The Colonist.

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A. G. SARGISON, Managing Director.

THE DAILY COLONIST

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PROVINCIAL FINANCES.

It must be highly satisfactory to the people of this Province to know that the era of large deficits is past, for the present at least. The statement presented by Hon. R. G. Tatlow, Minister of Finance, on Tuesday afternoon in the Legislative Assembly is a plain, unvarnished presentment of our financial situation. No attempt was made to over-estimate the future or disguise the facts as they are at the present time, and as such is best calculated to inspire confidence in the management of our affairs. For the first year of administration, ending June 30, 1904, there was a small surplus amounting to a little over $27,000. During the present fiscal year another surplus is anticipated. But for the coming fiscal year, which the estimates just submitted are intended to cover, it is anticipated that a small deficit will occur. This is owing to the loss of revenue from the operations of the Chinese Restriction Act, which for the years 1903 and 1904 amounted to nearly $500,000. There will, however, be a saving to the Province under the new Education Bill, and from several other reductions in expenditure, while substantial increases are looked forward to from land sales, land grants, timber royalties, timber leases, etc. There will, it is true, be the increase in interest charges and of expenditures for public works to offset these in a measure. The Finance Minister, therefore, although he does not at the present time see his way to making revenue quite balance expenditure, has hopes that by carrying over the surpluses for two years, and by possibly exceeding the estimates of revenue, he may nevertheless succeed. In commenting upon the general situation, he said, as reported, that "whilst there were no signs of 'boom' or undue inflation, the reports, both commercial and agricultural, from all parts of the province indicated a condition of general prosperity, improving business conditions and progress. In spite of adverse commental by critics of taxation, the most encouraging reports were coming to hand from all our mining centres. They were becoming more and more accustomed to hear of dividends being declared, and advices from London indicated that capital was showing a tendency once more to seek investment in the province. But whilst, as stated, the signs of prosperity were general, there were two of the most important branches of local industry that needed careful attention at the hands of both provincial and federal authorities, viz., the fisheries and lumber."

Of course, we are well aware of the conditions which affect the fisheries and lumber industries; but it is hoped that these will prove temporary. Captain Tatlow's remarks on Better Terms were decidedly opportune. Whatever may be said about the financial situation, in the final analysis the position of the Province depends upon the recognition of our claims at Ottawa for increased subventions. Without it it is impossible to adopt a "progressive" or "aggressive" railway or any other policy not within the limits of available sources of revenue. We are in no sense superior in our advantages over the Israelites of old, inasmuch as we cannot make bricks "without straw."

MR. BORDEN'S POSITION ON THE SCHOOL QUESTION.

In the Eastern papers to hand are full reports of the great speech of Mr. Borden on the school question. He had been accused of cowardice in shirking the question, but after reading his speech no doubt is left as to his definite and explicit attitude on the subject, which is expressed very clearly in the amendment he submitted at the close as follows:

"That all the words after the word 'that' to the end of the question be left out and the following substituted therefor: upon the establishment of a province in the Northwest Territories of Canada as proposed by Bill No. 69, the Legislature of such Province subject to and in accordance with the provisions of the British North America Act, 1867 to 1886, is entitled to and should enjoy full powers of provincial self-government including power to exclusively make laws in relation to education."

Mr. Borden said he did not wish to make it a party political question. It was one upon which each member should follow the dictates of his conscience and not be constrained by party ties. He stood absolutely upon the rights of the Provinces to govern their own affairs, and he declared most emphatically if any person proposed to insert a clause forbidding the establishment of separate schools in the Northwest that he would combat it to the end as being in conflict with Provincial rights.

Mr. Borden called in opinions expressed by the late George Brown, Hon. David Mills, Mr. Justice Girouard, Sir Louis Davies, and Sir Wilfrid Laurier, himself, to sustain his position. He then quoted the words of Sir John Thompson, a Catholic himself, who, when as Premier, he was asked by Dalton McCarthy if he held the view that if separate schools were continued until the Territories were given provincial autonomy, they could then be perpetuated for all time to come, said: "I did not say that. I appealed to the House to continue the present system while the Territorial system continued, and I declared that in my opinion the whole subject would be open and free to Parliament as to what constitution we would give to the Provinces when the Provinces were created."

THE ONTARIO LEGISLATURE.

The Ontario Legislature opened last week with an unusually large gathering of spectators and an unusually brilliant ceremony. For the first time in thirty-four years the Conservatives had a "look in" and they took full opportunity of their advantage to make the occasion as impressive as possible. Hon. Mr. Whitney's policy is to some extent outlined in his Speech from the Throne. Among the measures promised is one ensuring the absolute secrecy of voting by getting rid of the numbered ballot.

