WANT LIGHTHOUSE AT SHERRINGHAM

Petition Being Largely Signed For Proposed Aids to Navigation

FOG ALARMS ARE ASKED

Diaphones For Race Rocks and Harrison Island—New U. S. Lifesaving Tug

(From Tuesday's Daily)

A petition is being circulated on the waterfront for the establishment of a lighthouse and diaphone fog alarm at Sherringham point, the alteration of the fog alarm at Race rocks to a diaphone and a diaphone fog alarm for Harrison island, near Macaulay point. The petition is being largely signed by mariners and agents of steamship companies. Sherringham point is approximately half way between Carmanah point and Victoria, jutting into the strait four and a half miles westward of Otter point where a look-out station and telegraphic office is maintained on the coast line. The petition asks that a modern light and diaphone fog alarm be established for the guidance of mariners on Sherringham point.

The United States government is undertaking, it is stated, to include the west coast of Vancouver island in this vicinity, in the territory of the new life-saving tug Snohomish built for the Neah Bay life-saving station. This vessel has just had her trials off Delaware breakwater in stormy conditions well adapted to try out her capabilities. With regard to the new life-saving vessel for service in the waters off the entrance to the straits a New York despatch says: Her headquarters will be in Neah bay. Her territory will extend from this point to the coast line of Vancouver island, British Columbia, and through the Straits of Juan de Fuca to Puget sound. During the last century nearly 700 lives and millions of dollars' worth of property have been lost in that vicinity through wrecks due to fogs and haze, which prevail half of the year, and to erratic currents which are almost impossible of navigation.

The construction of the Snohomish, however, is directly the result of the wreck of the coastwise steamer Valencia, on the night of January 22, 1906, when 136 lives were lost. Many vessels, like the Valencia, have failed to pick up the light at the entrance of the Straits of Juan de Fuca and were wrecked at the foot of the high cliffs on the unsettled portions of Vancouver island, and, going straight on, passed the turning point into the straits and piled up on the rocks of the rugged island.

After the Valencia disaster President Roosevelt appointed a commission to investigate the catastrophe, and after many propositions, involving many life-saving schemes, among them international life-saving stations along the Vancouver island coast, the commission recommended that a "first-class ocean going life-saving steamer or tug, officered and manned by the most skilful life-saving crew available, should be stationed at Neah bay, which is within five miles of Cape Flattery and the entrance to the straits, and the only available harbor in that vicinity, to be equipped with the best possible appliances of surf boats and life-boats, with a wireless telegraph apparatus."

Congress shortly afterward appropriated $200,000 to carry out the recommendation of the commission, providing that the life-saving tug should be constructed and operated by the revenue cutter service. The Pusey & Jones company, of Wilmington, Del., constructed the tug under a bid of $189,057 and she was named Snohomish.

The Snohomish in her acceptance trial developed a maximum speed of 14 1-2 knots an hour and an average speed for four hours of 13.65 knots an hour. Her main engine developed 1800 horsepower. This showing is considered remarkable by Mr. McAllister, engineer in chief of the revenue cutter service, who was aboard the life-saving tug during the trial, as it was held in very heavy weather, the tail end of a West Indian hurricane, which had reached the coast of the United States. At times the waves went completely over her funnels. Other shipping was afraid to venture out in the gale and remained snug in the harbor.

LARGE SAWMILL

Mr. Hanbury, of Brandon, to Build on Shore of False Creek, Near Granville Street

Vancouver, Oct. 6.—The erection of a large sawmill on False creek, near the south end of the new Granville street bridge, is planned by John Hanbury, of Brandon, Man., president of the Hanbury Manufacturing company, owning mills in Brandon and the Kootenays.

The site will be immediately east of the mill of the Fairview Cedar Lumber company, in which Mr. Hanbury is interested, and the site of which the city purchased in connection with the bridge project. The old mill is being demolished.

Mr. Hanbury, who is a guest at the Hotel Vancouver, stated that he had not decided when construction will begin, or what the cost or the capacity of the mill will be. These and other details, including the organization of a strong joint stock company, will be determined shortly.

