VICTORIA WILL BE GREAT PORT

Capt. W. H. Logan Shows Why Construction of Seymour Narrows Bridge Will Soon be a Necessity

SHOWS ADVANTAGES OF THIS HARBOR

No Place on North Pacific So Easy of Access—Why Preferable to Points on the West Coast

Many reasons were given by Captain W. H. Logan, special agent of the London Salvage association, why the Seymour Narrows bridge should be built, in an interview yesterday. He said that the port of Victoria is so favorably situated that it must needs be the chief entrepot for shipping on the North Pacific, when railroad connection is provided to assemble and distribute the cargoes brought by the steamers to this port, and the Seymour Narrow's bridge will soon be a necessity.

"With the great increase in the harvests in the Northwest and the increasing settlement of the fertile valleys in the west, where millions of bushels of grain will be grown, the shipment of this great crop alone will offer business greater tha ncan now be handled by any port on the British Columbia coast. Even were but ten millions of the 200,000,000 bushels raised in the Northwest—it is estimated by competent authorities that the crop will be nearer 350,000,000 bushels two years hence—shipped via Victoria this would provide cargoes for twenty of the largest freighters vessels of 10,000 tons or more, each month, and would necessitate the bringing to tidewater of 10,000 railroad cars, or more a month.

"This, without consideration of the handling of all other freight business. It will not be long before the Pacific Coast ports will be required to handle the export of western grain, and the Seymour narrow's bridge and Bute Inlet railroad will be most necessary to assist in assembling the many trains at the piers where the keel meets the wheel.

"Seafarers know best how favorably situated is the port of Victoria to become the greatest of the North Pacific ports. It is a splendid place to make from sea. In the Strait of Juan de Fuca is a body of 50 miles of clear open water into which a navigator can bring his vessel safely and easily at all times and under all weather. Victoria offers the easiest access of any port, and it is as safe as it is easy of approach. People have talked of ports on the west coast of Vancouver Island, in Barkley sound, at Quatsino and elsewhere, but for the same reason that big ports have not been established on the west coast of Ireland or west coast of Scotland, or of Norway, there will not be big ports there, for the reason that the approach is perilous. From Vancouver Island until San Francisco is reached there is scarcely a port of large size for the same reason.

"Victoria is as safe a port as any in the world, and is most favorably situated. There are some ports which are merely open roadsteads. At Algoa Bay and East London, on the east coast of Africa, vessels often drag ashore, and about five years ago a storm drove a big fleet of vessels on the beach and strewed the shore for miles with wreckage. Vessels have to pay high rates to ply to ports like these. The same thing have been said of Bombay before the new docks were built there. Victoria does not possess any of these disadvantages.

"This port has every natural advantage, and is practically the only British Columbia port so favorably situated. If Hardy Bay on the northeast coast of the island is excluded, Prince Rupert, although comparatively well placed, is approached between islands, and has nothing like the same open channel as the straits of Juan de Fuca afford for the approach to Victoria. This port is most advantageously placed as a shipping port.

"However well placed a port is, though, there must be adequate railroad connection, and the construction of the Bute Inlet railroad and Seymour narrow's bridge is a necessity. When the first transcontinental railroad for Canada was projected Mr. Marcus Smith gave it as his idea that it should go via Bute Inlet, and it is well known that the lowest dip in the Rockies would lead to Bute Inlet on the way to the sea. If Seymour narrows was bridged the greater portion of the entire product of the districts of the newly-surveyed route to the Peace river valley would be carried toward Victoria over that route for shipment, and the result would soon be that Victoria would become the best and greatest shipping port on the North Pacific coast."

BUYS CRUISING YACHT

Mr. John Arbuthnot Purchases the Colleen at Seattle for Addition to Victoria Power Craft

Mr. John Arbuthnot, of this city, has purchased the power cruiser Colleen one of the fastest and most widely-known pleasure craft on Puget Sound. The deal was made through the firm of Lee & Brinton, naval architects of Seattle, and although the consideration was not made public it is said to have been in the neighborhood of $10,000.

The Colleen was built in Seattle about two years ago. She is 86 feet long and elegantly finished and furnished throughout. The vessel is of high speed and bears the reputation of being the fastest craft of her kind not only on Puget Sound but on the [illegible] Pacific coast.

FORTY LIVES LOST

Many Passengers Disembarking from Steamer at Amoy Are Drowned—Many of Them Women

AMOY, April 15.—A boat into which the passengers of the British steamer Zangchung were disembarking capsized yesterday.

Forty persons, mostly women, were drowned.

The Zangchung had just arrived here from Singapore.

PRINCE LINERS REPAIR

Prince John Hauled Out on Marine Ways and Prince Rupert in Esquimalt Dock

The steamer Prince John, of the Grand Trunk Pacific Company, which is operated between Prince Rupert and Queen Charlotte island ports, arrived from the north yesterday morning, and has been hauled out on the ways of the B. C. Marine Railway Company to have some deferred repairs completed.

