COLUMBIA & WESTERN LAND SUBSIDY'S HISTORY

Renewal of Grant by Legisiature Is Shown to Be an Act of Justice

OLD GOVERNMENT CAUSED DELAY

Negotiations for Substitution of South-east Kootenay Blocks, and Mr. Wells' Part Therein

Although Premier McBride has effectively disposed of all allegations made against the propriety of granting the subsidy raised by the Columbia and Western railway right in the district the road runs through, Liberal speakers in Victoria and vicinity persist in their campaign of misrepresentation. The actual facts are given below. Every statement is buttressed by the page of the report of the Columbia and Western Railway investigation upon which it is found. Electors, after reading this recital of facts will gauge the reliability of R. L. Drury and others. Confronted with these facts they will probably hold their peace or turn the scandal factory to another product of the brain of scurrility mongers.

By chapter 54 of the statutes of 1896 the Columbia and Western railway was incorporated to build a line from Trail creek to Penticton. It was divided into six sections.

1—Trail to Rossland.
2—From Trail, twenty miles south. (This was a branch.)
3—Rossland to Christina lake.
4—Christina lake, to Midway.
5—Midway, half way to Penticton.
6—That point to Penticton.

By chapter 8 of the statutes of the same year, the company was granted a subsidy for sections 1, 3, 4, 5, and 6, of 10,240 acres per mile. The time the subsidy should become due was laid down as follows:

Section 1—"When section one of the railway is completed. Section 3—"When section three of the railway is completed." Section 4—"When section five of the railway is completed." Sections 5 and 6—"When section six of the railway is completed."—(vide sec. 5.)

It was also provided that the land proposed to be taken for the subsidy should be located within two years after the passage of the act. This was done before June 3, 1896 and this plotting accepted by Orders in Council Nos. 178 and 224 (vide page 730 of report.)

Another provision was that the lands should be surveyed within seven years from the passage of the act, or before 17th April, 1903. The only claim made by the Opposition is that the surveys were not completed within the time limit. As will be now shown, the company endeavored to comply with this requirement and were actually granted lands that remained in its name until 21st April, 1903, when by an act of the legislature, part of the grant was rescinded.

This was, it will be seen, after the seven years limit had expired, and the blame for the delay, if any, rests upon the legislature.

Sections 1, 3 and 4 of the road were built, and by the terms of the act, the company became entitled to its land grant for sections 1 and 3. This was in 1898, and the company at once communicated with the government regarding the selection of the lands accompanied by a plan. This was replied to by the chief commissioner on Jan. 18, 1899. (vide page 747 of report) who said that "owing to the pressure of legislative duties, the government has been unable, so far, to give the matter attention, but I desire to assure you that the delay on this account will not prejudice the company's position, and, if necessary, additional legislation will be introduced to extend the time within which the company will make their selection."

Previous to this, an arrangement had been arrived at to give the company $4,000 per mile in lieu of the land grant, by an order-in-council of June 16, 1898, but it was not signed by the lieutenant governor. This order-in-council was rescinded on 22nd May, 1899, and the company as informed. (Page 750 of report.) This placed the company in the position of again being entitled to the land.

But the proposal for a cash subsidy came up again. On 9th December 1899, the minister of finance wrote Sir T. G. Shaugnessy saying, "I have considered the matter of substituting a cash subsidy for the land grant. In the interests both of the province and your company, I consider the former is the preferable manner of giving aid to the enterprise."

Nothing came of this and considerable correspondence was engaged in, regarding the method of selecting the lands. (Pages 758 to 761 of the report.)

And now comes the most interesting part of the transaction, the actual granting of the lands. It was provided by the original subsidy act that the land grant should be given in blocks "upon a plan of the located line of railway, or a section or sections thereof, wherever practicable, the boundary lines of alternate blocks of land pointing upon each side of the line of the said railway and having a frontage of six miles on the said railway by a depth of sixteen miles, so that wherever practicable, each block selected and defined by the company shall be opposite to a similar block not selected by the company on the other side of the railway." Nothing was said as to how any deficiency was to be made up.

On September 4, 1901, the day after Hon. Richard McBride left the Dunsmuir cabinet an order-in-council was passed granting the lands due for sections 1 and 3 to the company. It stated in so many words that the Columbia and Western railway was entitled to, "earned" was the word used, 543,312 acres of land for section 1, and 1,060,000 acres for section 3.

The lands lying along the railway as defined by the act were not enough to cover the subsidy; there was, when added together, a deficiency of 808,872 acres.