Rev. Canon Tucker Ill

Toronto, Oct. 6.—Rev. Canon Tucker is confined to his home through illness, but expects to leave for the west at the end of the week.

Ontario's Succession Duties

Toronto, Oct. 6.—Succession duties collected by the province for the nine months of the present year exceed a million dollars.

Street Car Collision

Montreal, Oct. 6.—Two street cars collided in the fog on Notre Dame street east this morning. The conductor, motorman and three passengers were taken to a hospital with slight injuries.

CHINESE SUFFERERS IN STEVESTON FIRE

Two Men Severely Burned—Lower Chinatown Completely Wiped Out

Steveston, Oct. 6.—At 5.30 o'clock yesterday morning, fire broke out in lower Chinatown, about a mile from Steveston, and an hour later there was not a stick left standing. Damage to the extent of $35,000 was done, three stores were destroyed and two Chinese seriously injured and only a change of wind saved the Pacific Coast cannery from destruction.

The scene of the fire is up river from Steveston about a mile and most of the houses were built on the mud flats, a dyke running through the section and serving as a main street.

It was about an acre in extent, but all the houses were occupied and it would be safe to say that the population of lower Chinatown would be about 300, half of whom were Japanese.

There were four or five big buildings in each of which 40 or 50 men slept, and one or two of these were owned by the Pacific Coast cannery.

The heaviest loser is Lee Toy, who owned two stores and six houses, and it is his brother and cousin who are injured.

The fire originated in the rear of Lee Toy's store, as far as can be ascertained, and in a few seconds the buildings were blazing. Lee Toy's brother and cousin were sleeping together and their blankets were on fire before they were aware of what was happening.

There was no wind, and so the fire did not spread rapidly, but the shacks stores and houses comprising Little China were huddled close together and in a few minutes the whole section was burning. It was low tide, and so no water could be obtained from the river to check the flames, and the excited Asiatics turned their attention to salvage work.

The Japanese saved a great part of their effects and worked like bees, even starting to pull one house down which they thought would endanger the cannery if it caught fire, and the efforts of the white men who were on the scene was to prevent the cannery from being destroyed. Luckily a slight air came from the west and took the fire in the opposite direction and it made clean work of the Asiatic quarter.

All that is left today are glowing heaps of embers and fire-scarred safes.

Lee Toy, the principal sufferer, estimates his losses at $7,000, and he is only covered by insurance to the extent of $3,000. He owned most of the section and seems to be a singularly unfortunate Celestial, for it was he who was robed of $400 a short time ago by some man who threw red pepper in his eyes and went through his pockets.

Bong Wo, another Chinese storekeeper, says he stands to lose $4,000, while a Japanese poolroom with two tables was lost.

The homeless Chinese were digging among the ashes as soon as they began to get cool, and safes and cash boxes were brought out from most unlikely spots. The Japanese were busy erecting fresh homes for themselves, but the Chinese will be looked after by their countrymen at Steveston.

Lee Toy, with a burned foot and a scorched face took a reporter to see his injured relations.

"My young brother did plenty soon!" he remarked sadly as he stood by the bed on which lay the two injured Chinese. One man's face was badly scorched, his eyes being closed right up and his hands blistered horribly. Lee Toy had obtained medical attention and the wounds had been dressed, but there was an apathetic and hopeless attitude about them which seemed to indicate that their injuries were serious.

One Jap is reported to have lost $800 in cash, the proceeds of his work during the fishing season, but the principal sufferers are the Chinese storekeepers.

If there had been a strong wind the fire would have swept the dyke clean and a dozen canneries would have been blotted out. As it is only an acre of scorched ground shows where the fire has been and the Orientals are already planning to build a new section for themselves.

