The Housewife's Delight

Is a Cup of Delicious and Refreshing

"SALADA"

TEA

Packed in Sealed Lead Packages Only to Preserve Its Many Excellent Qualities

LEAD PACKETS ONLY. BLUE LABEL 40c., RED LABEL 50c. AND GOLD LABEL 60c PER POUND AT ALL GROCERS

COASTING LAWS NOT ADEQUATE

U. S. Vessels May Carry Canadian Freight Under Existing Rules

NO RECIPROCITY IS GIVEN

Privileges Obtained By U. S. Shipping Not Allowed Canadians

A Vancouver dispatch says: "That the coasting laws of Canada as at present worded are no bar to American or other foreign vessels handling Canadian bonded goods was the rude shock Vancouver shipping interests received today through the interpretation of the laws by Commissioner of Customs McDougall. Following the certainty that an immense tonnage of Grand Trunk Pacific supplies shipped from eastern Canada via the Grand Trunk road to Chicago and thence west via the Great Northern will soon be routed and will probably be transshipped at Seattle for Prince Rupert, an agitation to have coasting laws enforced will arise. Investigation developed the astonishing fact that the laws do not prevent foreign vessels handling Canadian bonded freight so long as they transport it from an American to a Canadian port. For years American vessels have been handling this freight from Seattle to Victoria and from Vancouver to Skagway, but it was thought they were doing so only under privilege granted by order-in-council. It has now turned out that it was no privilege, but a right. The result is that a strong attempt will be made to have laws amended so that interests of Canadian shipping may be conserved."

The carrying of Canadian goods to Canadian points in the north by way of U. S. territory in U. S. bottoms by way of Canadian waters has been carried on for many years under an arrangement made by the government at Ottawa. To further the arrangement Canadian customs officers were stationed at Seattle and Skagway, and it was only by the goods being inspected when transferred from the cars which carried them to Seattle from Canadian points to the steamer being inspected by the officer and further examined on being landed at Skagway for carriage over the White Pass & Yukon route to Canadian territory that the goods were considered as Canadian goods, otherwise the goods not passed by the customs officers would be considered as U. S. freight and duty levied accordingly.

In this connection, the Colonist of Feb. 27, published some letters to and from John McDougald, commissioner of customs, in which the point was raised as to whether goods consigned from points of origin within the Canadian Yukon, that is to say, within the Dominion, upon through bills of lading and carried in vessels of United States from Vancouver to Skagway in the territory of Alaska, and thence in transit in bond over the Dominion boundary, is a branch of the act respecting the coasting trade of Canada.

A letter on the subject to the minister of justice at Ottawa and his reply to the editor of the Pacific Marine Review will also be published, as follows:

The Hon. Minister of Justice, Ottawa, Canada.

Sir,—We have the honor to respectfully direct your attention to the attached clipping from the Pacific Marine Review, and which we note has been republished in certain Vancouver and Victoria daily papers has aroused much interest and discussion, we do, therefore, ask your department for a ruling herein, to-wit:

No. 1. Whether the conveyance of cargo in vessels of United States upon through bills of lading, between British Columbia ports and ports in the Canadian Yukon via Skagway and White Pass and Yukon railway route, is not a breach of the Canadian coasting laws?

No. 2. Whether such service and practice depends for authority upon an order in council passed in or about the year 1897-1898 to 1899?

No. 3. If such order in council is not "ultra vires" and therefore unlawful, inasmuch as the Canadian statutes appear only to authorize the governor-general in council granting Canadian coasting privileges to vessels of nations who grant equal coasting privileges to Canadian vessels.

Please note that we do not submit there interrogations in any idle spirit of curiosity or controversy, but for our instruction and in the interest of our subscribers throughout the Dominion of Canada, wherein the Pacific Marine Review is in considerable and responsible circulation.

We should with equal persistency and promptness resent any attempt of Canadian vessels to unlawfully engage in the coasting trades of the United States.

John McDougald, commissioner of customs at Ottawa, replied to the editor of the Review as follows:

Sir,—I have the honor to acknowledge the receipt of your letter of the 4th inst., which has been transferred to this department from the department of justice, on the subject of United States vessels carrying cargo between British Columbia ports and Yukon ports via Skagway and White Pass.