It should be particularly noted that crown grants were immediately issued for the lands along the line of railway. They covered land all along the line. No objection has been made to these, absolutely proving that even in the opinion of the Liberals the company were really entitled to the grant. At once after this order-in-council was passed it got crown grants to 794,440 acres of land and neither W. C. Wells nor any Liberal has objected to them.

How was the deficiency made up? W. C. Wells proposed to give to the Columbia and Western railway, lots 4593 and 4594 in Southeast Kootenay, consisting of valuable coal and oil lands containing 625,760 acres. Crown grants for these were prepared, signed and sealed, the company paying the fees, and then some funny things took place.

W. C. Wells went to Montreal with the crown grants for lots 4593 and 4594 in his pocket. W. J. Taylor, K. C. of this city had a conversation with him there and this is what Mr. Taylor swears. (Page 159 of report.)

"He then told me that he had the grants there of the C. P. R. subsidy lands in Kootenay, and that the company ought to do something for him, that he was in a very peculiar position; he said that five or six hundred thousand acres of these lands were valuable, and the company ought to help him out. I said, "How do you mean?" He said, "They ought to do something for the government to help us out; they ought to build a road to Spence's bridge." I said, "You can hardly ask them to do that, can you? Hang up a subsidy for a railway in one part of the country, and after it is built, make the company build in another before giving the subsidy?" He said, "They ought to do something for us; there ought to be twenty or thirty thousand acres in it." I said, "against the time you get around 19 or 20 of your crowd, there would not be much left out of 600,000 acres, would there?" He said, "There is more in it not to give it to the company at all, but to have it located." I said, "You cannot do that now, after grants are issued. Look here, Wells, it is a very unusual thing, after a government has made grants, for one minister to go dubbing about the country sparring for terms with the grants in his pocket; the first thing you know it will be charged that you are trying a hold-up." He said, "I can explain that satisfactorily." I said, "Perhaps you can to yourself, but can you to the public?" He said then, he had taken good care of that, he had spoken to Mr. Dunsmuir about this road to Spence's bridge, before he left, and he was going to see if he could not make some terms with regard to that—see what they would do. To this I said, "By this policy of shilly-shally that you are pursuing you are losing caste all the time; why don't you do one thing or the other; if they are entitled why don't you give them the grants and be done with it and have them as friends, and if they are not entitled to it, why don't you tell them so on the start, instead of leading them to believe you are going to do something and then not doing it; in that way you only make enemies; and the government needs all the friends it can get just now?"

Then W. C. Wells called on Sir T. G. Shaughnessy: That gentleman swore. (Page 584 of report.)

On the 20th of November, 1901, the honorable, the chief commissioner of lands and works, Mr. Wells, called at my office in Montreal, at about half-past five in the afternoon, I should say, and told me that he had come down for the purpose of making delivery of the grants relating to these two railway companies. We had a conversation on a number of subjects, but nothing of any importance, certainly nothing that impressed itself upon my memory, until Mr. Wells requested permission from me to retain two of those patents, being the two patents now under discussion for lots which I now know as 4,593 and 4,594. I said to Mr. Wells that it was rather an extraordinary request, in view of the fact that the company had earned these lands and the Government had recognized that fact and had issued the patents. He explained that there were some vacancies in the cabinet,—my recollection is he said two vacancies, but upon that point I am not positive—that there were some vacancies in the cabinet that would be filled in the course of a few days, and that it would be a source of great convenience to Mr. Wells if he could have those patents until the cabinet positions were filled; in any event, the patents would be returned to me in a month. After some little hesitation, I said to Mr. Wells that I had no desire to embarrass him or his government, and if it would be a source of convenience for him to retain the patents for that period, I had no objection to his doing so."

Trusting to the honesty of W. C. Wells, the company did nothing further. The crown grants had been signed and sealed with the great seal; W. C. Wells promised to hand them over.

But, because the "twenty or thirty thousand acres in it," as Wells supposed, were not forthcoming, that gentleman advised the cancellation of the crown grants to lots 4598 and 4594 and, on 18th March, 1902, this was done.

The company took the advice of its solicitors. Sir Thomas Shaughnessy swore. (Page 585.)