NEDERLANDS' SURVEY SHOWS LITTLE DAMAGE

Rivets Started in Deck and in Plates Aft—Admit of Easy Repair

The Dutch steamer Nederlands was not damaged as seriously as anticipated by bumping on the Columbia river bar. Notwithstanding that the big freighter, which is loaded with a cargo of grain from Portland for Europe struck heavily eight or nine times, practically bumping her way across the bar, striking with every wave that lifted her, there is no apparent injury to her hull other than the starting of some rivets aft and some in the deck have also been started. The deck plates showed movement as a result of this starting. Formerly the steamer was built with a well aft, but this was built up and it was considered that the after part of the vessel was weaker as a result. The bumping, though, did but little damage, and the freighter can be repaired where she lies at Esquimalt. It will not be necessary to discharge, or lighten any of her cargo, and she is expected to be able to proceed in two days.

While at Esquimalt the Nederlands was libeled in a claim brought for $1,000 damages on account of injuries received by Robert Barber, a longshoreman who fell into her hold with William van Drimmelen, a seaman, who was killed, and the second mate of the steamer, also injured as a result of the giving way of a beam between the side of the hatch and a strongback. The steamer has given bonds to cover the amount claimed. It is probable, as the vessel is insured in an indemnity club, that the action will be contested. A point is being made that the vessel was chartered by W. R. Grace & Co. to bring nitrate here and was being discharged by the agents of the charterers for whom the longshoreman was on board. On the other hand it is held that the beam was not properly secured and the steamer is liable for the injuries sustained.

GREAT NORTHERN TO BUILD INTO WINNIPEG

Surveyors Locating Line From Emerson to the Prairie Capital

Emerson, Man., Oct. 6.—Twelve surveyors are here, with equipment, to locate the new line of the Great Northern from Emerson to Winnipeg. They started in at Noyes, which is the union depot for the Great Northern and the Soo line, to stake out the proposed route. From Noyes the stakes lead along the street west of the C.P.R. track, through Mayor Wright's field, and will probably parallel the C.P.R. into the city. The work of laying out the new line is being rushed to completion, and it is expected that construction will be started at the earliest possible date.

The new line will give the Great Northern entry into Winnipeg over its own road and sever the connection with the C.N.R. It may result in the erection of a large union depot by the C.P.R. and G.N.R. here.

LIBERALS RESPONSIBLE FOR PRINTING OF LISTS

Ottawa King's Printer Wires His Copies Have Been Despatched

(From Tuesday's Daily)

The transparent character of F. J. Deane's devise to shove the responsibility of the proposed postponement of the Kootenay election on the shoulders of the provincial administration is becoming more and more apparent. It will be remembered that Sept. 29 Mr. Deane wired the Hon. Dr. Young that he could not get all the voters' lists, suggesting that this was due to a dereliction of duty on the part of the provincial authorities on whose shoulders the responsibility for the consequent postponement of the election must rest.

To begin with it should be borne in mind that the provincial authorities are in no way chargeable with the printing of the voters' lists used in Dominion elections. These lists are printed by the King's printer at Ottawa who is supposed to forward a sufficient supply to the various constituencies. All that the provincial authorities have to do is to see that the lists as revised at the semi-annual courts of revision are sent to Ottawa in due course.

This was done, and so if the lists are not ready it is the Liberal administration which is to blame. The powers that be at Ottawa knew when the election was coming off long before anyone else, and certainly before the British Columbia administration, especially in view of the fact that earlier in the year Mr. Templeman said that there would not be an election this autumn.

Notwithstanding that no duty was cast upon the provincial authorities to have printed lists available for all and sundry by any given date, the Hon. Dr. Young has been careful that so far as lay in his power there should be no difficulty experienced by anyone in getting lists printed here for the use of both parties during the campaign. Accordingly, directly it became evident that a general election would be held in the fall, he directed the King's printer to have the lists for all the provincial constituencies printed as fast as possible, and when Mr. Deane's wire was sent practically every polling place in the constituency of Kootenay had received its lists. The one or two that were not then absolutely finished were ready for distribution within 24 or 48 hours, and it is a matter of record that all the voting lists for the province of British Columbia as printed by the local authorities were obtainable by the end of September.

By way of emphasizing the fact that the responsibility for the preparation of the voters' list for the Dominion elections lies with the Ottawa and not the Victoria authorities, there was yesterday received a telegram from the King's printer at Ottawa asking if provincial lists had been given out pending the arrival of the lists printed at Ottawa. The telegram also refers to imaginary instructions from the secretary of state, which were never received. In fact, it is hard to see how he could have the authority to issue orders to the British Columbia King's printer in any event. Copies of the telegrams follow:

Ottawa, Ont., Oct. 5.

