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100 Boys' Pea Jackets and Overcoats
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HALF PRICE FOR CASH.

B. WILLIAMS & CO.,
CLOTHIERS, HATTERS
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60-70 YATES STREET

Provincial News

LADYSMITH.

Rev. W. H. Barracough dedicated the first Methodist church in Ladysmith on Monday evening, when a public meeting was held, the collection amounted to \$72. The church building was formerly at Wellington, but was moved to Ladysmith.

SANDON.

An unfortunate man named Rod Cameron, foreman of the Idaho mines railway, was killed by the running of a car of a trestle bridge, which carried him down with it 35 feet. He was so injured that he died in less than two hours. He leaves in poor circumstances a widow and four little children.

LILLOOET.

A recent public meeting of citizens requested A. W. Smith, M. P., to seek for a hospital appropriation for Lillooet for an appropriation of \$3,500 for two bridges across Bridge river, also for the widening of the Bridge river track to wagon road grade. The meeting also called for the widening of the road to Ligon and for an addition to the jail.

KALLOO.

The city council received last year \$1,080.54, and had on the 31st December, 1900, \$1,777.25 cash balance to carry to the new year. The chief expenditures of the year were: Salaries, \$2,127.10; public works, \$4,933.61; water works, \$5,529.90; fire department, \$9,827; police, \$2,041.62; public lighting, \$1,325.10; and interest on loans, \$2,188.50.

NEW WESTMINSTER.

At Monday night's meeting of the city council, on motion of Aldermen Kerry and Woods, the clerk was instructed to write the Board of Police Commissioners to the effect that the council will not pay any salaries to the police force of the city after March 1st next, unless a more satisfactory arrangement is made as to the management of the police.

GREENWOOD.

At the last meeting of the council the question of using the fire bell on Sunday morning for the purpose of waking the bell of the hospital church services was discussed. Alderman Canfield was strongly in favor of being wakened. Aldermen Sullivan, Naden and Ross did not favor such interference with the slumbers of the people. The mayor said he was always able to make church connections by his watch. The question was put to a vote, which resulted in the affirmative.

NANAIMO.

William Hamilton, aged four years, was drowned in Upper Hayward lake at Extension yesterday afternoon. He was playing with three companions. All were immersed, and the others were rescued with difficulty. The waterworks company yesterday announced their intention of extending a system of mains over the whole city, being double the present supply. The Miners' Union have elected the following officers for the year: President, William Stoker; vice-president, James Bradley; secretary and agent, Ralph Smith; M. P., assistant secretary, Neil McCusick; treasurer, William Smith; auditors, J. C. Waters and George Johnston; executive committee, Richard Booth, Moses Woodburn, William MacAllen, John Woodcock, Johana, William Neave, S. Woodcock, and W. Parkin; delegates to the Trades and Labor Council, J. C. Waters and W. Jones.

KALLOOPS.

The secretary of the B. C. inland board of trade received on Saturday last a communication from the Hon. W. C. Wells, minister of lands and works, saying that he was making a special survey of the resources of the north Thompson river and would use his influence in connection with the building of the gold dredger which is to operate on the North Thompson river. It is the intention of the company to push the construction of the dredge with all possible speed. The machinery is now on its way here, and it is expected that the dredge will be in operation about the 15th of April next.

The news of the death of Maxwell Fernie in South Africa, of entropic fever, has been received with sincere regret. In February last he was one of several from this district to enlist in Strathcona's Horse. The Maxwell Fernie was a native of Barnstable, Devonshire, England, and had resided in Canada up to the time of his departure for the front. He was twenty-two years of age and unmarried. His only known relative hereabouts was W. L. Fernie, a cousin, who enlisted with him in the Strathcona Horse, and who is now presumably on his way home from the front. Sentinel.

ROSSLAND.