"Mr. Creelman, after giving the matter very careful consideration, advised me that, without reference to the delivery of the grants to me, that our title to the lands was complete, that the great seal having been attached, the lands had passed from the possession of the Crown to the possession of the company, and that they could only be restored to the Crown by a deed from the company? We hesitated about taking up any action on those lines for some little time, until, finally on the 7th of May, 1902, I telegraphed Mr. Brown as follows: "Say nothing until provincial parliament prorogues. Then say to the government that we are advised the patent for the land in the south-eastern portion of the province having issued with the great seal attached, it could only be restored to the possession of the Crown by a deed from the Columbia and Western Railway company. We are further advised that in the case of a crown patent, actual delivery is not required, but that, if it were, Mr. Wells made such delivery when here, and it was only placed in his possession for one month, for reasons which he explained to me. Very important that there should be no hint of this while parliament in session, otherwise they might introduce a revoking act." So that you see we were wise in our generation, we prepared to anticipate just what occurred subsequently. We were afraid if anything was said about that at the time, that legislation might be passed that would deprive the courts of jurisdiction—as was done subsequently."

Things went on until the 27th of November, 1902, when Mr. Wells telegraphed to Sir Thos. Shaughnessy: "Referring to my conversation with you when in Montreal regarding the settlement of land grant, I am prepared to take this up with you whenever you are ready to do so. I am anxious to have the reservation removed as soon as possible, but I do not wish to take any steps before making settlement with your company," to which he replied: "Ready to further discuss land question with you at any time. Please write or wire me what you have to suggest." (Page 536). The Dunsmuir government was defeated immediately after this, and the present premier was called to take the reins of office. The grant of these valuable lands in Southeast Kootenay which Mr. Wells was so willing to hand over to his friends, the C. P. R. had in the meantime become public property; and although the crown grant had been cancelled, it was decided, in view of the company's contention that the grants having been sealed actually conveyed lands to the company, to introduce a bill formally declaring that the lands were vested in the Crown. This was done by the famous bill No. 16, which passed its third reading April 21st, 1903.

This is the complete history of the Columbia and Western Railway affair. It is clearly shown that from the time sections 1 and 3 of the road were completed the company had endeavored to secure the settlement of its land grant from the Government. Grants were actually signed covering the deficiency blocks—cancelled in March, 1902, and, as late as November 27, 1902, Mr. Wells wished to reopen the question. There was no time then for the lands to be surveyed, the seven year limit expired on the 17th of April, 1903. Even at that date, according to eminent legal opinion, including that of the present chief justice, the grants they afterwards cancelled were in existence and conveyed these lands to the company. It was not, as just stated, until the 21st of April that they finally were taken out of the company's hands. The seven years' limit was up then, and it is clearly seen that successive governments alone were responsible for the delay. The company could not have completed the surveys if it wished to, as it had no power to choose where the deficiency blocks should be located. This was the reason for the passage of the act of last session permitting the conveyance to the company of the 800,000 acres due to it; and this policy was absolutely in line with and simply the fulfilment of the promise to extend the time for survey, given by the then premier on January 10th, 1899.

NANAIMO MINER'S DEATH

Nanaimo, Jan. 30.—Parker Mason, a miner, severely injured in No. 1 mine yesterday by a fall of rock, expired at an early hour this morning. Mason was a well known miner in these parts. Some years ago he ran the Overton Hotel at Extension. He was of a roving disposition, and had worked in many parts of the country. He was a particular friend of William Hoult of this city, whom he met 22 years ago in the coalfields in Indian territory, whither he had gone from his home in Durham, England. Mason was 55 years of age, and leaves to mourn his loss a brother and four sisters.

Dramatic Competition

Ottawa Jan. 30.—The second night's performance in His Excellency's theatrical and musical competition was a pronounced success. The Russell theatre was crowded to the doors. Their Excellencies the Earl and Countess Grey were able to attend on account of the favorable change in the condition of Lady Victoria Grenfell. The performance was a double-header. The Quebec Symphony orchestra gave a magnificent programme, which was followed by "Captain Swift," which was given in splendid style by St. Mary's Dramatic club of Halifax.

Admiral Beresford

London, Jan. 30.—Admiral Lord Charles Beresford left Southampton tonight for New York on board the steamer Kaiser Wilhelm. Lord Delaval Beresford, a brother of Lord Charles, was killed in a railroad wreck at Enderlin, North Dakota, on Oct. 23 last. The admiral is coming to the United States to attend to his late brother's affairs.

Another Revolution

San Salvator, Jan. 30.—The government is despatching troops to suppress "the outlaws who have been committing murders in some of the country districts."

Panama, Jan. 30.—It is believed that a serious revolution is pending in Salvador, and that it will probably be headed by General Borahona.