In view of the movement for the extension of the boundaries of the neighboring Province of Manitoba, the Ontario government has promptly filed the claim of that Province to be considered in the distribution of additional territory. There are also to be amendments to the Education Act with a view to improving the public school system and vesting the head of the university with larger powers in matters of detail. A Department of Mines is to be created in pursuance of another pledge of the Premier previous to election.

There are a number of other measures outlined, but considering the short time which has elapsed since the elections, it could not be expected that the new Government could fully develop its policy along all the lines advocated previous thereto. Mr. Whitney has made a good start and has, so far, given a great deal of satisfaction generally.

CO-OPERATION.

The principles of co-operation, profit-sharing and co-partnership are gradually obtaining recognition, and their results in actual operation, in many notable instances, are demonstrating the possibilities of the future. There are those who believe that in co-operation lies the practical solution of all our economic problems. The war between labor and capital, which is the most bitter and irreconcilable of the present day, must cease when the interests of the two become common.

In the Quarterly Review for January, just to hand, an article entitled "Profit-sharing and Co-partnership" appears, in which some of the proctical phases of the subject are discussed. It points, at the opening, to defects in the existing economic system which exist alike in free trade and in protectionist countries. It is pointed out that one of the most important defects is that existing economic arrangements hide from the great masses of the laboring classes that their interests are served by whatever increases the productiveness of their labor. It is stated that every workman would agree that the ultimate source of his wages is the value of what he produces; and yet it is by no means clear to the workman that the more he produces the more he gets. Self-interest not being awakened in his work it seems to him that he gains by spinning out the given piece of work over the greatest number of hours. This is one of the cardinal defects of trade unionism to which the most serious objection can be taken. The general principle is to limit output rather than stimulate it, and the desire is to restrict the supply of skilled labor rather than to increase it. A leading trade-unionist is stated to have said: "Just as it is the object of the master to get as much work as he can for as little wages as possible, so it is the object of the workman to get as much wages for as little work as possible." The present organization of industry fails to awaken in the average workman the desire to do his best. It is a war of interest against interest with the apparent object of seeing which side can get the best of the other. The loss to the nation caused by this state of affairs is incalculable. As Lord Grey has put it, imagine the difference between the output of ten millions of workers who believe that they are fulfilling their duty to their fellow workmen by restricting their output, and that of the same number who believe it to be the interest of all concerned that their work should be as efficient as possible. A trade-unionist has estimated the difference to be at least thirty per cent. In addition to the actual material waste there art other losses described as "the deterioration of character which comes of slackness and want of industry, with its attendant drinking, loafing, gambling and thriftlessness; this is a loss the magnitude of which cannot be estimated by any arithmetic." Then there is a huge loss caused by strikes.

The principle of co-operation changes the base of the relations between the capitalist and the laboring man entirely by making the latter a partner with the former and by achieving what is really the prime object of labor organizations, and that is for the laboring man to secure a just proportion of the profits arising out of his labor. By this principle every workman becomes, to some extent, a capitalist, and his interest in the enterprises in which he is employed is visibly increased and his efforts are stimulated. The old economic conditions have passed away and the necessity for co-operation is evident, if the small man is not to be snuffed out entirely from a share in the world's industry. "The little tradesman," says the article, "who combined in his own person the attributes of capitalist and laborer, is in many occupations becoming extinct; the small employers, who knows all his men personally, working with and among them, is less common than formerly. The old adage that ownership turns sand into gold is now too often inverted, ownership on a small scale usually turning gold to sand." It is pointed out that owing to modern conditions production on a large scale holds the field and is likely to do so more in the future than at present.

The joint-stock company principle, which has developed so enormously in the last fifty years, is an example, though limited in its way, of the result of co-operation. In fact, it is only another form of co-operation, and the profits are largely shared in by a vast number of people of small means, who are enabled, as shareholders, to enter upon industrial enterprises. Of course, there have been many losses owing to frauds and over-speculation, but, taking it on the whole, the wealth of the world has been enormously increased by the massing of small sums, which, if invested separately, would not have been productive. In other words, what formerly was laid away in stockings or in a pot hidden in the thatch are now used to make railways, waterworks, docks, etc., and to promote every kind of productive industry. "The effect of this Pactolus stream on production has been little short of miraculous; and the national wealth has increased by leaps and bounds. The benefit to the investing classes is no less marked." What is possible for the middle classes is possible for the wage earner. Without abandoning the advantages of production on a large scale, it is possible to make the workmen something more than "hands," mere parts of the machinery in the big concern—to convert them into partners by giving them a direct pecuniary interest in the concern of their labor and sound investment for their savings.