A meeting of the council of the Rossland Board of Trade was held on Friday afternoon. The special object of the meeting was to appoint delegates to the annual convention of the Associated Boards of Trade of Eastern British Columbia, which meets at Greenwood on February 28th and to propose

matters for discussion at that meeting. Messrs. J. S. C. Fraser and W. T. Oliver were chosen delegates, and Mr. B. Johnson, the vice-president of the Rossland Board of Trade, and Mr. A. S. Goodie were chosen as alternates. Mayor Lalonde, as president of the Rossland board, is ex-officio the third delegate, but if he should be personally unable to attend the convention he may be represented by proxy, chosen by the board. The matters in which the Rossland delegates were instructed to bring up, in addition to all those questions previously acted on by the Associated Boards, but yet crystallized into legislation, were, first, the plating and registering of city additions without approval of the local municipal authorities; second, the creation of a new county to be known as South Kootenay, to include the Trail Creek Mining division, and the whole drainage area of the Kettle river, generally known as the Boundary country; third, the desirability of impressing upon the provincial government the absolute necessity of not disturbing the existing laws, fiscal and otherwise, affecting the mining industry, as the continual tampering with them acts as a deterrent on further investment of capital in this country, and, fourth, asking the regulated Board to urge upon the provincial government the desirability of supporting, with a monetary grant, a chamber of mines for Southern British Columbia, such chamber to have its headquarters at some central point.

The carnival opened well, and there are a large number of visitors in town. The curling bonspiel opened yesterday with 30 games in the first round, no event being won with the exception of that for the Mackintosh cup, which was carried off by the visitors. In playing for this cup, Rossland had to put up six rinks against six rinks for all-comers. The score stood 38 for the visitors to 54 for Rossland.

A. B. W. Hodges, superintendent of the Granby smelter at Grand Forks, is in town, on his way to Chicago and Milwaukee, for the purpose of placing orders for the proposed enlargement of the plant. The new furnaces and a converter, which will convert matte into metallic copper, will be installed. This will double the capacity of the smelters, enabling it to treat 1,200 tons of ore daily. This remarkable increase in treatment facilities is only a prelude to a further enlargement, the building and reduction works a daily output of 2,400 tons, as well as a refinery capable of extracting the gold and silver values in a finished state.

NELSON.

The cottage addition to the general hospital is practically completed, and has been taken over by the hospital management. The matter of securing furnishings will be gone into at once as it is desirable to have the building available for occupation at the earliest possible moment.

H. E. T. Haultain, until lately general manager of the Yellowstone, came into town on Saturday after installing his successor, W. Hopkins, late manager of the Bullion Extraction Works at Silica. The staff and men at the mine gave Mr. Haultain a supper. After the supper J. T. Vogler, foreman of the mill, and himself and those employed at the mine presented the retiring manager with a very handsome gold watch and an illuminated address, expressive of the regret that all felt at his leaving the mine.

The case of Brackman & Ker Milling Company, Ltd., vs. Oppenheimer, which has occupied the attention of the Supreme court for the last few days, was concluded on Saturday night when the special jury empanelled on the case awarded the plaintiffs \$1,270. His Lordship then submitted to the jury a preliminary question as to whether or not the letter of acceptance by the Brackman & Ker Company to Oppenheimer by registered mail was a usual and proper custom having regard to the relationship of the parties and the distance they lived from each other. The jury after a few moments' deliberation replied in the affirmative. His Lordship then further charged the jury on the question of the alleged trade custom or usage of supplying cars by the seller of goods at the point of shipment, and pointed out most emphatically the proper meaning of the words "free on board," which is the f. o. b. of commercial language. Five additional questions were then submitted, briefly as follows: (1) As to the alleged custom? (2) Whether Oppenheimer on November 10th refused to fulfil the contract? (3) Whether Oppenheimer on the 15th of November had loaded a car of hay at Chewelah for Brackman & Ker? (4) The price of hay during the pendency of the contract? (5) The amount of damage, if any, sustained by Brackman & Ker? The jury after some ten minutes' deliberation returned, answering questions No. 1, 2, and 3, in the negative and assessing the damages at \$1,270, whereupon His Lordship entered judgment for Brackman & Ker in this amount, with costs. The foreman of the jury, N. T. Macleod, stated that while the jury in defence to His Lordship's explicit directions had decided that the term "free on board" compelled the buyer to furnish the cars and pay for the goods "at the point of shipment," still within it known that they were not to be exacting as they were in this alleged custom and would in the ordinary course of business expect the seller of goods to furnish the car.