Standard Oil's Fight

Findlay, Ohio, Jan. 30.—Motions to crush the indictments recently found against the Standard Oil company, John D. Rockefeller, the Buckeye Pipe line, the Ohio Oil company and the Solar Refining company were filed here today. The motions will be heard Feb. 15.

Killed by Explosion

Marion, Ills., Jan. 30.—By an explosion of powder in the Johnson City and Big Muddy coal mine, at Johnson city yesterday, five men were killed and eleven injured.

DIED SUDDENLY OF HEART DISEASE.

How frequently does a head line similar to the above greet us in the newspapers. The rush, push and strenuousness of the American people has a strong tendency to lead up to valvular and other affections of the heart, attended by irregular action, palpitation, dizziness, smothered sensations and other distressing symptoms.

Three of the prominent ingredients of which Dr. Pierce's Golden Medical Discovery is made are recommended by some of the leading writers on *Materia Medica* for the cure of just such cases. Golden Seal root, for instance, is said by the UNITED STATES DISPENSATORY, a standard authority, "to impart tone and increased power to the heart's action." Numerous other leading authorities represent Golden Seal as an unsurpassed tonic for the muscular system in general, and as the heart is almost wholly composed of muscular tissue, it naturally follows that it must be greatly strengthened by this superb, general tonic. But probably the most important ingredient of "Golden Medical Discovery," so far as its marvelous cures of valvular and other affections of the heart are concerned, is Stone root, or *Collinsonia Can.*, Prof. Wm. Paine, author of **Paine's Epitomy of Medicine**, says of it:

"I not long since, had a patient who was so much oppressed with valvular disease of the heart that his friends were obliged to carry him up-stairs. He, however, gradually recovered under the influence of Collinsonin (medicinal principle extracted from Stone root), and is now attending to his business. Heretofore physicians knew of no remedy for the removal of so distressing and so dangerous a malady. With them it was all guess-work, and it fearfully warned the afflicted that death was near at hand. Collinsonin unquestionably affords relief in such cases, and in most instances effects a cure."

Stone root is also recommended by Drs. Hale and Ellingwood, of Chicago, for valvular and other diseases of the heart. The latter says: "It is a heart tonic of direct and *permanent* influence."

"Golden Medical Discovery," not only cures serious heart affections, but is a most efficient general tonic and invigorator, strengthening the stomach, invigorating the liver, regulating the bowels and curing catarrhal affections in all parts of the system.

Dr. Pierce's Pellets cure Constipation.

NEWCASTLE DISTRICT IN LINE WITH THE REST

Will Elect Mr. Cairns, Government Candidate—Mr. Williams' Mistake

Ladysmith, Jan. 30.—That Newcastle district will go solid for J. S. Cairns, the government candidate, was amply proved at the meeting held here this evening. The rally was a splendid and inspiring one. The hall was crowded, the meeting being in point of size almost a record-breaker for Ladysmith. As for enthusiasm, the audience just overflowed with it, and throughout applause for the speakers on behalf of the government was loud and frequent. Absolute unanimity in confidence in the government was the keynote of the meeting. But one dissentient voice was heard and that came from F. A. Sticks, keeper of the lighthouse near Ladysmith and an employee of the Liberal government at Ottawa. Mr. Sticks undertook to challenge some of the statements of William Blakemore of Victoria, who spoke on behalf of Mr. Cairns. His shrift, however, was short, and long before Mr. Blakemore had finished with him he was glad to sit down.

Mr. Blakemore gave a splendid address, dealing at length with the Kalen Island and Kitamaat land deals, and the other matters of which the opposition is making use of distorted versions in its campaign. His speech was an inspiring one, and throughout he was interrupted by bursts of enthusiastic applause.

J. S. Cairns also delivered a good address. Mr. Cairns is a prime favorite with the Ladysmithers, and his appearance was the signal for a burst of applause, while he spoke amidst salvos of cheering.

Parker Williams, the Socialist candidate, also undertook to deliver an address, but did not meet with an over favorable reception. He was accorded a fair hearing, however, and he would at least have escaped with the honors of war had he not undertaken to criticize the action of the government in entering into an agreement with the Salvation Army to bring immigrants to this province. Mr. Blakemore touched upon this matter in the course of his address, and Mr. Williams thought that he saw a brilliant opportunity to do some ragging. He accordingly arose and proceeded to indulge in a tirade against any attempt to bring immigrants to this country, and thus lessen the demand for labor. In particular did Mr. Williams denounce English immigrants, whom he described as little better than tramps and hooligans. Mr. Williams met his Waterloo right there. He apparently had forgotten that some few years ago there was a big immigration of Englishmen to Ladysmith, and that many of those in the hall had been among that party. Mr. Williams was interrupted by a storm of hisses and jeers, the industrious miners of Ladysmith bitterly resenting his gratuitous insults, and amidst the uproar he was forced to sit down.