If we view the matter from another point of view, it is possible for an aggregation of small means to fight capital on its own grounds, if antagonism is to be regarded as one of the aims of labor. One hundred thousand men with ten dollars apiece are equivalent in money power to ten men with one hundred thousand dollars each. They have the additional advantage of numbers. The problem is how to best utilize in a practical way the latent power which the numbers possess as against the few. It is possible, through the proper direction of numbers, to carry on successfully almost any business enterprise, no matter of what magnitude. Success depends, of course, in every instance, upon the management. The chief danger in the way of co-operation is that practical experiments in it may be initiated by enthusiasts without the knowledge which is necessary to commercial success. "Enthusiasm must be mated with experience and business capacity. The chief need for the development of co-operation is men who possess the union of these qualities." Many well devised enterprises with every hope of success have failed for the lack of proper control, and where the interests of many are concerned, it requires a firm hand to steer safely. That is one reason why profit sharing and co-partnership have been successfully demonstrated in practice in many large concerns. The heads of these concerns are usually men of wide experience and good business ability.

Given the essential requisite of management there is no reason why large enterprises like mining, milling, fisheries, etc., etc., could not be carried on in this and other provinces of Canada without much further aid of capital than that which could be supplied by those who actually supply the labor. In most industries labor constitutes by far the largest expenditure of capital, and, therefore, if the laboring man supplies his own services as capital he is himself an important asset. The greatest difficulty, however, to the practical working out of any scheme of co-operation is that the working man cannot, or will not, afford to risk his labor in an enterprise as against the money of the capitalist.

The article in the Quarterly Review in question refers to a number of examples of the success of the principle advocated. In England and France, and in Ireland, the results are so interesting that we shall take advantage of the opportunity to refer to them again in greater detail. For instance, the results of co-operation in Ireland among the Irish peasantry have been so marked as to excite the interest of other countries, and numerous deputations have been sent to Ireland for the purpose of investigating conditions there. Co-operation has been directed principally to the development of dairies, the success of which may be judged by the fact that, beginning in 1889 with one creamery, at the end of fourteen years' work there have been established 360 creameries with a membership of 80,000. The sale of butter from these co-operative creameries reached the total of £1,350,000 in 1903. There has also been established 200 Raiffeisen credit banks which have had such remarkable development in Italy and Germany. This success of the co-operative movement in Ireland has been remarkable when we consider what has been generally regarded as the national defects of the Irish in the way of lack of organization and thrift.

Mr. J. S. Willison, Editor of the Toronto News, wrote a two-volume life of Sir Wilfrid Laurier. One chapter deals with his statesmanlike attitude on the Manitoba school question. As the Toronto News is one of the strongest opponents of Sir Wilfrid's separate school proposals in the Northwest, it is obviously desirable that Mr. Willison should write a third volume revising his former opinions.

Newfoundland may now turn to Canada since the Hay-Bond reciprocity treaty has been "amended to death" in the Senate by those whose interests were affected by it. "Collier's Weekly" lets us see how nearly the Colony was lost to Great Britain, and, of course, ultimately to Canada, had the treaty passed in its original form. It says that: "It would have detached Newfoundland from the British Imperial commercial system and bound it with the closest business ties to the United States. By thus thrusting a wedge of American influence directly across the trade route between Great Britain and Canada, it would have promoted the economic independence of this continent and immensely strengthened the position of the United States, both politically and industrially. But most of the senators could see nothing beyond the immediate dollar floating before the noses of their constituents. Senator Scott, of West Virginia, who owns coal mines, insisted on striking out that clause of the treaty which would have allowed the infant coal industry of Newfoundland a chance to warm a few houses in Boston. Senator Proctor, of Vermont, who owns quarries, demanded the exclusion of Newfoundland slates. Democratic senators seemed as fearful of a breath of free competition as Republicans. And so the poor little treaty was mutilated, the long-suffering good-will of Newfoundland toward the United States was chilled, and the greatest opportunity of extending American influence since the same sort of politics killed the old Canadian desire for reciprocity was thrown away."

GREAT BRITAIN'S DRINK BILL.