In reply I enclose a copy of an act respecting the coasting trade of Canada, proclaimed as in force Oct. 5, 1902, Vide section 3, which provides that "no goods shall be carried by water from one port of Canada to another, except in British ships."

The carrying of goods by United States vessels from Vancouver to Skagway would not appear to be a carrying of goods from one port of Canada to another since the settlement of the Alaska-Yukon boundary. I do not desire, however, to engage in controversy on this subject, as there is no change as yet in the regulations for the shipment of goods from British Columbia ports to the Yukon via Skagway and White Pass.

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

JOHN McDOUGALD,
Commissioner of Customs.

CAPT. J. W. TROUP GOING TO CLYDE

Superintendent of Local Steamship Service Going to Inspect the New Liner

(From Sunday's Daily.)

Capt. J. W. Troup, superintendent of the British Columbia coast steamship service of the C. P. R. will leave by the Princess Victoria tomorrow morning for Liverpool on his way to the yards of the Fairfield Shipbuilding company on the Clyde where the new fast ferry liner which is to alternate with the steamer Princess Victoria is about ready for launching. The new liner was in frame three months ago and advices from Scotland state that the work of plating the vessel has been pushed forward with the result that the steamer is now about ready to take the water. Capt. Troup will probably arrive shortly after the launching and will consult with the builders regarding the completion of the new steamer, which will be 40 feet longer and have 6 feet more beam than the Princess Victoria. Unlike that vessel the new liner will be practically completed on leaving the yards of the builders on the Clyde. The Princess Victoria, which was built by Swan, Hunter & Wigham Richardson, Ltd., on the Tyne, was brought here by Capt. A. O. Cooper without her housework being put on. The housework, of wood, was built here. The new liner's housework, much more extensive than that of the Princess Victoria, will be built of steel and will be completed by the builders, the steamer being practically ready for service when she starts in the autumn of this year for Victoria. It is to look after the details of the completion of the vessel, which is expected to far surpass the much-admired Princess Victoria, not alone in speed, size and other requirements, but also with regard to her accommodations and furnishings, that Capt. Troup is proceeding to Scotland.

Since taking over the management of the local steamship company Capt. Troup has been responsible for a great improvement to the fleet, and, it was due to his initiative that the fine ferry steamers which excel all others in the Pacific were secured for this port.

OLD RESIDENT DEPARTS

Death Comes to Mrs. John Christie, Oldest Pioneer of Nanaimo District

Nanaimo, March 21.—By the death of Mrs. John Christie, which occurred late last night at her home, Departure Bay, Nanaimo district loses its oldest pioneer.

Mrs. Christie was 89 years of age, and for 48 years has been a resident of this district. She was a woman of sterling character and liked by everyone. Born in Caithnesshire, Scotland, she came out to Victoria in 1859, on the ship Gomalza, together with her husband. A year afterward they came to Nanaimo, and her husband took up land at Departure Bay, alongside William Hughes, who was the first resident at the Bay. Mr. Christie, who was latterly weighman for the company, died twenty years ago next month.

Mrs. Christie leaves to mourn her loss one daughter, Mrs. R. Butler of Departure Bay.

Reports from the hospital today state that there has been very satisfactory improvement in the condition of Tully Boyce.

DUKE'S LOVE AFFAIR

Belief in Rome is That King Will Consent to His Marriage With Miss Elkins

Rome, March 21.—It is learned that the Duke of Abruzzi spoke to the King with regard to the Elkins family some time prior to leaving for America, and with such persistence that the King questioned him about that family, but at no time did the Duke ask the consent of the King to his marriage with Miss Elkins. It was because of this, when the first news reached here from America that the court denied the engagement. Even now, officially nothing is known of the reported engagement, but it is admitted that what has happened in the United States seems to be proof that the Duke is determined to marry Miss Elkins, in which case it is believed the King will give his consent, as the real spirit of the Italian law does not contemplate the renunciation of princely rights or a morganatic marriage. The morganatic marriage of Victor Emmanuel II with Rosa Verecanella, who became the Countess of Mirafiore, was an exception.

It is believed here that the Duke of Abruzzi is coming to Italy to ask the consent of the King. This delay is not so strange as would appear, as it is understood that the duke intended to arrange matters with the Elkins family privately before pleading his suit with Victor Emmanuel.

A definite decision, therefore, is not likely to be given until after the duke reaches Rome, about April 1.