All reports from the district have for some days been of a most encouraging nature, and with the added impetus given to his cause by last night's meeting, Mr. Cairns' election by a large majority is assured.

AFFECTED BY BAD WEATHER

Canadian Pacific Earnings Greater and Profits Less

Montreal, Jan. 30.—The serious effect of this winter on the railroads of this country is well exhibited by the financial statement of the Canadian Pacific for December. The gross earnings amounted to $6,000,000 and showed a handsome increase over the returns for December of the previous year. So great was the cost of operation of the line that there was an actual falling off in profits of almost $31,000, which was caused by an increase of almost half a million in working expenses, nearly all due to snow and frost.

The figures for the month, which is one of the quietest in the year, are sufficiently imposing. During the month the gross earnings of the road were $5,992,098, as compared with $5,619,182 in 1905, an increase of $372,915. The working expenses during the same period were $3,726,503 as compared with $3,272,599 last year, an increase of $453,904. Thus the net profits for last December were only $2,265,594, a decrease of $80,988.

Since July the gross earnings of the C. P. R. were $37,464,474, as compared with $31,381,977 in the same period of 1905. The net profits of the road during that period last year amounted to $14,585,866, as compared with $12,187,890 in the previous year.

GRAIN MEN DIFFER

Winnipeg Exchange and Growers' Association in a Dispute

Winnipeg, Jan. 30.—This morning a large delegation of members from the grain exchange waited upon the private bills committee of the legislature and replied to the demands for amendments to the grain exchange charter by the Grain Growers' association. Frank Fowler, chosen as spokesman for the exchange, said, after a long defence of grain exchange methods: "Members of the exchange cannot conduct business without the provisions of the charter they now hold. We do not want the charter amended. If this committee intends to do so, we will ask for the charter to be cancelled. We shall ask for the appointment of a receiver, for our assets to be distributed, and we will do the best we can without an exchange. We are tired of being called thieves and robbers."

It is probable a conference of the Grain Growers' association will be held here to consider the situation.

A SERIOUS CHARGE

Counsel in Bridant Case Reflects on Toronto Doctors

Toronto, Jan. 30.—Mrs. Lillian Miller, who was on trial for two days in the last assize court, was found guilty on the charge of furnishing noxious drugs to Mrs. Agnes Bridant. On the charge of administering drugs she was acquitted. Mrs. Miller is liable to imprisonment for two years. Mr. Godfrey, for the defence, insinuated that two-thirds of the doctors in the city were prescribing the same drugs. Justice Clute's charge was very short. He pointed out the seriousness of the crime, and said if it were allowed to flourish it would ruin the womanhood of the country. He also told the jury that they must not allow their sympathy to go out to the prisoner because she was a woman. They must bring in a verdict according to the evidence.

KILLED BY TERRORISTS

Governor of a St. Ptersburg Prison Shot Down in Street

St. Petersburg, Jan. 30.—M. Guidema, governor of the political prison on Basil Island, a suburb of this city, was shot in the main street of the island today, and died almost immediately.

The assassin, who was a youth of 18, dressed as a workman, emerged from a teahouse as M. Guidema was passing on his way home, and shot him twice in the stomach, and also shot and mortally wounded a prison warden who accompanied him, and who pursued the assassin. The latter disappeared, and the police have been unable to find any trace of him. The governor has been a marked man for some time. He was accused of ill-treating prisoners.

Suicide in a Cell

New York, Jan. 30.—Julius Cominsky, of New York, committed suicide in the cell in the Tombs, where he was being held on a charge of felonious assault in shooting Policeman Seeling. Cominsky made a rope of strings of his shirt and hung himself to his cell door.

Toronto Telephone Strike

Ottawa, Jan. 30.—A strike of 400 telephone operators in Toronto on account of the hours of work is imminent. Mayor Coatsworth asked Deputy Minister of Labor King to go down, and he left tonight.

Halifax Citizen Dead

Halifax, Jan. 30.—Reuben I. Hart, a prominent and wealthy citizen, died today, aged 86, as the result of a stroke of apoplexy. His fortune is valued at $600,000.