Attention is being directed in the press to the remarkable fact that in the United Kingdom the consumption of intoxicating liquors has undergone a remarkable decrease since 1899. In that year the drink bill of the nation reached its high-water mark and represented a total of over $900,000,000. Since that time the decreases are as follows:

1900	£1,046,031,	or	$ 5,230,155
1901	3,149,953,	or	15,714,765
1902	2,238,426,	or	11,192,130
1903	5,054,546,	or	25,272,730
1904	5,458,106,	or	25,458,106

It will be seen that the falling off is equivalent to over $2 per head of the entire population. It is questionable whether this decrease is due to the fact of temperance reform or to the inability, through lack of means, of the poorer people of England to pay for intoxicants as they formerly did. In this fact lies the probable explanation, as over $10,000,000 reduction has been in beer, the tipple of the laboring classes. However, the drink bill of Great Britain is still large enough, as people spend more upon alcoholic beverages than the total expenditure of the nation amounts to. The entire suspension would mean the saving of an amount sufficient to pay off the national debt in four years.

DESTROYING WILD FLOWERS.

The Toronto Globe has an editorial article against the destruction of wild flowers in High Park. It says that the gift of the park to the city contained a provision that it be kept in a state of nature, and "this strengthens the plea of all who love the wild flowers of the sandy hills and deep ravines." The conditions in High Park, Toronto, are very much different from those in Beacon Hill Park, Victoria, but the considerations in favor of preserving the wild flowers are equally strong in both places.

Last year steps were taken by the Natural History Society to prevent the pulling of the wood lilies by the children, a practice which in the past had practically destroyed these beautiful flowers, now rather scarce there.

As the spring is on, the question again arises, and we trust that the guardians of the park, as well as parents and others, will endeavor to see that the regulation against the destruction of wild flowers is carried out. One charm of the park, in season, is the flora in its natural state. Every effort should be made to preserve it intact.

It is reported that the Great Northern Railway recently contracted to carry 15,000 tons of rails from Chicago to Japan for $8 a ton. Half of this price, or 20 cents per hundred, for rail transportation was to be allowed, and as the distance from Chicago to Seattle is 2,239 miles, the consequent rate is equal to 1.78 mills per ton per mile. As the actual cost of hauling freight, including interest on capital and taxes, is shown to be 6.2 mills per ton per mile, it is evident that the rails were hauled at a loss of 4.42 mills per ton per mile. In other words, for every dollar it received for hauling, the company would be obliged to pay out, roughly speaking, three dollars, and the query arises, How can the company afford to do this? The probable explanation is that the profit of a full steamship cargo of the Great Northern steamships more than offsets the loss of the railway in providing a cargo, and herein lies one of the problems of competition in through traffic.

LETTERS TO THE EDITOR.

BUSINESSLIKE.

Sir—The following editorial appears in Sunday's News-Advertiser, published at Vancouver, of which Hon. F. Carter-Cotton, president of the council, is editor:

"The facts brought out in the debate in the legislature on the Dyking Assessment bill should be a lesson to those who are always insisting that the government should listen to almost any proposal or scheme that will cause the expenditure of public money. The opposition to the government becoming involved financially in these dyking schemes was met with the cry that it was its duty to develop the country. The result has certainly not advanced the interests of an important section of the province. While the burden on the land-owners is more than should have been necessary, the whole of the provincial taxpayers are now called on to share in the loss that has been entailed. The only good that can come out of these unfortunate transactions will be the lesson that both the legislature and the government should learn, that a province, like a company or individual, must conduct its affairs in a businesslike manner."

In view of what has appeared in your columns in connection with the visit of a delegation of Matsqui farmers, I would like to ask, are these matters being dealt with "in a businesslike manner" at the present time? Mr. Cruickshank's interview published a few days ago is a sad commentary on provincial progress and disheartening in the extreme. Here we have practical stagnation in development owing to lack of railway construction, and appear to be no nearer a solution of the difficulty than we were ten or twelve years ago, and on top of this comes such untoward events as are indicated by Mr. Cruickshank and his fellow-delegates—hundreds of settlers being kept out of the province owing to blundering which is still going on.

PIONEER.

RE PENDRAY BONUS.

Sir—Referring to above matter, I find that owing to my past connection with Mr. Pendray and also to the fact that I am at present engaged in the paint business, I am regarded by a certain section of the public as being the author of the letters which recently appeared in your columns and the Times arguing against the granting of any bonus to Mr. Pendray. Will you therefore kindly permit me to state that I am not the author of any of the letters in question; neither have I inspired them. I have had no connection with them in any way, nor have I any knowledge of the identity of the writer.