Subscribe for THE COLONIST

SARATOGA WRECKED ON ALASKAN COAST

Steamer Salvor Held in Readiness to Proceed to Assistance of Vessel

The steamer Saratoga, of the Alaska Steamship company, a sister vessel of the Northwestern salved from La Touche island by the B. C. Salvage company's steamer Salvor, is on the rocks near the western extreme of Bushby island, Prince William sound, about 65 miles from where the Northwestern was stranded, and the steamer Salvor is being made ready to be despatched if required. The Saratoga which left Seattle on March 8 for Valdes and Seward, struck about one-eighth of a mile from the point of Bushby island at high water on Friday afternoon, during a thick snowstorm encountered half an hour after leaving Ellamar.

The Saratoga, Capt. Schaage, left Valdes at midnight on Thursday southbound, and after loading 245 tons of ore at Ellamar was rounding Bushby island at full speed when, without warning, she climbed up on a submerged reef. The ship was stuck fast and remained helpless in that position until the blizzard subsided half an hour later.

As soon as the snowfall ceased sufficiently to permit of the shore line to be observed the order was given for the life boats to be lowered to transfer all the passengers to Ellamar. Hardly was the first boat in the water when the steamer Elsie, Capt. Svensen, bound for Cordova from Valdes, came around the island and on being signaled the Elsie hove to and the six life boats from the Saratoga ferried the passengers over to the Elsie. The Elsie took the crowd back to Valdes in charge of Purser Fred Tracy, of the Saratoga.

At no time was there any panic on the stranded vessel, even at the time she went aground, when the snow was falling so thick that it was almost impossible to see from the bridge to the deck. The passengers were practically all seasoned travelers, even the women, and they all accepted the accident with equanimity. On the return to Valdes in the Elsie no distress signals were flown and in contradistinction to the experience of an hour before there was not a flake of snow in the air, and the sun was shining brightly.

Among the passengers were Capt. Ejnar Mikkelsen, head of the Duchess of Bedford's expedition, which left Victoria on May 21, 1906, for the Arctic; Mrs. E. L. Whittimore, the wife of a Prince William sound business man, formerly prominent in King county political circles. She was the first to step aboard the rescuing steamer. Others were, for Cordova, E. L. Whittimore, Howard Leach, formerly of Seattle; D. C. L. Hale, son of a Seward banker; and T. J. Donohue, an attorney of Valdes.

The wrecked vessel is resting with the rocks beneath her amidships and steamship men here claim that she will certainly break in two at high tide. There is 100 tons of coal in her hold forward and 260 tons of ore aft, and they state that when the water subsides and the keel of the ship is left to support these weights a break is sure to follow, while if a wind springs up they have little hope of preventing the boat going to pieces, and there is 8 fathoms of water all around the ship. The Elsie has returned to the reef and will stand by the Saratoga and try to salvage the vessel in case she breaks up. Both cargo and vessel are covered by insurance.

The steamer Saratoga is one of the vessels taken over by the Alaska Steamship company with the amalgamation of the Northwestern Steamship company at the first of the year. She was built at Chester, Pa., by J. Roach & Son, in 1878, and is under register in the port of New York. She is 198 feet long, has 38.6 feet beam, and a depth of 23.5 feet. The vessel is constructed of iron, has two decks and a net capacity of 1,973 tons.

Frank E. Burns, general manager of the Alaska Steamship company, said yesterday he had received a telegram from the purser of the steamer stating that the vessel was ashore, but expected to be floated. Mr. Burns said: "The purser says they have the steamer Elsie, which plies between Valdes and Cordova, standing by in case anything does happen. Our steamship Yucatan ought to be there early Sunday morning, and she can give them assistance if necessary. I do not think that the vessel could have been injured greatly by her going aground."

LITTLE GAME FAILS

Horse Owner's Vain Attempt to Deceive Judges at Vancouver Show

Vancouver, March 21.—What was undoubtedly an attempt to deceive the judges at the Vancouver horse show was nipped in the bud by one of the officials yesterday afternoon.

One of the exhibitors in the Hackney class endeavored to utilize the certificates of two prizewinning dogs at the New York dog show instead of the proper certificates for his horses.

Approaching James Murray, one of the judges, a short time previous to the calling of the Hackney class, the exhibitor asked that the certificates be not called for.

"What is the trouble, have you no certificates for your horse?" asked Mr. Murray. It is necessary in this class to present certificates with the entries.