R. Wolfenden, King's Printer, Victoria, B. C.

Did you give out lists in accordance with instructions of secretary of state, pending issuance of regular lists from here, all of which will go today? If so, in what districts?

W.McMAHON,
Acting King's Printer.

Victoria, B.C., Oct. 5.

W. McMahon, Acting King's Printer, Ottawa, Ont.

No instructions have been received from the secretary of state. Revised lists were forwarded to the King's printer at Ottawa after May court of revision by registrar of voters for each provincial district. All revised lists were forwarded to registrars of voters during September.

R. WOLFENDEN.

LOOKS INTO IRRIGATION

Professor Ireland, Correspondent of London Times, Visiting C.P.R. Tract Near Calgary

Calgary, Oct. 6.—Prof. Alleyne Ireland, a prominent correspondent of the London Times, left here on No. 1 for Gleichen, where he will look over the Canadian Pacific railway irrigation project, with a view of embodying his conclusions in magazines and newspaper articles. Mr. Ireland is admittedly the greatest living authority on tropical colonization, and is the author of various well known text books on the subject.

Mr. Ireland delivered a most interesting and instructive address yesterday before the Canadian club, dealing with the Asiatic question, and some of the problems of the empire.

Mr. Ireland returns to Calgary on Friday, and will join Lord Milner and party at Laggan on the 13th, prior to leaving for the Pacific Coast.

Director of Bank of Montreal

Montreal, Oct. 6.—Charles R. Hosmer was today elected a director of the Bank of Montreal succeeding the late Sir Robert Reid.

CANADIAN PACIFIC COMPANY MEETING

President's Review of Past Year—Increase of Capital is Approved

Montreal, Oct. 7.—At the annual meeting of the shareholders of the Canadian Pacific railway today the report of the directors was unanimously adopted.

Sir George Drummond, Sir Sandford Fleming, Wilmot W. Matthews and Robert Meighen were re-elected directors.

Resolutions were passed respecting the deaths of Sir Robert G. Reid and Mr. Charles Drinkwater, and approving a further increase of the capital stock.

In moving the adoption of the report, the president, Sir Thomas Shaughnessy, said:

"The twenty-seventh annual report of the company's affairs is now before you for consideration and approval. The estimate of the western crops made a year ago was not far astray as to quantity, but the quality was seriously affected by bad weather, and therefore the amount realized by the producers was much below the average. About the end of October there was a disarrangement of business affairs approaching a panic in the United States, and the feeling of uncertainty and distrust reached Canada in a more rational and less pronounced form, resulting in a drastic but prudent contraction of bank credits and a consequent shrinkage of business activity in all lines of manufacture and commerce.

"This condition had a serious effect on your business, but more particularly on your westbound and local traffic, with the result that your gross income showed important decreases month by month, without any possibility of making reductions, that were at all commensurate, in the cost of transportation. Your directors, convinced that the depression was but temporary, did not feel warranted in changing their policy by curtailing the expenditure for the maintenance of the railway and equipment. As a consequence your gross income was $833,000 and your net revenue $3,500,000 below the previous year.

"The crop just harvested is bountiful and of excellent quality, and we have every reason to believe that there will be an early return of sound and active business. Fair progress has been made during the year with all the works and construction and improvement that were in hand, but it is very desirable that several railway lines now being built should be brought to completion before other works of a like character are undertaken, and therefore your directors have decided to restrict operations in this respect for the present at any rate. As explained in the annual report, you will be asked at the special general meeting to be held immediately after this meeting to sanction an increase in the ordinary capital stock of the company from $150,000,000 to $200,000,000, and to empower your directors to utilize the additional stock in such amounts from time to time as may be desirable in connection with the company's capital requirements.

