music on the floor! Ay! there was the rub, or rather the slide, which made calamity for so many tired feet and weary limbs ere the night was done. Both music and floor were absolutely perfect. Victorians know the quality of the Fifth Regiment's orchestral music as provided at so many of the local hops, and to offer praise in this connection is more or less a work in the line of painting the lily.

Sharp at 2 o'clock yesterday morning the excursion train pulled out from Chemainus on the home run, with a tired but happy Victorians, and this city was reached at about 4 o'clock. One and all expressed unbounded satisfaction with the trip, and voted the second annual ball of the Ladies' Auxiliary of the Chemainus hospital one of the most enjoyable of the season's events.

Following are the ladies and gentlemen who had the management of the affair:

Reception committee—Mrs. E. J. Palmer, Mrs. S. F. Erb, Mrs. J. S. Gibson, Mrs. H. E. Donald, Mrs. Walter Dunn, Mrs. R. P. Roberts, Mrs. H. Burchell, Dr. H. B. Rogers, Mr. E. J. Palmer, Mr. E. Calder, Mr. H. E. Donald, Mr. A. H. Lewis, Capt. J. S. Gibson. Floor manager, Mr. A. J. Thurston.

ABSOLUTE SECURITY.

Genuine

Carter's Little Liver Pills.

Must Bear Signature of

Brent Good

See Fac-Simile Wrapper Below.

Very small and as easy to take as sugar.

CARTER'S LITTLE LIVER PILLS. FOR HEADACHE. FOR DIZZINESS. FOR BILIOUSNESS. FOR TORPID LIVER. FOR CONSTIPATION. FOR SALLOW SKIN. FOR THE COMPLEXION

CARTER'S LITTLE LIVER PILLS MUST HAVE SIGNATURE

Purely Vegetable. Brent Good

SMALL PILL. SMALL DOSE. SMALL PRICE

BEWARE OF SICK HEADACHE

TO PRESERVE THE GORGE

Aldermen Favor Securing Points of Vantage on Victoria Arm.

At the Sons of England banquet on Friday evening Mr. H. P. Helmcken, K. C., M. P. P., made an announcement of particular interest to Victorians—that within a very short period the Yates property fronting on the Gorge would be placed upon the market for sale. Mr. Helmcken coupled with his announcement the remark that the civic authorities should consider the expediency of taking steps to secure for Victoria certain portions of the property for public park purposes. Among the pieces of land which are to be listed for sale are Curtis' Point, and the elevation to the Eastward of the Gorge bridge known as Yates' Hills. These two particular pieces of property embrace the chief scenic vantage ground along the famous Victoria Arm waterway, and a number of aldermen spoken to by a Colonist reporter yesterday expressed the opinion that it would be a pity to see them pass into the hands of private parties.

On the occasion of the annual regattas, which are held at the Gorge, Curtis' Point and Yates' Hill are crowded with spectators as a splendid view of the aquatic sports can be obtained from such vantage points. It is not improbable that as a result of a wish on the part of the municipal authorities to preserve this public breathing spot that the Tramway company, acting conjointly, may determine to arrange for the securing of the grounds mentioned as a public resort. This idea is all the more likely to be carried into effect inasmuch as next year, at as early a date as possible, the Tramway company intends running a branch of its line to the Gorge.

THE SONGHEES RESERVE.

Provincial Government Appoints a Commissioner to Select New Quarters.

Patrick Hickey has been appointed by the Provincial Government to examine and report upon a suitable location for the Songhees Indians, whom it is proposed to remove from their present reserve in Victoria West. The Dominion government has arranged with the Indians to vacate their present quarters as soon as the Provincial Government shall provide a suitable location for them, and it will be Mr. Hickey's task to find a piece of land which will meet the approval of the Indians and the officials of the Indian Department.

Palpitation of the heart, nervousness, trembling, nervous headache, cold hands and feet, pain in the back, and other forms of weakness are relieved by Carter's Iron Pills, made specially for the blood, nerves and complexion.

CONDITIONS IN KOOTENAY.

Prominent Mining Man Convinced of Stability of the District.

J. Fred. Ritchie, the well known mining man of Rossland, is again in the city. He reports matters as somewhat quiet in the "Golden City," notwithstanding the fact that the shipments are larger than ever before in the history of the camp. The general outlook is good, however, and Mr. Ritchie predicts a very prosperous season during 1903 for Rossland and the Kootenay country generally.

Monkey Brand Soap cleans kitchen utensils, steel, iron and tinware, knives and forks, and all kinds of cutlery.