The steamer struck in the north some months ago, and temporary repairs were then carried out. The Prince Rupert is in the drydock at Esquimalt completing some deferred repairs, some plates having been dented a few months ago.

ICE BREAKING UP

Nome Roadstead Becoming Free and Bering Sea Will Soon be Open to Navigation

NOME, Alaska, April 15.—(Via Ashcroft, B. C.)—The ice in the roadstead is breaking up. Many leads of open water have appeared and it is probable that Behring sea will be open to navigation soon. This is the earliest break-up in the history of Nome.

Murderers' Punishment

WALKERVILLE, Cal., April 15.—Edward Howitt, Thomas Duncan and Steve Duncan, who killed Peter Roberts in the Mad river country near here, on Feb. 2, were sentenced on Saturday to life imprisonment. Howitt will be sent to Folsom penitentiary and the Duncan brothers to San Quentin. Thomas Duncan, who is 20 years old, and Steve, who is 16, were told that with good conduct they might hope for parole. John Nelson, a fourth youth, accused of complicity in the crime, will be placed on trial on April 29.

Motor Car Murder Mystery

LYNN, Mass., April 15.—It is the belief of some officials that Mr. Marsh was murdered in the motor car and his body thrown from the car into the ditch where it was discovered. The state police began on Saturday an investigation of the murder and it is believed their first work was to go into the business matters of Mr. Marsh. They met an obstacle in the absence of James M. Marsh, son of the murdered man, who is in California. He is expected to return soon.

DR. BEATTIE NESBITT

Canadian Government Seeks Extradition on Charges of Forgery

TORONTO, April 15.—Whether or not Dr. Beattie Nesbitt will fight extradition proceedings depends on W. R. Travers, the former general manager of the Farmers' Bank, who will return to Toronto tomorrow and make deposition. On that deposition counsel for Nesbitt will decide whether or not they think it advisable to fight the extradition proceedings.

A deposition will also be taken from an official of the finance department at Ottawa, who will produce all the documents relating to the issue of the Farmers' Bank charter by the treasury board.

CHICAGO, April 15.—Formal complaint by the Canadian government against William Beattie Nesbitt in connection with the wrecking of the Farmers' Bank of Toronto, was filed with United States Commissioner Foote today, seeking the extradition of the prisoner to Toronto on charges of forgery. Jas. E. Rogers, of the Canadian federal police, filed the complaint. Nesbitt will be given a hearing tomorrow.

SNOW IN MANITOBA

Heavy Fall Cripples Telegraph Wires and Interferes With Seeding Operations

WINNIPEG, April 15.—A heavy storm accompanied by rain and snow in some localities visited Manitoba, Western Ontario and contiguous territory south of the international boundary during the past forty-eight hours, crippling telegraph wires and in some places interfering with traffic.

In this province as much as a foot of snow fell and was followed by a sharp frost, thus putting a stop to seeding operations for a number of days.

Saskatchewan and Alberta escaped entirely. In Brandon district the high winds of last Friday uncovered much of the seed and hundreds of acres will have to be seeded again.

Fake Damage Suits

TORONTO, April 15.—A special meeting of the Benchers of Upper Canada Law society will be called to consider the cases of J. W. Curry, K.C., and B. H. Ardagh, two lawyers who acted for detectives in fake damage suits against the Toronto Street Railway.

TORONTO, Ont., April 15.—An unknown man threw himself under the wheels of a train at the Union Station on Saturday afternoon and was instantly killed. A policeman identified the man as Wm. Corree, but it was later found that Corree was serving a term in jail.

An Idaho Romance

SPOKANE, Wash., April 15.—A romance that began in a heroic rescue from drowning on an Idaho lake will culminate in San Francisco on April 30, when Miss C. Hogan of Spokane and John F. Clark, son of Patrick Clark, the millionaire mining man of Spokane, are to be married. Young Clark swam to Miss Hogan's assistance when her canoe overturned at Hayden lake, Idaho, in 1910, and kept her above the surface for over an hour until help arrived.

Tidal Wave on Lake Erie

CLEVELAND, O., April 15.—Various steamers reported on Saturday that an immense tidal wave swept the southern shore of Lake Erie. At Ashtabula the steamer Sarah of Duluth, was separated from her moorings and thrown against the Schoomacher, the largest freighter on the lakes, smashing the Schoomacher's upperworks. No one was injured. At Painesville ice was washed 600 feet back up the river.

In a wreck on the C. P. R. near Savona last week, Engineer Walker and Fireman Hoskinson, of Kamloops, were so seriously injured that they died in hospital a few hours later.

SHIPWRECK OF S. S. TITANIC

(Continued from Page 7)

lists cabled to New York sailed on the Titanic. There may, they say, have been a few who changed their minds at the last moment, but at the office up to the present time no cancellations from or additions to the passenger list have been heard of. As a matter of fact this would be known only to the purser of the Titanic.