"It is not easy to designate in advance with any degree of particularity the purposes for which money will be required, except in the matter of rolling stock. In the six years, 1902 to 1908, there has been an increase in your equipment of 659 locomotives, 842 sleeping cars and day coaches and 25,190 freight cars, at an approximate cost of $37,000,000. This is equivalent to one locomotive every three working days, one passenger car every two days and fourteen freight cars each day during the entire period of six years, and yet the prospects are that within the next six weeks the demand will be in excess of the supply of freight cars. While it is a healthy sign to have a shortage rather than an excess of equipment, it is due to the public, and in the best interests of the company, that neither money nor effort should be spared to meet the reasonable requirements of shippers along your line, and, therefore, we must continue to build or purchase locomotives and cars as quickly as the development of traffic may warrant. In the ordinary course of events, the volume of traffic on your lines should increase with a fair degree of rapidity, and an expansion of traffic necessarily involves not only additional cars and locomotives, but enlarged accommodation and greater facilities to care for it at very many new places over your 9,500 miles of railway, and in providing these, large sums of money are quickly absorbed.

"You will, I am sure, recognize the desirability of having your financial arrangements in such shape that your directors can, without avoidable delay, secure funds for your purposes at intervals as circumstances may justify or require, and to that end, will invest them with the proposed powers.

"The distribution from the land interest account will be the same in the current year as in the last, namely, one per cent. in two semi-annual instalments of one half per cent. each."

At the meeting of the board, subsequently held, Sir William C. Van Horne was re-elected chairman of the board; Sir Thomas G. Shaughnessy, president and David McNicoll, vice-president of the company, and the executive committee was appointed as follows: Lord Strathcona and Mount Royal, Sir Thomas G. Shaughnessy, Sir William C. Van Horne, Richard B. Angus, Edmund B. Osler, M.P., David McNicoll.

Another important item that was approved by the adoption of the report was the action of the directors in securing at an approximate cost of $2,000,000 substantial control of the Alberta Railway and Irrigation company, with which the Canadian Pacific railway has been interchanging a considerable amount of traffic.

Marine Department Inquiry.

Montreal, Oct. 6.—Justice Cassels resumed his inquiry here today into the affairs of the marine department. This morning's session was brief, owing to the late hours at which the proceedings commenced. One witness was examined in part, namely Alfred Beauchemin, late president and general manager of the firm of Beauchemin and Sons, manufacturers, of Sorel. He declared that all the transactions with the government were done on a straightforward basis. The witness was under examination when the court adjourned for lunch.

Fell From Ladder.

Woodstock, Ont., Oct. 6.—Thomas Newton, Thamesford, fell from a ladder and sustained injuries which caused his death five hours later.

MANY VESSELS ARE CHARTERED

Rygja, Idle Since August, Fixed to Load Wheat From the Sound Ports

BIG BARKENTINE ENGAGED

Everett G. Griggs is to Carry Grain For First Time in Her History

(From Thursday's Daily)

The Norwegian steamer Rygja, Capt. Svendson, which has been lying at Esquimalt since August 17, when she returned from Cape Nome after carrying coal from Vancouver island mines under charter to J. J. Sessnon & Co., of Seattle, has been chartered to load wheat at Seattle and Tacoma at the rate of 27 shillings. Capt. Svendson, who was advised by cable yesterday morning of the charter, is preparing to leave today for Quartermaster Harbor, where the ship will be docked before going to Seattle to load half of his cargo. The rate paid the Rygja is the highest received yet this season, the best done heretofore by any of the steamers being 26 shillings and 3 pence. The steamer is taken by Balfour and Guthrie, and it is expected the Agapanthus, Capt. Davies, will also be chartered within the next few days. Negotiations were on some time ago for the charter of the Agapanthus, but the owners decided to wait for an advance in the freight rates which are now stiffening. The rate received by the Rygja although higher than that paid by charterers for some time past compares rather poorly with the rates received in past years. Capt. Svendon, master of the Rygja, was in command of the Norwegian steamer Horda some years ago and six years ago that steamer came to Puget Sound to load wheat at the rate of 35 shillings and 6 pence. As the steamer made the trip in ballast from Manila to load on Puget Sound on that occasion, however, the actual profits were not much greater than those accruing from the present voyage.