"Oh, yes, I have mine all right," was the ready response of the horseman.

Mr. Murray asked to see them, and they were handed over to him. Close scrutiny revealed the fact that the certificates belonged to two prizewinning dogs at the New York show. Mr. Murray's wide knowledge of horses told him that the certificates did not bear the names of horses, and knowing considerable of prize dogs he immediately detected the error.

The names of the dogs were recalled in his mind, and when he placed the matter before the horseman, the latter, apparently realizing that he was beaten at his own game, withdrew from the ring, and his horses without certificates would not enter the contest.

Heyndricks Appeals

Vancouver, March 21.—Chas. Heyndricks has appealed from his sentence of six months imposed by Magistrate Williams yesterday. Heyndricks was convicted on the charge of being the keeper of brothels at 802-4-6-8 Hawks avenue. The appeal was entered before Judge Cane yesterday afternoon by the prisoner's counsel, J. A. Russell. It has been set down for April 3. Heyndricks was released on bonds of $500 by himself and two sureties of $250 each.

LABOR INSISTS ON CHANGES IN LAWS

Address Issued By Conference Held Last Week in City of Washington

Washington, March 21.—"While the supreme court or other institutions may be able to temporarily retard and seriously embarrass the growth and action of our movement, we boldly assert that no power on earth can destroy successfully, outlaw or disrupt the trades union movement."

These words form the key to an address issued tonight to organized labor and farmers' associations by the labor workers who have been in session in this city for the past four days, the meeting having been called by President Gompers, of the American Federation of Labor. The address states that a large part of the discussions of the conference was devoted to consideration of the supreme court action in applying the Sherman anti-trust law to labor.

"The proceedings," the address says, "were marked by the utmost harmony. There was indeed, the intensity of feeling which so grave as situation must evoke. There was a sound determination that the work initiated by this congress should not cease till the wrongs from which the workers suffer shall be righted, and their liberties, which have been imperilled, shall be restored and forever safeguarded."

The further statement is made that it was the unanimous feeling of the conference that some steps should be taken to impress upon congress the necessity for prompt action towards amending the Sherman anti-trust law, so that it shall be inapplicable to organizations or associations not for profit and without capital stock, or the members of such organizations or associations, or to any arrangements or combinations among persons engaged in agriculture or horticulture made with a view to enhancing the prices of their own agricultural or horticultural products.

The conference pledged itself to use its influence towards securing the enactment of a bill to regulate and limit the issuance of injunctions, and also of a new employers' liability bill. The address says that it is the belief that congress appreciates the gravity of the situation, and it is declared that "labor is in no mood to be trifled with."

Every legitimate procedure, it is stated, must be brought to bear upon congress, "in the effort to secure the passage of our amendment to the Sherman law."

It is declared that resolutions should be adopted urging congress to amend the Sherman law, "and warning congress that it will be held responsible for failure to enact such legislation" and it is stated "upon the record of this congress will be based the workers' stand as to candidates in future for member of congress." After stating it to be the duty of laboring men to question candidates for congress as to their attitude towards labor legislation the address calls upon the labor workers to "stand faithfully by our friends, oppose and defeat our enemies whether they be candidates for the presidency, for Congress, or other offices, whether legislative, executive or judicial."

"Hold a mass meeting," says the address, "in every city and town in the United States on the evening of the third Sunday or Monday in April, the 19th or 20th, and at that meeting make an unmistakable labor protest against the supreme court decision which strips labor of the rights and liberties which we had supposed were guaranteed by the constitution."

"Each candidate," continues the address," should be questioned and pledged as to his attitude upon all subjects of importance to the toilers, whether in factory, field, shop or mine."

A foot note to the address states that "this address is signed by the same names as were appended to Labor's protest to congress."

PLANS HELD UP

Customs Department Now Places Stiff Duty on Engineer's Drawings

Vancouver, March 21.—The plans for the new city bridges are still in the possession of the customs officials and from present appearances it would seem that they will remain there.

Repeated wires have been sent to Ottawa concerning the release of the plans, but it is understood that the only solution of the difficulty which has been suggested is that the city should pay the duty and later seek a refund from the government.

The amount of duty demanded is $1,800, being one-quarter of one per cent. on the estimated cost of the structures. Whether the drawings sent from Engineer Waddell's office cover the entire structure or only a single span is not known to the authorities.