Mr. Heaven, accountant of the local bank, the Bank of Montreal, who has been confined to the hospital for the past two weeks, suffering from a fractured knee, returned to his duties Saturday evening.

VANCOUVER.

Mr. Macpherson adjoint to Mr. Martin's platform at a joint meeting of the

Labor and Opposition parties held last night. A 30-ton logging engine is side-track near the C. P. R. station awaiting shipment to Victoria. It is for the Victoria Lumber Co. It has four driving wheels and is the largest lumber engine seen in British Columbia.

The police commissioners investigated the suspension of Detective McAllister yesterday, and sustained the chief in his action. H. Kent, manager of the B. I. & F. Telephone company, stated yesterday that he had no idea when the company would start operations on the Vancouver-Victoria telephone cable. In fact, since Prof. Pupin's discoveries in marine telephone construction, it would pay any company contemplating such construction work to await the result of practical tests with the Pupin system, as the cost of installing such a plant would be less expensive in a marked degree than the installation of the present system.

At Monday night's council meeting the bicycle by-law was recommitted and several amendments inserted. The clause providing that riders shall keep their hands on bars and both feet on pedals was altered to permit riders to remove one foot as deemed expedient in controlling the wheels. The right to urge upon the provincial government the desirability of supporting, with a monetary grant, a chamber of mines for Southern British Columbia, such chamber to have its headquarters at some central point.

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Mining News

Roseland Camp.

The Roseland Miner, in its weekly mining review, says: The practical completion of the new ore shipping process by means of machinery from the Le Rot mine, is under discussion in all its bearings, a wonderful piece of news for this camp. The expense of mining was last year \$5.30 per ton extracted, including telephone cable. This will now be reduced to \$3.25 per ton, or a net saving on the old cost of \$2.05. As the mine was paying on the old cost upwards of 15 per cent. it will be gathered that from the newer figure a far better interest will be able to be paid. Also it will now be possible to get a reasonable profit out of even \$8 rock.

In conjunction with the statement made by the management of the Le Rot that the expense of mining will be so materially reduced it is interesting to learn that the abnormal rates which prevailed on the Centre Star during the past year will also be reduced to a figure which will be below that of the Le Rot rate of \$5.30. The output for the week ending yesterday was upwards of 7,814 tons, which is the record for the camp, beating the previous record of 7,400 tons, set on the 22nd, 1900, by 330 tons. The increased shipment from the Le Rot are chiefly responsible for this. Shipments for week and year follow:

Table with columns: Week, Year, Le Rot, Centre Star, War Eagle, Le Rot No. 2, Velvet, Giant, Portland, L. X. L., Total.

Le Rot No. 2.—The shaft of the Josie is being proceeded with. This is the last of the five miles to sink shafts as announced by the management of the Le Rot. The shaft, has altered its intention of sinking only 200 feet, like the others, the Josie, No. 1, Nickel Plate and Columbia-Kootenay, and will sink 600 feet instead. This will make a total shaft of 1,400 feet. On the No. 1 a shaft is being sunk and is now some 50 or 60 feet down. No ore is being shipped for the present, although the time is now nearing when all the mines will be able to send out their regular output of ore from Red Mountain. The upraise on the Annie vein is still in progress as is the crosscut getting under the Poorman ore chute at a depth of 3,000 feet from the surface.

War Eagle.—The mine is shipping at the rate of 100 tons a day, which is about all that can be expected while the trawney down the hill remains uncompleted. The shaft is being sunk on towards the tenth level, which will be done in the next few days. The mine down to about 1100 feet. The ninth level is barely open as yet, although the development on the eighth level is progressing favorably.