W. T. ANDREWS.

Victoria, B. C., March 26, 1905.

A RAILWAY INTO SIMILKAMEEN.

Sir—These are figures to be considered in connection with giving railway facilities to the Similkameen district, a portion of the province of British Columbia which has been crying out for transportation facilities for the last twenty years.

By what is known as the Coast-Kootenay route, the shortest line as yet surveyed, is 80 miles from Hope to Princeton, and it is estimated that this will cost $3,390,000. The next shortest is 90 miles, which it is estimated will cost $3,670,000. The portion of this route which it is proposed to continue from Hope to Vancouver, about 100 miles, would cost some $2,600,000, making an expenditure of something like $6,000,000 to reach Similkameen by what is known as the Coast-Kootenay road—while by building from Spences Bridge to Princeton, say 105 miles, an expenditure of less than $2,000,000 would obtain the same result, open up a magnificent country, satisfy those most interested, secure a line with easy grades, workable every day of the year—no snow or land slides—and pass through a beautiful country, rich in minerals and agriculture.

In anticipation of early railroad construction, a very large sum of money has been spent in development of mining properties, notably the Nickel Plate at Hedley, in which over a million dollars has been expended, and is now employing some 200 men.

It is understood that unless railroad construction goes on in this district the work will stop, these men thrown out of employment, and the town of Hedley will then become a deserted village.

SIMILKAMEEN.

MORE REGARDING RAILWAYS.

Sir—The railway schemes before the government in Sunday's Colonist are somewhat misleading. As one interested, permit me to correct some impressions regarding the British Columbia Northern & Mackenzie Valley road, which you classify as one of the minor propositions, the construction of which is to be from some point near Telegraph Creek into the Dease Lake country.

If I may outline the British Columbia Northern project, it will not only enlighten the public in a matter of vital importance, but show that in place of being a minor, it is the major proposition before the government.

The main object of this road is to establish an all-Canadian route to Dawson, Atlin, Liard, Omineca and the Peace River country, besides opening up the Mackenzie valley and connecting with the Mackenzie river and its many navigable tributaries. Space will not permit of a recital of the benefits to be derived by this province from the establishment of this great system; but just here we may say that the capitalists interested are satisfied that the information furnished them is sufficient to warrant them in financing the scheme to the extent, if necessary, of $100,000,000.

The portion to be constructed or rather commenced this year, if aid is obtained from the McBride government, will be from the navigable waters of the Stikine at Glenora of Telegraph Creek, to the navigable waters of the Dease. This will not only immediately give access to the rich mineral resources of the Liard, but will enable the company to push construction from at least three points at the same time.

By the establishment of a steamship service from Victoria and Vancouver to connect with this railroad, our merchants will be in a position to hold the Northern trade, which otherwise will go to the East over the G. T. P. To this will be added the privilege of supplying the army of hunters, trappers, fishermen and miners who operate along the Mackenzie river and its branches, the supplies which at the present time are furnished through the Hudson's Bay Company from the East.

The Colonist published a splendid map of this railroad on March 10, 1904, page 12. The road when completed will aggregate about 2,500 miles, about 1,500 of which will be in British Columbia.

The subsidy asked of 15,000 acres per mile over that portion between Telegraph Creek and Dease Lake is, when you consider the worthless nature of the land, a matter which a progressive government should grant with but short deliberation. One branch of the system traverses the province from west to east, or so nearly so that the G. T. P. might be offered running powers over it, thereby settling the bonus question, which is a source of worry to some of our citizens, and save the Dominion some millions of dollars, and insure the construction from the British Columbia coast with British Columbia supplies.

It is estimated that the building of this road will give access to territory comprising an area of 385,000 square miles, in which is to be found the greatest wealth of minerals, fur and fish in the known world.

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EGGS FOR HATCHING—Plymouth Barred Rocks, $1.50 set 13; $8 per 100. Apply "Goepel," P. O. Victoria. mr29

FOR SALE—A good fresh calved cow; grade Jersey. Apply M. Finerty, Cadboro Bay. mr28

FOR SALE—Horse and express wagon, 1 South Pandora street. For information inquire at Carne's grocery. mr26

FOR SALE—White, Black, and Buff Orpington, White Wyandotte, Brown Leghorn, Toulouse geese and Pekin duck eggs for hatching, now ready; White Orpington cockrels and pullets for sale. A. E. Richards, Cadboro Bay road, terminus Fort and Willows tram line. mr14

SILVER GREY DORKINGS—Cocks, $5; hens, $3; 15 eggs, $2; 100 eggs, $10—all prizes Nanaimo, all Victoria, bar third pullet. D. W. Malmgny, Chemainus, B.C. mr12

FOR SALE—Buff Orpington eggs, from prize-winners at Victoria show; price per setting, $2 and $1. Apply James Wood, 127 North Park street, or 125 Johnson street.