When the New Westminster bridge was built Engineer Waddell sent on his plans for the work, the duty demanded then being only ten cents per sheet. A statement to this effect by the civic officials drew from the customs authorities the answer that the revision of the tariff made changed conditions now existent.

The question of the payment of the duty on the plans will be discussed by the finance committee this afternoon. Among civic officials there is a strong feeling against the city paying any duty whatever on the drawings. It is represented that it is Engineer Waddell's duty to deliver the plans here and that he should either foot the bill for duty or have his assistants come to the city and prepare the plans here.

C. P. R. Officials Coming

Vancouver, March 21.—F. W. Peters, assistant to William Whyte, second vice-president of the C. P. R. and W. B. Lanigan, assistant freight traffic manager of western lines of the same railway will leave Winnipeg next Tuesday for the coast, according to advices received in Vancouver today. This will be the first western trip of both officials since their promotion to their respective offices. Mr. Peters formerly occupied the position now held by Mr. Lanigan and the latter was general freight agent of the C. P. R. at Winnipeg. Messrs. Peters and Lanigan will visit the Kootenay before coming to Vancouver, and it will likely be about the end of the month before they reach the coast. W. H. Robertson, formerly assistant general freight agent of the C. P. R. at Winnipeg, and recently appointed to a similar position in Vancouver, left Winnipeg today for this city.

Courageous Officer.

Vancouver, March 21.—Police Officer Munro has added another act of bravery to his now rapidly growing list. This morning shortly after 11 o'clock a team of heavy horses attached to a cumbersome dray belonging to McLeod & McBeth, ran away near Granville street, and their maddened career was endangering the lives of people on the crowded streets.

Serious results were almost imminent when the officer overtook the runaway team, and climbing up over the back of the wagon seized the reins and brought the horses to a stop. The act was witnessed by hundreds of people with breathless interest, and loud applause greeted the daring of the officer.

It was only the other day that this same officer effected a daring capture of a runaway team of horses when the lives of many people were threatened.

Catch of Halibut.

Vancouver, March 21.—The New England Fishing company's steamer Celestial Empire returned to port this morning with 90,000 pounds of halibut having been out just two weeks. Fishing operations were carried on in the neighborhood of Jedway, and the fishermen had some exciting experiences with the halibut which were tremendous specimens, some of them weighing 200 pounds on the wharf this morning. Operations were carried on in shallow water, and this makes the work of the fishermen much more difficult as the fish are hard to handle. Working from the dories with lines the men have to be very careful in bringing the fish into the boat. The halibut jump and twist as the men attempt to club them, and on one occasion a dory was upset and the two fishermen thrown into the water, but beyond a wetting were none the worse. The Celestial Empire's catch includes the biggest halibut brought down for some time.

Fast Trip From Dawson.

Vancouver, March 21.—On board the steamer Princess May from Skagway this afternoon was A. H. Dever, who made the trip from Dawson in almost record time for winter. He was nine days and eight hours making the trip to Vancouver.

Cremation's History

The cremation of the body of one of Manchester's foremost citizens recalls the fact that this metohod of disposing of the dead—which so far, for one reason or other, has made but little headway with the great mass of the people—was historically the ordinary means of disposing of the dead among European peoples before the introduction of Christianity. In the northern part of the continent graves of the Bronze Age only contained urns with charred ashes. At a later and historical period cremation prevailed both among the barbarous Slavs, Celts and Teutons and among their highly civilized neighbors the Greeks and Romans, though the Greeks also practised earth burial, and even with the Romans cremation of the dead did not become quite universal till the end of the republic. With the spread of Christianity inhumation began to become common again. There is no reason to doubt that this arose from the fact that Christ was buried in a tomb according to the Hebrew fashion, and Christians wished to be buried in a similar manner.—Manchester Guardian.

A remarkable fish has been caught at Carry-le-Rouet, on the Mediterranean coast. Its body resembled a silver halibut three feet long, and its jet black eyes are the size of a five shilling piece.