GEN. BOOTH'S PLANS.

Venerable Commander Undertakes Several Long Journeys.

London, Jan. 30.—General Wm. Booth, the age founder of the Salvation Army, has mapped out extensive tours for this year, including two visits to the United States. Tonight the general left here for Denmark, Norway and Sweden, where for two weeks he will address two or three meetings a day. On February 23 he will leave London for New York. He will spend two weeks there before proceeding by way of Canada to sail on April 1 for Japan. After traveling through Japan he will go on to Pekin. He will be in London by July to commence another automobile campaign through the British Isles. At the conclusion of the trip in the month of October General Boooth will again cross the Atlantic for a two months' tour of the United States.

U. S. Consular Service.

Washington, Jan. 30.—The Senate has passed the diplomatic and consular appropriation bill, carrying $3,085,475. An amendment presented by Senator Lodge was agreed to, providing that the salaries of all consular clerks of $1,000 per year for the first three years of their service, after which $200 per year is to be added until a maximum of $1,800 is reached.

The French Budget.

Paris, Jan. 30.—The budget passed the Chamber of Deputies last night after a stormy debate, arising from a divergence of views between the Senate and the Chamber relative to the new fire insurance taxes. The budget involves the issue of $16,400,000 in short term bills to meet the deficit.

Monkey Brand Soap makes copper like gold, tin like silver, crockery like marble, and windows like crystal.

DAILY REVIEW OF THE LOCAL MARKETS

The usual tendency to rising prices in early spring is eing felt in the local markets. Vegetables, produce and fruits in many lines show increased quotations. In the wholesale branch potatoes have risen to $19 per ton, while cabbage is now 2¼ cents. Bran and shorts have had $1 a ton added, and Fraser river hay $2. This has increased prices in the retail markets for these goods. Sweet potatoes, cauliflowers and celery have disappeared from the list, and local apples are now quoted at from $2 to $2.50 per box.

Following are yesterday's quotations:

WHOLESALE MARKETS.

Vegetables	
Lettuce (hot house) per crate	$1.75
Beets, per sack	$1.25 to $1.50
Carrots, per sack	$1.00
Cabbage, per lb.	2¼
Cauliflowers, per doz.	$1.50
Silverskin onions, per lb.	2
Potatoes, per ton	$19.00
Garlic, per lb.	10
Turnips, per sack	75
Sweet potatoes, per lb.	3¾
Cucumbers, hothouse, long	25
Flour	
Flour, Hungarian, Ogilvie's Royal Household, per bbl.	$5.60
Flour, Hungarian, Lake of the Woods, Five Roses, per bbl.	$5.60
Flour, Hungarian, Moffet's Best.	$5.35
Flour, Hungarian, per bbl.	$5.00
Flour, pastry, Moffet's Drifted Snow, per bbl.	$4.55
Foodstuffs	
Cracked corn, per ton	$30.00
Bran, per ton	$23.00
Shorts, per ton	$24.00
American wheat, per ton	$32.00
Manitoba feed wheat, per ton	$30.00
Oats, Manitoba, per ton	$26.00
Oats, Island, per ton	$25.00
Barley, Manitoba, per ton	$25.00
Barley, Island, per ton	$28.00
Hay, Fraser river, per ton	$14.00
Hay, Island, per ton	$14 to $19
Feed, cornmeal, per ton	$30.00
Chop feed, best, per ton	$27.00
Whole corn, best, per ton	$29.00
Middlings, per ton	$25.00
Fruit	
Bananas, per bunch	$3.00 to $3.50
Lemons, per box	$4.50 to $5.50
Oranges, navel, per box	$3.00 to $3.50
Oranges, Tangerine, per box	1.25
Apples, local, per box	$1.25 to $2.25
Pineapples, per dozen	$4.50
Cranberries, per bbl.	$14.00
Produce	
Eggs, local, per doz.	45
Butter, local, creamery	35
Comb honey, per lb., eastern	18
Comb honey, local, per lb.	25
Meats	
Veal, per lb.	12½
Pork, per lb.	11
Tongues, per lb.	2
Beef, per lb.	8½
Mutton, per lb.	13½
American hams, per lb.	22½
Bacon, rolled	18
American bacon, per lb.	25

RETAIL MARKETS.