CRAIGFLOWER ROAD AGAIN

Notice In British Columbia Gazette Likely to Revive Dispute.

It would appear that the Craigflower road dispute, which off and on for the past seven years has engaged the attention of the different aldermanic boards, is to be re-opened. C. J. Legg gives notice in the provincial Gazette that he will apply for the establishment of a public highway from the Craigflower crossroad along the South boundary of section 83, Victoria district, and extending 10 feet on each side thereof.

The Craigflower road dispute, which is now famous in civic annals, has been waxing and waning intermittently for upwards of seven or eight years. As parties to the controversy there are private owners of property, the provincial government and the city. The point in contention is the perpetuation of an old road as a public highway from Esquimalt road. The matter has not as yet, though it has been before the courts for several years, and also before the city and government, been finally disposed of. Attempts of the city to establish a thoroughfare have been stubbornly resisted by private owners of the property, and only recently an injunction, applied for by the Esquimalt Water Works Company, was granted, in the Supreme court. This latter point has never been fought out to a conclusion; and so the whole matter is likely to be opened up by the application of Mr. Legg.

3 cases fancy Silk Mufflers, extra special for Christmas. B. Williams & Co

GREAT PEACE RIVER VALLY

Immense Areas of Splendid Wheat Growing and Grazing Lands.

There is available in the work of the geological survey of Canada an immense fund of information with regard to the northern belt of the Dominion, which there is talk of opening by means of two more transcontinental railways. It has been surveyed by men belonging to the department, from Labrador across to the Pacific Coast. Two members of the staff who have been there and who have covered the stretch from James Bay to the Peace River pass are Prof. John Macoun and his son, James M. Macoun, who have just returned to Ottawa. The former says of the Peace River region:

"It is a country capable of immense development. There is in it the very best of alluvial soil to a depth of 150 feet, and there is being grown there today all the different grains."

"Will it grow wheat without danger of frost?"

"Yes, as well as the land further south. Some people imagine that the further north you go on this continent the heavier the snowfall. But I can tell you from experience that throughout a large part of the northern country the snowfall is lighter than here in Ottawa.

"Mr. Ogilvie brought down with him a few years ago wheat that had been grown at Fort Providence, away up towards the Arctic circle, 800 miles north of the line that separates us from the States. I myself saw at Isle a La Crosse, further east than the Peace River, potatoes grown in the fields on September 22. That was thirty years ago.

"In 1875 I brought down with me from Athabasca wheat that took the prize at the Centennial Exhibition in Philadelphia, and was a revelation to the world. There is no question but wheat can be grown all the way across this northern belt to James Bay.

"I am just now preparing my report on my summer's work in the Yukon, and will supply proof that from the flora I saw there that wheat can be grown even in that region. For that matter, I brought some down with me this fall.

"I have taken for many years an intense interest in this northern belt of the Dominion, and am satisfied that it has before it a great future as an agricultural and grazing country. Where you cannot raise wheat you can get more money out of other crops or out of cattle raising."

James M. Macoun corroborated his father's statement. He mentioned several points in this northern district where he had seen wheat in cultivation. Among them were Brunswick House, half way between Lake Superior and James Bay; Norway House, north of Lake Winnipeg, 500 miles north of the international border; Montreal Lake, in a like latitude; Lake Isle La Cross, further north still. "There were many other places where he saw flora and vegetation that would not exist in a climate too cold for wheat. Mr. Macoun, however, thinks far more money could be made by turning these fields to grazing.

10 cases fancy suspenders, 25c., 50c., 75c., $1.00, $1.50 pair. B. Williams & Co.

TO SOLDIER DEAD.

Monument in Toronto to Heroic Memories.

On November 22 there was unveiled by the Hon. G. W. Ross the pedestal of the monument which is to be erected in the centre of the old military burying ground adjoining St. John's Church, Portland street, to the memory of the officers, non-commissioned officers and men of the imperial and colonial forces who, serving in Canada, have died while in the field, on duty in barracks, or from wounds received in action.

The pedestal is about nine feet in height, and on each of its four sides bears inscriptions as follows. On the east side:

Dead in the battle—dead on the field.
Were then his life can a soldier yield?
His blood has burnished his sabre bright.
To his memory, honor; to him, good-night.

This monument is to perpetuate the memory and deeds of the officers, non-commissioned officers and men who gave their lives in the defence of Canada in the war of 1812-15, and is erected by the British Army and Navy Veterans residing in Toronto, aided by generous subscriptions from the imperial army and navy and the citizens of Canada.