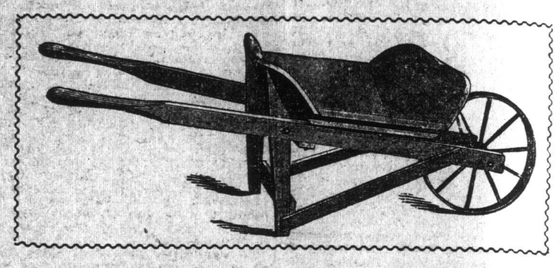
THE LOCAL MARKETS

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
Moffet's Best, per sack	$2.00
Moffet's Best, per bbl.	$7.75
Drifted Snow, per sack	$1.70
Three Star, per sack	$2.00
Foodstuffs	
Bran, per ton	$30.00
Shorts, per ton	$32.00
Feed Wheat, per ton	$40.00
Oats, per ton	$37.00
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.	.08
Potatoes, local, per sack	$1.50
Sweet Potatoes, new, 4 lbs.	.25
Cauliflower, each	.15 to .25
Cabbage, local, per lb.	.05
Red Cabbage, per lb.	.05
Rhubarb, hot house, per lb.	.05
Dairy Produce.	
Eggs—	
Fresh Island, per dozen	.30
Cooking, per dozen	.30
Cheese—	
Canadian, per lb.	.25
Neufchatel, each	.05
Cream, local, each	.10
Butter—	
Manitoba, per lb.	.35
Best dairy, per lb.	.45
Victoria Creamery, per lb.	.45
Cowichan Creamery, per lb.	.45
Butter, cooking, per lb.	.30
Fruit.	
Grape Fruit, per dozen	.75
Oranges, per dozen	.25 to .50
Lemons, per dozen	.25
Figs, cooking, per lb.	.08 to .10
Apples, local, per box	2.00 to 2.25
Bananas, per dozen	.40
Figs, table, per lb.	.25
Raisins, Valencia, per lb.	.15
Raisins, table, per lb.	.25 to .60
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.	.30
Chestnuts, per lb.	.30
Fish.	
Cod, salted, per lb.	.10 to .13
Halibut, fresh, per lb.	.08 to .10
Halibut, smoked, per lb.	.15
Cod, fresh, per lb.	.06 to .08
Flounders, fresh, per lb.	.06 to .08
Salmon, fresh, white, per lb.	.08
Salmon, fresh, red, per lb.	.10 to .12
Salmon, smoked, per lb.	.20
Oysters, Olympia, per pint	.40 to .50
Oysters, Toke Point, per dozen	.40 to .50
Shrimps, per lb.	.25 to .30
Smelts, per lb.	.05 to .10
Herring, kippered, per lb.	.12½
Finnan Haddie, per lb.	.12½
Meat and Poultry.	
Beef, per lb.	.08 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
Hares, dressed, each	.75
Hams, per lb.	.18 to .20
Bacon, per lb.	.25 to .30
Pork, dressed, per lb.	.15 to .18

Do You Intend Making a Garden?

If so, we want your business for the Tools you will require. We have them all here.



Navvy Wheel Barrows	$3.50
Garden Wheel Barrows	$4.50 and $5.00
Spading Forks	$1.00 to $1.15
Garden Hoes	40¢ to 60¢
Garden Rakes	35¢ to 75¢
Garden Spades	$1.00 to $2.50

Garden Hose, Spray Pumps, Pruning Shears, Grass Shears, Etc.

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Snaps for Beginning of Week

Finest Fresh Lemons, per dozen	25c
Navel oranges, 3 dozen	50c
Canned Fish in Finnan Haddie	
Herring in tomato sauce two tins	25c
Sardines (Norwegian) per tin	10c

The voice of wisdom, prudence and economy cries out to you to take the road here if you wish to save money on good Groceries.

W. O. WALLACE, The Family Cash Grocery

Cor. Yates and Douglas Sts. Phone 312

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works, for a license to prospect for coal and petroleum under the foreshore and under the lands covered by water opposite the foreshore of North Saanich District and described as follows:

1. Commencing at a post planted at Coal Point on the West Coast of Saanich Peninsula, thence west 60 chains, thence north 80 chains, thence east 80 chains, thence following the sinuosities of the foreshore to point of commencement, containing 640 acres more or less.

ALVO V. ALVENSLEBEN,
Vancouver.
Arthur D. Westcott,
Vancouver, Agent.

March 12, 1908.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works, for a license to prospect for coal and petroleum under the foreshore and under the lands covered by water opposite the foreshore of North Saanich District and described as follows:

Commencing at a post planted near Point James on the west coast of Saanich Peninsula, thence west 40 chains, thence north 80 chains, thence east 80 chains, thence south 60 chains, thence following the sinuosities of the foreshore to point of commencement, containing 640 acres, more or less.