Work on the lower tunnel continues, and that ore which is now being met is of a good grade and carries considerable copper. Kootenay Mines.—The discovery of ore on the 1150-foot level of the Kootenay Mines on Saturday week has been established by the sinking of the shaft which is now all in ore. The vein dips in from the east at an angle of about 85 degrees. No more work is done until the lift is finished, which means that the shaft will go below the point of the strike being made for another 50 feet. When this is done shaft levels will be driven and crosscuts made which will bring the ore to the surface and nature of the mass of ore struck.

Roseland Great Western.—The shaft is making good progress and will be completed within the next couple of weeks down to the 800-foot level, when the timbering will be begun. It is probable that the mine will make its first shipments this week or next. There is a quantity of ore in the bins which will probably be sorted before a regular output can be given. Velvet.—Thirty-five tons a day is being sent to the smelter from the Velvet. The main shaft has now been straightened and is in condition for use. The work of installing the 18-trill compressor is making excellent progress, and in a month's time should be in operation. In the meanwhile ore chutes on the different levels are being opened up for stopping.

Opening Star.—A chute of ore carrying white iron and gold has been found on No. 3 level. It will average \$30 to the ton. For the present the work of drifting along this ledge for the purpose of showing its extent will be pushed. Its dip and strike when they are determined will give the management information by which the ledge may be located on the lower or upper level. Big Bend, and also a third interest in the Moscow claims on Pool Creek. Supt. Innes was down from the Tower and lately said that work had been suspended from Manager J. M. Stewart and judging therefrom it is not his intention to visit this camp until his duties in Chicago release him long enough to make the trip. Work is to be continued, however, under much the same conditions as now exist, and Mr. Innes has an impression that it is the intention of the Tower Mining syndicate to take up their bond and secure the property whether it is proved this winter or not. This means that within one year Stewart, David Ferguson of this place, now of Ottawa, B. C., will receive \$37,000. The balance of the \$40,000 bond. That the company are satisfied the Tower is all right is evidenced. As soon as the manager is liberated, it is his intention to prosecute a steady course of development and if possible turn the property into a shipper.—Lardeau Eagle.

Joseph C. Kirkpatrick and Edward J. Ward have returned to the latter's home to recommence some development work. The property is staked on the Nettie L. Hill, at the head of Two Mile creek on the north fork of Lardeau creek, about two and a half miles from Ferguson. The ledge, similar and parallel to the Nettie L., one half a mile back, is made up largely of white quartz and large quantities of iron pyrites, with some galena. Assays of surface samples give from a trace to \$42 in gold and 20 oz. in silver to the ton. The present work consists of a crosscut started almost at the lower side of the big ledge and by the time they reach the other side they will have considerable depth and perhaps a good ore body.

taken out in the course of the development work is being stored on the dump for shipment. Northern Belle.—The crosscut tunnel is in for 275 feet. The tunnel has passed through the ledge and is being driven to tap a second ledge. The formation being passed through is softer than it was in the ledge.

Big Four.—Work continues on the lower tunnel, and good progress is being made, more in considerable ore in the face of the tunnel. New St. Elmo.—Work continues on the north and south drifts. The south drift is in for 340 feet and the north drift 75 feet. The ledge is about five feet wide, with good copper ore near the footwall. The Slocan. The force at the Neepawa has been increased. The strike on the Pinto shows 18 inches of ore. The Enterprise mine is to have a mill in the spring. It is expected that 60 men are to be put to work on the Galena Farm. Work is to be resumed in the spring on the Evening Star, Dayton creek. The No. 5 tunnel now being driven into the Hewitt when finished will be over 1,000 feet long, and will tap the vein at a depth of 600 feet. Fifteen carloads have been shipped from this property during the month.