Battlefields—River Canard, Beaver Dams, Black Rock, Chateauguay, Chrysler's Farm, Detroit, Fort Niagara, Fort Erie, York, Fort George, Lundy's Lane, Thames, Stoney Creek.

On the south side: Defence of York (now Toronto). In memory of officers, non-commissioned officers and men who were killed or died of wounds, in the following regiments, or companies of regiments, engaged in the defence of York (now Toronto), April 27, 1813: Royal Artillery, Royal Naval Artificers, 8th Regiment, Royal Newfoundland Regiment, Glengarry Fencibles (militia), Incorporated militia.

On the western front: In memory of officers, non-commissioned officers and men who were killed or died of wounds or disease in the following regiments, engaged during the war of 1812-15, upon the western Canadian frontier, west of Kingston: Royal Artillery, Royal Engineers, 19th Dragoons, 1st Regiment, 6th Regiment, 8th Regiment, 41st Regiment, 49th Regiment, 82nd Regiment, 89th Regiment, 100th Regiment, 103rd Regiment, 104th Regiment, Royal Veteran Regiment, Royal Newfoundland Regiment, Provincial Dragoons (militia), Wattsville Regiment (militia), Canadian Fencibles (militia), Glengarry Fencibles (militia), Simcoe Militia, York Rangers (militia), Indian Corps, Norfolk Militia.

To the north: In memory of officers, non-commissioned officers and men who died when stationed with their regiments or batteries of artillery and cavalry in York or Toronto, during the period British troops were serving in Upper Canada—13th Hussars, Royal Artillery, Military Train, Royal Engineers, 1st Regiment, 6th Regiment, 8th Regiment, 15th Regiment, 16th Regiment, 17th Regiment, 23rd Regiment, 24th Regiment, 29th Regiment, 30th Regiment, 32nd Regiment, 34th Regiment, 40th Regiment, 41st Regiment, 42nd Regiment, 43rd Regiment, 47th Regiment, 68th Regiment, 71st Regiment, 70th Regiment, 81st Regiment, 83rd Regiment, 85th Regiment, 89th Regiment, 93rd Regiment, Royal Naval Artificers, Royal Newfoundland Regiment, Royal Canadian Rifles, Glengarry Fencibles (militia), Incorporated Militia.

The whole of the proceedings were under the auspices of the Army and Navy Veterans, who under their president, Major Collins, marched on to the ground with their standards at 2:30.

When silence was obtained, the Rev. A. Williams, rector of St. John's church, asked those present to join in singing the 100th Psalm, "All people that on earth do dwell." Prayer was then offered for the King and for the country, after which the Hon. G. W. Ross performed the ceremony of unveiling, and then delivered an animated patriotic and stirring address. Both of the bands of the Q. O. R. were on the ground, and there was an excellent attendance of the Army and Navy Veterans, of those of '66 and '85, besides representatives from the York Pioneers, the United Empire Loyalists and other historical societies.

100 dozen scarfs, 50c. each, special for Christmas. B. Williams & Co.

Amur Returns From the North

C. P. N. Liner Had Rough Passage on Her Way to Skagway.

Aorangi Sails for the Antipodes French Bark Fined by Customs.

Steamer Amur reached port yesterday afternoon from Skagway, after a rough passage. She encountered very stormy weather on her Northern passage, a blizzard raging in Lynn Canal, and through the North country, when she reached Skagway. The Skagway papers say the storm was the worst in the history of the district, a gale blowing from the Coast to Dawson and beyond. The wind was stronger at the Northerly points. From Dawson to Selkirk it was a fierce hurricane in severity, and blowing towards the South at the rate of 40 miles an hour. The wind was accompanied by a pronounced drop in the temperature. It was 62 degrees below zero at Selkirk and the downward tendency had not ceased. Not since the cold days of winter two years ago was there anything approaching the storm on the Summit, and from that point to Bennett. The train was nearly six hours late. It had waited at Pennington for the rotary to clear the track. This was successfully accomplished, though not without difficulty. From Glacier to Pavey the rotary plowed its way through snow running from 12 inches to 14 feet in depth. At White Horse the thermometer dropped to 20 degrees below zero and the wind was sweeping up from the North in a gale.

The Amur also had heavy weather in Queen Charlotte, but bound South the weather was better.