Meat and Poultry	
Hams, per lb	25 to 27
Bacon, per lb.	25 to 30
Beef, per lb.	8 to 18
Pork, dressed, per lb.	12½ to 18
Mutton, per lb.	12½ to 18
Lamb, per quarter	$1.25 to $1.75
Veal, dressed, per lb	12½ to 18
Turkeys, Eastern, per lb.	25 to 30
Turkeys, local, per lb.	30 to 35
Geese, dressed, per lb.	25
Ducks, dressed, per lb.	25
Chickens, per lb.	20 to 25
Chickens, per lb., live weight	15
Chickens, broilers, per lb.	25
Pigeons, dressed, per pair	50
Rabbits, dressed, each	60c. to $1.00
Hare, dressed, each	75
Fish	
Oolachans, salted, per kit	$2.50
Cod, salted, per lb.	15
Halibut, fresh, per lb.	10 to 12½
Halibut, smoked, per lb.	20
Cod, fresh, per lb.	10
Flounders, fresh, per lb.	8
Salmon, salt, per lb.	10
Salmon, fresh, per lb.	15
Salmon, smoked, per lb.	15 to 20
Clams, per lb.	8
Oysters, Olympia, per pint	50
Oysters, Toke Point, doz.	50
Shrimps, per lb.	30
Smelts, per lb.	10
Herring, kippered	15
Herring, fresh, per lb.	6
Finnan Haddies, per lb.	20
Dairy Produce	
Eggs—	
Eastern, per doz.	35
Fresh Island, per doz.	50
Fresh cream, per pint	35
Cheese—	
Canadian, per lb.	20
British Columbia, per lb.	20
Neufchatel, each	10
Cream, local, each	10
Butter—	
Manitoba, 14-lb. boxes	$4.25
Manitoba, per lb.	30
Best dairy, per lb.	30
Victoria creamery, per lb.	40
Cowichan creamery, per lb.	40
Delta creamery, per lb.	40
Chilliwack creamery, per lb.	40
Vegetables	
Cabbage, per lb.	2½
Onions, 6 lbs. for	25
Turnips, per sack	$.50
Potatoes, Island, per sack	$1.25 to $1.35
Cucumbers long, each	35
Carrots, per sack	1.25
Artichokes, per lb.	12½
Fruit	
Oranges, navel, per doz.	25, 35, 40
Lemons, per doz.	30 to 40
Figs, cooking, per lb.	8 to 10
Figs, Smyrna, 3 lbs.	25
Figs, table, per lb.	20 to 25
Grape fruit, each	10
Raisins, Valencia, per lb.	15
Raisins, table, per lb.	20 to 50
Sultanas, Smyrna, best	15
Sultanas, California, best	15
Sultanas, medium	12½
Currants, new cleaned	10
Apples, local, per box	$2.00 to $2.50
Bananas, per doz.	35
Prunes, best, 3 lbs.	25
Prunes, seconds, per lb.	5
Nuts	
Walnuts, English, best, per lb.	25
Brazil, per lb.	30
Pecan, per lb.	30
Almonds, Jordan, per lb.	75
Almonds, Cal., paper shell, per lb	30
Cocoanuts, each	15
Foodstuffs	
Oats, per ton	$30.00
Wheat, per ton	$35.00
Barley, per ton	$30.00
Hay, Island	$18.00
Hay, Fraser, per ton	$16.00
Straw, per bale	65
Corn, whole, per ton	$32.00
Corn, cracked, per ton	$33.00
Feed, cornmeal, per ton	$33.00
Oatmeal, per 10 lbs.	40
Flour	
Calgary, Hungarian, per sack	$1.00
Hungarian, per bbl.	$6.00
Royal Household, per sack	$1.60
Pastry Flour—	
Snow Flake, per sack	$1.50
Feed—	
Middlings, per bag 100 lbs.	$1.35
Bran, per 100 lbs.	$1.25

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Select High-Class BOARDING College for BOYS of 8 to 15 years. Refinements of well-appointed Gentleman's home in limited. BEACON HILL PARK. Number limited. Outdoor sports. Prepared for Business Life or Professions' or University Examinations. Fees inclusive and strictly moderate. L. D. Phone, Victoria, 1743.
Principal, J. W. CHURCH, M. A.

NOTICE is hereby given that thirty days after date I intend to apply to the honorable the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands situated in Rupert District, B.C.

No. 1.—Starting at the southeast corner post situated by the west boundary of lot 201 and by the dividing line between subsections 28 and 21, and township 39, Rupert District, thence 80 chains north, thence 80 chains west, thence 80 chains south, thence 80 chains east to point of commencement.