Another steamer chartered is the Strathord, now on her way from Antofagasta to San Francisco with nitrate. This steamer was fixed at the rate of 26s 3d. She and the British steamer Queen Helena, also coming from the west coast of South America, are also taken by Balfour, Guthrie and Co.

Another interesting charter of which news was learned in Victoria yesterday was the fixing of the big six-masted barkentine Everett G. Griggs, of Victoria, B.C., which has the distinction of being the only vessel of her rig in the world. She is owned by a syndicate of Victoria and Puget Sound men and registered at this port, and has been taken at the rate of 25 shillings to carry wheat from San Francisco, at which port she arrived last month from Newcastle with coal, for the United Kingdom or the continent. This is the first wheat charter made for the Everett G. Griggs.

It is expected that, with the stiffening of the rates for grain that exporters will be obliged in a few days to meet the union rate of 27s 6d below which vessels in the shipowner's union cannot charter, and then much of the idle tonnage now awaiting charter at Victoria and Puget Sound ports will be taken up.

Jebsen & Ostrander have chartered the Norwegian steamer Selja for one trip from Puget Sound to La Boca, carrying lumber. The rate is not made public. The Selja is seven days out from the west coast for the north, having been last reported at Mollendo, where she landed a cargo of coal from Port Talbot. The vessel is due here in about two weeks.

This is the first time the Selja has been on this coast, as she is making her maiden voyage. The tramp is owned by Wilhelm Jebsen, of Bergen, Norway, a relative of Capt. F. Jebsen, of the chartering firm. The Selja was recently built at West Hartlepool. She registers 4,457 tons gross and 2,789 tons net, having a dead weight capacity for 7,500 tons.

The French bark Gael, which has discharged London cargo at Portland, has been chartered to carry lumber from the Columbia to the United Kingdom or Europe at 55 shillings. This is of more than passing interest, as it is not often that French owners accept lumber charters.

While the grain and lumber exporters have about cleaned up all of the tramp steam tonnage on this coast, there still remains considerable sail tonnage. Unless grain freights advance, some of these union ships may not be fixed for months. The owners belonging to the combination dare not charter for less than 27 shillings 6 pence, the union rate. Steamers have been accepting less than this figure, so that only a few union sailing vessels, which were taken in the early summer, are engaged. It is probable that offering rates will soon reach the minimum figure asked by union owners.

BOUNDARY SURVEYORS

Men Engaged on Yukon-Alaska and British Columbia Boundaries Down From North

Vancouver, Oct. 6.—George White-Fraser and his assistant, D. V. Ritchie, both of Ottawa, returned from the north today. They were the representatives of the Dominion government on the Alaska boundary survey, which for this portion of the work was carried out by an American party in charge of Fremont Morse, of Washington, D. C. They report that the delimitation of the international boundary between Alaska and the Canadian Yukon south of Mount St. Elias and in the vicinity of the Alsek river, extending over a distance of seventy miles, has been completed. It has occupied two years. Permanent monuments were erected, and the line was cleared of trees through all wooded tracts.

J. N. Wallace, a Dominion surveyor from Calgary, and a party of fourteen assistants, came down from the north today. He was engaged all summer locating and marking the boundary line between the Yukon and British Columbia. This was his second season on the task, whose completion will take three or four years, as the eastern boundary of this province is at the summit of the Rockies.

The Store That Serves You Best.

OLIVE ORATION

Tell everybody about our fine stock of Olives because it is worth telling about. If you don't know about them just take our word for them—the best Olive proposition on the Island.

Fine Bulk Olives, per pint 30c
Olives stuffed with Almond Nuts, per bottle 65c
Olives stuffed with Anchovies, per bottle 50c
Olives stuffed with Celery, per bottle 35c
Olives stuffed with Pimentoes, per bottle ..... 25c and 40c
Ripe Olives, per tin ..... 35c and 60c
C. & B. Spanish Queen Olives, per quart bottle $1.00
Extra Large King Olives, per bottle ..... 75c and $1.00
Queen Olives, per bottle ..... 30c, 40c, 65c and 75c
Manzanilla Olives, per bottle ..... 15c and 25c

DIXI H. ROSS & COMPANY
Up-to-date Grocers 1317 Government Street
Telephones: 52, 1052 and 1590.
Pure Pork Sausages, per lb., 20c

A FEW CUTTING REMARKS

The purpose of a saw is to cut. It should cut easily, cut cleanly, and cut with every movement.