Work on the Batchelor group on Turve Mills has resulted in showing up a good body of high grade shipping ore. The Emily Edith mine, which lies within one and a half miles of this place, is at present employing the largest force of miners of any of the Slocan group, about 90 men being at work there. The mine is a silver-lead proposition and a large amount of development work has been done upon it and the bodies of ore, mostly concentrating, low blocked out are second in size to any of the other mines in the region. It being developed by a system of tunnels driven directly upon the vein, and at least 5,000 feet of tunnels, crosscuts and raises have been driven. The ore encountered is principally of a concentrating nature and large chutes of clean ore are also met with. In places the vein is over 40 feet in width and completely filled with ore. Although there is considerable clean ore in this property the management has never tried to make a shipping mine out of it, but has been content to develop it to a state where it would justify the erection of a large concentrating plant for the handling of the mine's output. While doing this the management has made several large dumps of ore having accumulated and the mine is now in a position to furnish ore enough to keep a hundred ton mill fully supplied. A few carloads of clean ore have been shipped to the smelter from this mine and there is every prospect of shipment some six carloads. Last year the company erected the best equipped set of mine buildings in the Slocan, with accommodations for over 100 men.—The Silvertonian.

The Lardeau. Work on the St. Elmo will be resumed very shortly now had the crosscut, which is at a considerable distance, pushed to the vein. E. A. Allan, of Calgary, has transferred his interest in the Chilcat, Noble Three, Treadwell, Wa Wa and White Elephant claims to the Douglas Eagle Mining & Development company. The Copper Queen lies on the summit between Trout lake and Lardeau creek and is a very promising claim carrying as it does high values in gold and silver. The mine has been worked for several years, but has been abandoned for some time. Considerable development work has been done both in driving and stripping, which shows up the lead to a very good advantage.

The Double Eagle Mining & Development company have sold to Alfred Octavious Kirby, of London, England, the White Elephant, Treadwell, Noble Three claims, and an eighth interest in the Wa Wa and Chilcat claims on Lardeau creek. Big Bend, and also a third interest in the Moscow claims on Pool Creek. Supt. Innes was down from the Tower and lately said that work had been suspended from Manager J. M. Stewart and judging therefrom it is not his intention to visit this camp until his duties in Chicago release him long enough to make the trip. Work is to be continued, however, under much the same conditions as now exist, and Mr. Innes has an impression that it is the intention of the Tower Mining syndicate to take up their bond and secure the property whether it is proved this winter or not. This means that within one year Stewart, David Ferguson of this place, now of Ottawa, B. C., will receive \$37,000. The balance of the \$40,000 bond. That the company are satisfied the Tower is all right is evidenced. As soon as the manager is liberated, it is his intention to prosecute a steady course of development and if possible turn the property into a shipper.—Lardeau Eagle.

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Competition To Be Keen

Many Steamers Will Enter the Skagway Business When the Season Opens.

There promises to be keen competition for the Skagway trade this year, and the fastest steamers on the Sound will be in the business. Next to the C. P. R. liners Smith and Cass, recently acquired for the business service, the Pacific Coast Steamship Spokane, now building in San Francisco, will perhaps be the swiftest on the run. She will be a sixteen-knot steamer, and will, it is calculated, be one of the strongest rivals in the business. The fleet in all will be a very large one, and quite equal to all demands likely to devolve upon it, among the strongest competitors for the business being the C. P. R. or C. P. N. Company, Dowell & Co., the Sitka, Kodiak & Alaska Steamship Company and the Pacific Coast Steamship. These companies will, it is understood, operate, in addition to the vessels named, the City of Seattle, Victoria, Dolphin, City of Topeka, Amur and Danube.

The steamer Garonne, which was formerly on the run and later a United States army transport, is also to enter the Alaska trade this year, sailing from Seattle. Frank Waterhouse, agent for the steamer, states that the Garonne would sail from this city for Nome on June 5th.