No. 2.—Commencing at the northeast corner post adjoining post of No. 1, thence 80 chains south, thence 80 chains west, thence 80 chains north, thence 80 chains east to point of commencement.

No. 3.—Commencing at the southeast corner post situate about 80 chains west of No. 1, thence 80 chains north, thence 80 chains west, thence 80 chains south, thence 80 chains east to point of commencement.

No. 4.—Commencing at the northeast corner post adjoining post No. 3, thence 80 chains south, thence west to shore line, thence north by following the shore line up to a point due west of initial post, thence east to point of commencement.

A. F. GWIN,
W. B. GARRARD,
C. NORTSTROM, Agent.
Dated Victoria, B. C., January 21, 1907.

NOTICE is hereby given that thirty days after date I intend to apply to the honorable the Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following described lands situated in Clayoquot District, B.C.

No. 1.—Commencing at the northwest corner of Timber Limit No. 658, thence 80 chains west, thence 80 chains south, thence 80 chains east, thence 80 chains north to point of commencement.

2.—Commencing at the northwest corner of Claim No. 1, thence 80 chains west, thence 80 chains south, thence 80 chains east, thence 80 chains north to point of commencement.

No. 3.—Commencing at the northwest corner of Claim No. 2, thence 80 chains west, thence 80 chains south, thence 80 chains east, thence 80 chains to point of commencement.

No. 4.—Commencing at the northwest corner of Claim No. 3, thence 80 chains north, thence 80 chains east, thence 80 chains south, thence 80 chains west to point of commencement.

No. 5.—Commencing at the northeast corner of Claim No. 4, thence 80 chains east, thence 80 chains south, thence 80 chains west, thence 80 chains north to point of commencement.

Staked January 26th, 1907.

A. F. GWIN,
Per T. Rowley, Agent.

NOTICE is hereby given that thirty days after date I intend to apply to the honorable the Chief Commissioner of Lands and Works for a special license to cut and carry away timber from the following described lands situated in Rupert District, B. C.

No. 5.—Commencing at the southeast corner post by the west boundary post of the Indian Reserve at the east side of the entrance of Forward Inlet, Quatsino Sound, Rupert District, thence 100 chains north, thence 40 chains east, thence 40 chains north, thence west to shore line, thence south along shore to point of commencement.

No. 6.—Commencing at a post near the northeast corner of the Indian Reserve, thence 40 chains west, thence 80 chains north, thence 120 chains east, thence 40 chains south, thence 80 chains west thence south to point of commencement.

No. 7.—Commencing at same post as No. 6, thence 40 chains north, thence 100 chains east, thence 100 chains south, thence 40 chains west, thence 60 chains north, thence 60 chains west to point of commencement.

No. 8.—Commencing at the southwest corner post on the east boundary of Indian Reserve, thence following the boundary of the Indian Reserve to the northeast corner, thence 60 chains east, thence south to the shore line, thence following the shore line westerly and to point of commencement.

January 26, 1907.

A. F. GWIN,
W. B. GARRARD.

NOTICE is hereby given that thirty days after date I intend to apply to the honorable the Chief Commissioner of Lands and Works for permission to cut and carry away timber from the following described lands situated in Clayoquot District, B.C.

No. 3.—Commencing at a post planted about 30 chains west of the southwest corner of Location No. 1, thence south 80 chains, thence west 80 chains, thence north 80 chains, thence west 80 chains to point of commencement.

No. 4.—Commencing at a post planted at the southwest corner of Claim No. 2, thence west 80 chains, thence north 80 chains more or less to the south line of Lot 85, thence east 80 chains, thence south 70 chains more or less to the point of commencement.

CHAS. TAYLOR.
Dated, Victoria, B.C., December 28, 1906.

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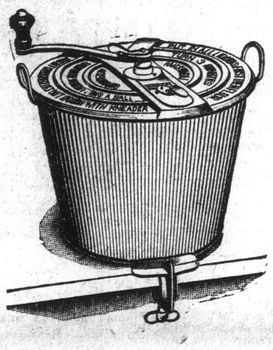

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NOTICE

Mr. C. E. POOLEY

WILL ADDRESS THE ELECTORS OF

ESQUIMALT DISTRICT

AT 8 P. M.

AT THE FOLLOWING PLACES ON THE DATES MENTIONED:

SCHOOL HOUSE, LAMPSON ST., THURSDAY, 31st JANUARY