The Amur brought 60 passengers South, 27 of whom landed at Victoria. Included amongst these were Dr. Scharschmidt, of the White Pass & Yukon Co.'s river service, and wife, C. G. Spence, of Lenz & Leiser's Northern stores; Wm. Carmichael, of this city. Those who debarked here from the steamer were: L. Lundren, J. O. Williams, T. Montgomery, Louis Barrett, W. N. Carmichael, A. E. Henderson, J. M. Russell, Robt. Clark, J. W. Bray, Chas. Watson, D. McMillan, T. D. Des Brisay and wife, Capt. J. Williams and wife, L. H. Kier, R. B. Young, Wm. McCarter, Jas. Louderdale, Scharschmidt and wife, G. G. Spence, Jas. Anderson and wife, G. Henderson, J. Burr, W. R. Dick.

SCOWS FAST.

Several Were Nipped in the Ice When Yukon Froze.

According to advices received from the North by the steamer Amur, several scows were nipped in the ice when the river froze. Word was taken to Dawson by straggling members of the crew of the imprisoned sternwheeler La France, who have reached that city, that several independent scows which started down the river at the close of the season stranded on bars, and the sides of some of the crafts are stove in. Cargo has been discharged from several of the scows and some of it was in a precarious position when seen by the travelers.

Among the scows reported as being stranded or wrecked are two belonging to Copping and two belonging to Sawyer.

One scow is stranded a mile below Steamboat slough. The cargo was discharged on an island above the place where the scow lies at present. Some of the cargo had been partly submerged.

Mr. Sawyer, owner of some of the stranded scows, had considerable cargo on scows which were caught in the ice two years ago.

MINERAL ACT.

(Form F.)
Certificate of Improvements.

NOTICE.

"Tony," "Donald," "N. T. Fractional," "Muriel Fractional," and "Phil Fractional" Mineral Claims, situate in the Victoria Mining Division of Seymour District. Where located: On the western slope of Mount Sicker.

Take notice that The Tyee Copper Company, Limited, Free Miner's Certificate No. B70499, intend, sixty days from the date hereof, to apply to the Mining Recorder for Certificates of Improvements, for the purpose of obtaining Crown Grants of the above claims. And further take notice that action under section 37, must be commenced before the issuance of such Certificate of Improvements.

Dated this second day of October, A.D., 1902.

THE TYEE COPPER COMPANY, LIMITED. by Clermont Livingston, Attorney

All cases of weak or lame back, backache, rheumatism, will find relief by wearing one of Carter's Smart Weed and Belladonna Backache Plasters. Price 25 cents. Try them.

WEILER BROS.

EXHIBITION OF

XMAS GOODS

Immense Display of Useful and Beautiful Articles, which cover four floors. Every day will find the volume of business increasing. Call early and take your time.

FIVE STOCK PATTERNS IN DINNER WARE IN FIVE DIFFERENT GRADES.

Of this ware you can always buy just the pieces like those you may have unfortunately broken; it is to your advantage to buy our stock patterns; will save you the purchase perhaps of a whole set.

(Ask to see these special patterns.)

A Beautiful Range of Carlsbad and Limoge China, from 40c. to $3.50 each. You will find some very rich and fine pieces in this aggregation of Berry or Fruit Dishes.

Fruit or Berry Sets in China, 1 dish and 6 or 12 fruit saucers as desired. Sets run from $1.25 to $3.50 per set; or pieces sold separately if desired.

10c. AND 25c. COUNTERS.

We have arranged a 10c. and 25c. counter on our first floor. The goods shown are not ordinary 10c. or 25c. articles, but you will find hundreds of pieces worth fully double the money. All are marked in plain figures and you will loose no time in looking over these popular lines.

ELEGANT DINNER SETS.

Dinner sets in all grades from six leading Staffordshire potteries, printed patterns, superior qualities, in 97 and 102 piece sets at.. ..$9.00, $11.00 $12.00

Shaded Colors and gold traced, 97 pieces for.. .. ..$12.00

Enamel and Gilt, small floral designs in natural colors on fine semi-porcelain ware, for.. .. ..$14.00

Carlsbad China, with gold edge and neat design of floral sprays, very pretty for.. .. ..$25.00

Crown Derby Decorated, 70 large pieces and a special good value is this set.. .. ..$35.00

Real Wedgewood and Haviland China Sets, in superb designs at ..$80.00 etc.

TOILET SETS.

Toilet Sets in 10 or 12 pieces, artistic shapes, newest designs, dainty colorings, fine quality.