I prefer an Atkins Saw. Its blade is "Silver Steel", recognized the world over as the finest crucible steel ever made in ancient or modern times. It is hard, close-grained and tough. It holds a sharp cutting edge longer than any other Saw. Its blade tapers perfectly from thick to thin, from handle to tip. Thus it makes leeway for itself, runs easily and does not buckle. Its temper is perfect. When bent by a crooked thrust, it springs into shape without kinking.

The Atkins Saw cuts—and does it best of any. We make all types and sizes of saws, but only one grade—the best.

We Guarantee

ATKINS SAWS

THE HICKMAN TYE HARDWARE CO., LTD.
544-546 Yates St., Victoria, B. C.

NEW CONSIGNMENT
APPLES AND PLUMS

My care in choosing makes it easy for my patrons to get the best fruit.

Wealthy, Blenheim Oranges, Alexandria and Gravenstein Apples. While they last, per box $1.25
Ponds' Seedlings, Golden Drop and Prunes, all exceedingly fine Plums. While they last, per crate ..... 90¢

Better come at once for some of these—all the more enjoyable because of the small prices.

W. O. WALLACE The Family Cash Grocer Phone 312 Cor. Yates & Douglas

Toronto Doctor Killed.

Toronto, Oct. 6.—Dr. A. K. Ferguson was run over and killed by a street car this afternoon. He was riding a bicycle and in getting out of the way of a wagon rode in front of the car and was knocked down and cut in two. A widow, son and daughter, survive him.

Prince of Wales Oak Cut Down

New York, Oct. 6.—The big English oak, known as the Prince of Wales tree, which grew from an acorn planted in the Mall in Central Park in 1861 by the then Prince of Wales, now King Edward VII., has been cut down by a park foreman upon the order of Park Supt. Beatty. The stump was pulled out and the spot covered with sod. Since 1903 the tree has been rotting. It was close to the band stand and many persons wrote to newspapers suggesting that it be removed. Several attempts have been made to save the oak by filling the rotted places with parrafin. The acorn from which the tree grew was brought by the Prince of Wales from England.

Appeal From Sentence

Toronto, Oct. 6.—William Gill, through counsel, is making an appeal to Judge Anglin for the quashing of the sentence of nine months in Central prison imposed upon him by Magistrate O'Brien of Fort William. Gill was one of the Nova Scotia harvesters arrested for throwing stones on the railway telegraph wires. It is claimed in the appeal that the magistrate applied to his case rulings that apply only to much more serious offences.