GRANDVIEW POULTRY YARDS—Greatest laying strain White Leghorns, firsts and specials Victoria and Vancouver, last January; hatching eggs guaranteed. Free circular. J. J. Dougan, Cobble Hill, B. C. mr10

VICTORIA POULTRY YARDS—Buff Orpingtons, White Wyandottes and White Leghorns; 16 prizes at last Victoria show; birds; guaranteed fertile eggs; "live eggs," and day old chicks for sale. Speed Bros. take orders. r5

ADARE POULTRY FARM—Wm. Baylis, Ross Bay, Fairfield Road, Victoria, B. C. Choice eggs for setting, from pure bred and vigorous stock: Barred Plymouth Rocks, from first prize birds; S. C. Black Minorcas; S. C. Brown Leghorns; Toulouse geese; Pekin ducks. All eggs tested before shipping and warranted from choice matings. Orders taken at Brown & Cooper's, Government street, or by post card to P. O. Box 580, Victoria, B. C. ¼mar3

FOR SALE—Eggs from hens guaranteed to lay not less than 200 eggs each per year; White, Brown, Black Leghorns, White, Buff, Barred Rocks, $1.00 per setting. Mrs. Edith Stewart, Chemainus.

FOR SALE—Orpingtons, prize stock, Black $5 per 15; White $2 setting; Buff, prize pen, $2; utility pens, $1; two good trios for sale. Pekin duck eggs, $1 dozen. Miss Turner, Cadboro Bay road. Tel. B337. f28

FOR SALE—Single comb Rhode Island Red and Silver Laced Wyandottes' eggs for hatching, from prize winning stock, $2.50 per setting; fertility guaranteed. Geo. C. Anderson, Savoy Cigar Store. f28

FOR SALE—(Cyphus) incubator and brooder, once used, or will exchange as part payment for good fresh cow. Palmer, Gatbelly road. f26

WANTED—FARMS.

WANTED—To rent for eighteen months, small or medium sized fruit farm; Islands or Duncans districts; full particulars and rent required to Box 298 Colonist office. mr29

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WHOLESALE MARKETS.

Wholesale Market report, corrected daily by the Sylvester Feed Co., 87-89 Yates street, Victoria, B. C.

The following prices are offered to the producer by the local dealers for delivery in round lots f.o.b. car or wharf, Victoria:

The price of oats has advanced considerably, dealers offering $27 and $28 per ton, with few offering; while all other grains are quite firm with steady demand.

Wheat, per ton	$35.00
Oats, per ton	$27 to $28
Barley, per ton	$26.00
Hay (Island), per ton	$14.00
Hay (Fraser), per ton	$12.00
Straw, per ton	$10.00
Potatoes	$28 to $30

CATTLE RANCHE FOR SALE.

The estate of the late Paul I. Gillie, deceased, situated at Nicola Lake, Yale District, B. C., containing some 1,700 acres, and with dwelling house, stable, sheds and implements necessary for working the ranche; also some 220 cattle and 8 horses.

The property is situated on the Nicola coal field, about a quarter of a mile from Nicola Lake Post Office, and is one of the most beautiful locations in the country.

Tenders will be received by the undersigned for the ranche and cattle, together or separately, up till 1st May next.

Parties wishing for further information will be supplied with full particulars on application.

JAMES CHAPMAN,
JAMES D. GILLIE,
Executors.

February 1, 1905.

NOTICE

NOTICE is hereby given pursuant to the "Trustees and Executors Act" that all persons having any claims against the estate of Sir HENRY PERING PELLEW CREASE, late of Victoria, B. C., Kt. (who died on 27th February, 1905, and whose will and codicils were proved in the Supreme Court of British Columbia on 23rd instant, by the Hon. M. W. Tyrwhitt Drake and Lindley Crease, executors therein named), are hereby required to send the particulars of such claims duly verified to the undersigned on or before the 23rd June, 1905, after which date the said executors will proceed to distribute the assets of said deceased among the persons entitled thereto, having regard only to the claims of which they shall then have had notice.

Dated this 23rd March, 1905.

CREASE & CREASE,
Solicitors for the Executors,
Victoria, B. C.

mr24

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