White and Gold, 12 pieces with slop jar.. .. ..$10.00

White and Gold, 10 pieces without slop jar.. .. ..$6.00

Blended Colors, 12 pieces with slop jar.. .. ..$9.00

Floral designs, enameled in colors and heavy gold stippled edges 12 pieces.. .. ..$10.00

Other lines from.. .. ..$3.00 to $16.00

CHINA TEA SETS.

China 5 o'clock Tea Sets, comprising Teapot, Sugar Bowl and Cream Jug, four cups and saucers, the complete sets from.. .. ..$2.25 to $4.60

Polished Oak Trays to hold above from.. .. ..$2.00 to $3.00

Everybody Welcomed to Look Through Our Stock

Only Nine Days More Until Christmas

SURREY COUNCIL NOTES.

Council met in the Town Hall, Surrey Centre, Saturday, December 6th, 1902, the Reeve and all members being present.

Minutes of previous meeting were read and confirmed. Communications were received as follows:

From C. S. V. Branch, requesting to have the road to his property at Liverpool completed, Received, and clerk to reply that the road is already opened to the corner of his land.

From L. Miller, stating the water from the Grigg road was damaging his land and asking the Council to attend to the matter at once. Received and referred to Councillor Cameron to act.

From Mrs. Katie George, wishing to purchase the building on lot 8, block 7, South Westminster. Clerk to reply that the Council do not care to sell.

From Secretary of Reeves' convention, saying the annual meeting would be held at New Westminster on the 19th of December, at 8 o'clock p. m. Received, and on motion the Reeve was appointed delegate.

From E. W. Howay, requesting to know what progress was being made with the bridge. Clerk to reply that the matter is being pushed as fast as it can be done and comply with the law.

From E. L. Webber, applying for the work of auditing the Municipal books. Received and on motion Mr. Webber was appointed.

On motion, Wm. Smith was granted permission to widen the ditch on the Yale road from the foot of Cameron hill, west to the river, the work to be done to the satisfaction of Councilor Cameron.

Councilor Johnston was empowered to have the Huntley bridge repaired.

On motion, the bridge committee were instructed to secure the piles for the drawbridge over the Serpentine river.

The Reeve gave notice that he had called a public meeting to be held at the Town Hall, December 20th, at 1 o'clock p. m.

The following cheques were issued: E. M. Carncross, sundry taxes, $202.38; E. M. Carncross, order Duark, account Lattimer road contract, Ward 1, $9.80; E. M. Carncross, order Loney Bros. repairs and opening bridge, Ward 3, $26.50; The Columbian, advertising notices re taxes, $1.75; John Keery, taking J. Armstrong, sr. to the hospital, $5; Joseph Edwards, work on bridge, Yale road, Ward 2, $10; J. Quible, work on bridge, Yale road, Ward 2, $2; W. Eyles, work on Hjorth and Yale roads, Ward 2, $23; E. M. Carncross, order Eyle, work on Newton road, Ward 2, $3; F. Klein, work on Borgstrom road, Ward 2, $9; G. A. Boothroyd, work on Boothroyd bridges, Wards 1 and 4, $3; J. Borgstrom, account Archibald road contract, Ward 2, $25; Logan Davis, work on McLellan road, wards 1 and 4, $6; John Brown, cutting thistles, Mud Bay road, Ward 3, $5; S. Hicks, work Lattimer road, Ward 1, $8; C. H. Duark, work Lattimer road, Ward 1, $10.20; James Cadell, work Lattimer road, Ward1, $10; E. A. Vanstone, work Lattimer road, Ward 1, $13; F. Seelang, work C. R. road, Ward 5, $4; A. McKellar, work Hazelmere Switch road, Ward 5, $7; Wilbert B. Wilder, work N. R. road, Ward 5, $2; E. M. Carncross order Atchison, account Davis road contract, Ward 1, $10.40; G. W. Atchison, balance account Davis road contract, Ward 1, $9.60; E. M. Carncross, order Cameron account Township Line road contract, Ward 1, $3.95; J. D. Cameron, balance of account Township Line road contract, Ward 1, $13.05; E. M. Carncross, account salary and commission $100.

Council then adjourned to meet again on Saturday, December 27, at 1 o'clock, p. m.

PRIMROSE AND DOCKSTADER.

The Rulers of Minstrelsy to Appear Here Shortly.

One of the new organizations this season that the theatregoer will have a chance to look over is Primrose & Dockstader's Big American Minstrels, which will be seen here shortly. If it is minstrels that the theatregoing public desires, then a feast of it can be had by witnessing the entertainment given by this company when they arrive at the Victoria Theatre on Wednesday evening.