THE LOCAL MARKETS
Retail Prices

Flour	
Royal Household, a bag	$2.00
Lake of the Woods, a bag	$2.00
Royal Standard	$2.00
Wild Rose, per bag	$1.75
Calgary, a bag	$2.00
Hungarian, per bbl	$7.75
Snowflake, per bag	$1.70
Snowflake, per bbl	$6.80
Moffet's Best, per bbl	$7.75
Drifted Snow, per sack	$1.70
Three Star, per sack	$2.00
Foodstuffs	
Bran, per 100 lbs.	$1.60
Shorts, per 100 lbs.	$1.70
Middlings, per 100 lbs.	$1.75
Feed Wheat, per 100 lbs.	$2.00
Oats, per 100 lbs.	$1.60
Barley, per 100 lbs.	$1.70
Chop Feed, best, per 100 lbs	$1.50
Whole Corn, per 100 lbs.	$2.20
Cracked Corn, per 100 lbs.	$2.25
Feed Cornmeal, per 100 lbs.	$2.25
Hay, Fraser River, per ton	$16.00
Hay, Prairie, per ton	$15.00
Hay, Alfalfa Clover, per ton	$20.00
Vegetables	
Celery, per head	.15
Lettuce	.05
Garlic, per lb.	.20
Onions, 8 lbs. for	.25
Green Onions, 7 bunches	.10
Potatoes, per sack	$1.00
Cauliflower, each	.15 to .20
Cabbage, new, per lb.	.02
Red Cabbage, per lb.	.05
Green Peas, per lb.	.08
Beans, per lb.	.08
Egg Plant, per lb.	.05 to .15
Tomatoes, per basket	.25
Beets, per lb.	.05
Cucumbers, each	.05
Carrots, per lb.	.05
Sweet Potatoes, 4 lbs.	.25
Dairy Produce	
Eggs—	
Fresh Island, per dozen	.45
Eastern, per dozen	.30 to .35
Cheese—	
Canadian, per lb	.20
Neufchatel, each	.05
Cream, local, each	.10
Butter—	
Manitoba, per lb.	.35
Best Dairy, per lb.	.25 to .30
Victoria Creamery, per lb.	.45
Cowichan Creamery, per lb.	.50
Comox Creamery, per lb.	.40
Chilliwack Creamery, per lb	.40
Alberni Creamery, per lb.	.40
Fruit	
Grape Fruit, per doz.	1.00 to 1.50
Oranges, per dozen	.25 to .50
Lemons, per dozen	.25
Figs, cooking, per lb.	.08 to .10
Apples, per box	1.00 to 1.75
Bananas, per doz.	.30
Figs, table, per lb.	.25
Raisins, Valencia, per lb.	.15
Raisins, table, per lb.	.25 to .60
Pineapples, each	.60
Peaches, Wash., per lb	.10
Peaches, Okanagan, per box	$1.50
Plums, per basket	.25
Melons, Cal., each	.05 to .20
Prunes, per basket	.25
Nuts	
Walnuts, per lb.	.30
Brazils, per lb.	.30
Almonds, Jordon, per lb.	.75
Almonds, Cal., 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
Smoked Herring	.12½
Crabs, 2 for	.25
Black Bass, per lb.	.06 to .08
Oolichans, salt, per lb.	.12½
Black Cod, salt, per lb.	.12½
Flounders, fresh, per lb.	.06 to .08
Salmon, fresh white, per lb.	.08 to .10
Salmon, fresh red, per lb.	.10 to .12
Salmon, smoked, per lb	.20
Shrimps, per lb.	.25 to .30
Smelts, per lb.	.08 to .10
Herring, kippered, per lb.	.12½
Finnan Haddie, per lb.	.20
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	1.25 to 1.50
Lamb, per quarter, hind	1.75 to 2.00
Veal, dressed, per lb.	.15 to .18
Geese, dressed, per lb	.18 to .20
Guinea Fowls, each	$1.00
Chickens, per lb.	.25 to .30
Chickens, per lb, live weight	.12½ to .15
Ducks, dressed, per lb.	.20 to .25
Hams, per lb.	.18 to .20
Hares, dressed, each	.75
Bacon, per lb.	.25 to .30
Pork, dressed, per lb	.12½ to .15
Rabbits, dressed, each	.65
Pigeons, dressed, per pair	.50

Births, Marriages, Deaths

BORN.

ROSS—At Fernie, B. C., October 2, 1908, the wife of W. R. Ross, M. P. P., of a daughter.

GILLESPIE—On Monday 1st instant, to the wife of Alex Gillespie, of Trutch avenue, a daughter.

MARRIED

MOORHEAD-JACKSON—On September 30th, at Christ Church, Vancouver, Charles A. Moorhead, of Alberni, to Jeannie Coulter, eldest daughter of Andrew G. Jackson, Esq., of Forsterstown House, Trim, Ireland. No cards.

DIED.

THOMPSON—At the family residence, No. 1213 Whitticar street, on the 6th inst., John Gordon Thompson, aged 35 years; a native of Fifeshire, Scotland.

DUNSMUIR—At Craigdarroch, Victoria, B. C., on the 2nd instant, Joan Olive Dunsmuir, relict of the late Hon. Robert Dunsmuir, aged 81 years.