IMMENSE SHIP RAILWAY. A ship railway that may possibly take the place of a canal across the Panama Isthmus, transporting great ships from the Pacific to the Atlantic, has been in the mind of a man who has been in the employ of the Panama Canal Company. The man is a Canadian, and his name is Barton W. Scott, an engineer and inventor of San Jose. The rounding of curves and undulations in track which have proved a stumbling block in the development of the canal, and other systems of ship railways have been overcome, says a San Jose dispatch, and the cost and time required for the building of a canal practically wiped out. Scott has submitted his scheme to President McKinley and Secretary of War Root, and these officials have laid the matter before the canal commission. This body is now considering the proposition, and Mr. Scott is preparing to build a working model of his road if the government will enter into contract with him.

The inventor claims great things for his road, and its construction across the isthmus would render a canal unnecessary. Formerly in working off the long journey around the Horn, has been invented by Barton W. Scott, an engineer and inventor of San Jose. The rounding of curves and undulations in track which have proved a stumbling block in the development of the canal, and other systems of ship railways have been overcome, says a San Jose dispatch, and the cost and time required for the building of a canal practically wiped out. Scott has submitted his scheme to President McKinley and Secretary of War Root, and these officials have laid the matter before the canal commission. This body is now considering the proposition, and Mr. Scott is preparing to build a working model of his road if the government will enter into contract with him.

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Scott has been at work on his railway scheme for about four years. His plans call for a four track railway, with an aggregate width of about 80 feet. On these run a gigantic car, so nicely balanced and arranged that it can traverse any curve and grade known in modern railway building. This car will take a weight of 700 feet in length and round any curve or make a complete circle in diameter 700 feet from inside rail to inside rail. For the 700-foot ships a speed of twenty-two miles an hour can be made, but for tugs and light craft smaller cars can be used and the vessels taken across the isthmus almost as rapidly as a freight train.

The cost of building and equipping such a road across the isthmus, Scott estimates would not be over \$10,000,000, while the cost of a canal would be between \$200,000,000 and \$300,000,000. Scott's plans have been favorably received by the officials at Washington, and the friends of the inventor believe he has overcome the obstacles that have heretofore existed to a ship railway.

PILOT IN SERVICE. Tag Pilot went out to-day on her trial trip, which is the first run she has taken in several months. As previously stated, the steamer has been extensively overhauled and her boiler has been renewed so that her power might be greatly increased. After returning to port she will leave for Comox to relieve the tug Cesar in the coke carrying trade, and the latter will continue to the coast and be also laid up for repairs. These will include, it is said, new furnaces.

A FALSE REPORT. "Nash Bay reports there is no ship ashore at Tatooch Island. It was false report." Such was information given in a dispatch to the Times last night in reply to inquiries regarding the supposed ship ashore alleged to have been seen by the captain of the collier Frederick on arrival at Tatooch a few days ago.

agent for the company in the Orient, is en route to Seattle to complete arrangements for the new Seattle-Manila steamship line which is to be established with Seattle as its Pacific coast terminus. The China Mutual Steam Navigation company owns the transports Pak Ling and Kintuck, the largest vessels which have been chartered on the Pacific coast by the war department for the transportation of animals and supplies to the Philippines.

The steamship Pingsui, owned by the China Mutual, is due to arrive at Seattle on February 18th, and will load a return cargo for the Orient. She will sail on February 25th. The steamship Moyne of the same line, is now loading at Shanghai for Seattle. The steamship Kaisow will sail from Liverpool for Seattle on March 15th.

ALASKA QUARANTINE RAISED. Dr. M. H. Foster, United States quarantine officer for Puget Sound district, has received instructions raising the quarantine on all vessels coming from Southeastern Alaska, owing to the disappearance of several cases of locally and along the Yukon.

ROYAL TEMPLARS. The Grand Council of British Columbia Meeting Here. The grand council of the Royal Templars of Temperance, of British Columbia, is at present meeting in the A. O. U. W. hall. Their sessions will not close until Friday evening. A large number of representatives are present from different parts of the province.