ARTHUR D. WESTCOTT.
Vancouver, B.C.

March 12, 1908.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum under the foreshore and under the lands covered by water opposite the foreshore of North Saanich District, described as follows:

Commencing at a post planted on the north coast of Saanich peninsula, thence north 80 chains, thence east 80 chains, thence south 70 chains, thence following the sinuosities of the foreshore to point of commencement, containing 60 acres more or less

FRANCIS G. BELL,
Vancouver.
Arthur D. Westcott,
Vancouver, Agent.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum under the foreshore and under the lands covered by water opposite the foreshore of North Saanich District, and described as follows:

Commencing at a post planted on the north coast of Saanich Peninsula, thence north 70 chains, thence east 80 chains, thence south 80 chains, thence following the sinuosities of the foreshore to point of commencement, containing 640 acres more or less.

HAROLD B. ROBERTSON,
Victoria, B.C.
Arthur D. Westcott,
Vancouver, Agent.

March 12, 1908.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum under the foreshore and under the lands covered by water opposite the foreshore of North Saanich District and described as follows:

Commencing at a post planted on the north shore of Saanich Peninsula, north 30 chains, thence east 80 chains, thence south 80 chains, thence following the sinuosities of foreshore to point of commencement, containing 640 acres more or less.

JAMES ABBOTT,
Vancouver.
Arthur D. Westcott,
Agent, Vancouver.

March 12, 1908.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum under the foreshore and under the lands covered by water opposite the foreshore of North Saanich District, and described as follows:

Commencing at a post planted on the east coast of Saanich Peninsula north of Shoal Harbor, thence east 50 chains, thence north 70 chains, thence west 60 chains, thence following the sinuosities of the foreshore to point of commencement, containing 640 acres more or less.

NORMAN G. STEWART,
Vancouver.
Arthur D. Westcott,
Vancouver, Agent.

March 14, 1908.

NOTICE is hereby given that 30 days after date I intend to apply to the Hon. Chief Commissioner of Lands and Works for a license to prospect for coal and petroleum under the foreshore and under the lands covered by water opposite the foreshore of North Saanich Peninsula, and described as follows:

Commencing at a post planted on the east side of Saanich Peninsula, north of Shoal Harbor, thence east 80 chains, thence south 80 chains, thence west 70 chains, thence following the sinuosities of the foreshore, to point of commencement, containing 640 acres more or less.

A. McEVOY,
Vancouver.
Arthur D. Westcott,
Vancouver, Agent.

March 14, 1908.

NOTICE TO CREDITORS

IN THE MATTER of the Estate of Joseph Eva Phillips of the City of Victoria, deceased.

NOTICE is hereby given that all creditors having claims against the estate of Joseph Eva Phillips, deceased, who died at the City of Victoria, are required on or before the 20th day of April, 1908, to send to Bodwell & Lawson, Solicitors for the Executrix of the will of the deceased, their Christian and surnames, addresses and descriptions, full particulars of their claims, a statement of their account and the nature of their securities, if any, held by them:

AND FURTHER TAKE NOTICE that after the said 20th day of April, 1908, the Executrix will proceed to distribute the assets of the deceased amongst the parties entitled thereto, having regard only to the claims of which she shall then have had notice, and that the said Executrix will not be liable for the said assets, or any part thereof, to any person or persons of whose claim notice shall not have been received by her at the time of such distribution.

BODWELL & LAWSON,
918 Government St., Victoria, B.C.
Solicitors for the Executrix.

EGGS FOR HATCHING—White Leghorns, rose and single comb Reds; bred to lay; trap-nested; fertility guaranteed. Free descriptive catalogue. J. J. Dougan, Cobble Hill, B.C. m20

STUMP PULLING

TO FARMERS—The Stump Puller recently patented and made in Victoria, more powerful than any other ever made, catches from one to twenty stumps in one pull. Most surprising to all who have seen it work and is just what the farmer and contractor needs. Will clear up a radius of 330 feet round without moving; can be removed with ease in thirty minutes; it doesn't matter whether your land is hilly or covered with green or old stumps. Those having land to clear should have one of these. Apply Burnside road. 466 m4