The opening session last night was made a public meeting. An address of welcome was read to the visiting officers by the select councillor of Victoria. At the conclusion of the address of welcome Grand Councillor McArthur took the chair. A literary and musical programme was given. The Grand Secretary J. J. Johnson, of New Westminster, delivered an address upon the aims and benefits of the Royal Templars; Rev. J. P. Vichert spoke upon temperance; and Rev. Mr. Bowell, of New Westminster, also delivered an address. The remainder of the programme consisted of a piano duet by Miss Luscombe; solo by Miss Kinnaird; solo by Bro. Corbett, R. C. R.; recitation by Bro. Corby, R. C. R.; and a recitation by Sister Troop.

The session this morning, which opened at 10.30, was taken up with reports from the different officers. They met again this afternoon at 1.30.

THE RETAIL MARKETS. Oats Reported to Be on an Upward Tendency.—Fish Plentiful. The fine weather which has prevailed for the past three weeks has not materially affected the market, except, perhaps, in the volume of business done. Produce quotations remain firm, although a ray of an inferior quality is selling for considerably less than the current quotation. Oats show an upward tendency and have remained stiff in price for some time. Thanks to the fine weather, the fish market is well stocked, and the supply is well varied.

Current retail quotations are given as follows: Flour—Ogden's Hungarian, per bbl. \$ 6.00 Lake of the Woods, per bbl. 5.75 Snowflake, per bbl. 5.75 Calgary Hungarian, per bbl. 5.75 Premier, per bbl. 5.75 K. X. Elderberry, per bbl. 5.00 Grain—Wheat, per ton 28.00/30.00 Corn (white), per ton 28.00/30.00 Oats, per ton 20.00/22.00 Rolled oats, per 10 lbs. 40 60 Flax (Irish), per ton 28.00/30.00 Feed—Hay (dried), per ton 14.00/16.00 Potatoes, per 100 lbs. 1.25 Do. (Ashcroft), per 100 lbs. 1.25 Bacon (Canadian), per lb. 15 Cabbage, per lb. 15 Cauliflower, per head 15 Onions (per clear), per lb. 3 1/2 Carrots, per lb. 2 1/2 Turnips, per lb. 2 1/2 Fish—Salmon (smoked), per lb. 20 Salmon (spring), per lb. 10 1/2 12 1/2 Sturgeon, per lb. 30 40 Halibut, per lb. 30 40 Herring, per lb. 5 Smelts, per lb. 19 Flounders, per lb. 8 1/2 Broilers, per lb. 12 1/2 Hens, per lb. 12 1/2 Oysters, Olympia, per pint. 4 1/2

Fresh Island Eggs, per doz. 35 40 Eggs (Manitoba), per doz. 35 40 Butter (Della Creamery), per lb. 20 25 Best dairy (Canadian), per lb. 20 25 Eggs (Manitoba Creamery), per lb. 18 40 Bacon (Canadian), per lb. 15 15 Lard, per lb. 15 15 Meat—Hams (Canadian), per lb. 15 17 1/2 Hams (American), per lb. 20 Bacon (Canadian), per lb. 20 25 Bacon (rolled), per lb. 12 1/2 Bacon (house clear), per lb. 14 Shoulders, per lb. 12 1/2 Pork, per lb. 12 1/2 Pork, per lb. 12 1/2 Mutton, per lb. 12 1/2 Fruit—Bananas, per doz. 35 40 Peaches, per doz. 40 45 Lemons (California), per doz. 35 40 Lemons (small), per doz. 1 1/2 1 1/2 Apples, per lb. 5 1/2 Japanese Oranges, per box. 50 60 75 Seivel Oranges, per doz. 35 40

Poultry—Dressed fowl, per pair 1.25 1.50 Ducks, per pair 2.00 2.50 Dressed turkeys, per lb. 20 30 Eastern turkeys, per lb. 16 20 Game—Duck, Mallard, per pair 75 85 Dr. Lewis, of Atlin, is at the Driad.

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