KNEW ICEBERGS WERE IN VICINITY

NEW YORK, April 16.—What is believed to have been one of the last messages sent from the Titanic before she struck the iceberg was received at the Hydrographic office in Washington on April 14, the day preceding the night on which the accident occurred, according to advices received here tonight. The message as given reads:

"April 14: German steamer Amerika reported by radio-telegraph passing two large icebergs in lat. 41.27, long. 50.08.—Titanic."

This message indicates that the Titanic had knowledge of ice in her vicinity as her position when she struck was latitude 41.46, long. 50.14.

FAVORS LIMITING SIZE OF VESSELS

WASHINGTON, April 16.—Stirred by the horror of the Titanic disaster, all official Washington was preparing today for steps to minimize the possibilities of another such tragedy. Congress began framing regulations to govern life saving appliances and wireless and President Taft, doubly touched by the probable loss of his military aide, Major Archibald Butt, held conferences with cabinet officers to consider control of wireless.

In the house, what may result in a federal investigation into the cause of the wreck and the enactment of protective measures was begun with resolutions by Representatives Mott and Hartwick. The Mott resolution provides for life saving apparatus. Under the Mott resolution the Merchant Marine Company would sit as a court and compel the attendance of witnesses

Chairman Alexander of the committee, said today that the catastrophe would stop the building of such enormous vessels. He favors a law to limit the size of vessels which visit American ports. The committee also expects to report a bill to regulate wireless.

President Taft was in conference nearly two hours with his cabinet officers whose functions cover the operations of this new system of telegraphy. These were Secretaries Stimson, Meyer and Nagel. Attorney-General Wickersham was called in to give legal advice as to the necessities in a legislative way of additional laws. In recognition of the extensive interests of private corporations which have spent much in experimenting on ships and shore stations with wireless outfits, former Attorney-General Grigs and Mr. Sheffield, representative of the Marconi Co. also were consulted.

The discussion was general and touched on the details of the bill which probably will be prepared in the navy department to give effect to the requirements of the general wireless convention to which America recently her adhered.

The house adopted a resolution expressing condolence with the relatives of those who lost their lives on the Titanic. The resolution offered by Representative Austin follows:

'Resolved, that this house has heard with profound regret and sorrow of the appalling loss of life on the steamship Titanic and expresses its deep sympathy for the relatives of those who perished in that great disaster."

Virtually every formal social affair in diplomatic circles in Washington has been cancelled because of the Titanic disaster. J. J. Jusserand, the ambassador from France, was to have entertained Viscount Chinda, the ambassador from Japan, at dinner tonight, and canceled the engagement. The Danish minister, Count Moltke, also was to give a dinner which he postponed. Many other affairs have been put off.

Confirms Loss of Life

On board S. S. Olympic at sea, April 16.—The Olympic received news at midnight on Sunday that the Titanic had struck ice. She started immediately for the scene, but resumed her course eastward at 5 o'clock in the morning upon hearing that the Titanic had sunk at 2 a. m. The only details known are that 670 persons were saved, mostly women and children. All the crew except those manning the boats, are believed to have been lost, including the principal officers.

This dispatch was sent to the Associated Press by Loudon G. Charlton of New York, a passenger on the Olympic, and is the first word concerning the disaster received from anyone outside of official sources. It will be noted that the number of survivors virtually is identical with the original despatches. Later despatches indicate that 868 persons were saved.

Insurance Risks

WINNIPEG, April 16.—There will be heavy losses among insurance companies as the result of the loss of the Titanic. All the officials in Winnipeg are looking into books to find out what losses will be.

Mark Fortune carried $25,000 in the Traveller Accident Insurance Company, with a double liability, which through his being lost on the Titanic will mean $50,000. In the Canadian Railway Accident Insurance Company, Mr. Fortune also carried $5,000 with a double liability.

C. M. Hays, president of the Grand Trunk, carried $25,000 with a double liability in the Travellers with $12,500 accumulations, which also carried a double liability clause, and the total to be paid on his death would be $75,000.

Among the Missing

Mr. Thornton Davidson of Montreal, who is counted among the missing passengers of the lost Titanic, and who is a son-in-law of President C. M. Hays of the Grand Trunk, is a cousin of Hon. Dr. H. E. Young, who yesterday scanned with anxiety each newspaper reference to Sunday's dread disaster, for some news of his relative. Mr. Davidson is a son of Mr. Justice Davidson of Montreal, whose knighthood has just been announced, and was accompanied by Mrs. Davidson on the ill-fated voyage of the Titanic.

French Sympathy

PARIS, April 16.—The press of France unites in expressing sympathy for England and the United States over the catastrophe of the Titanic, saying it is an international tragedy. The White Star offices here have been crowded all day with relatives and friends of passengers who, though fearing the worst yet cling desperately to hope. Many arrived at daylight. Among the French passengers reported to have escaped is Pierre Marechal, son of the noted French admiral.

Honors For Passengers

OTTAWA, April 16.—Militia general orders for the coming week affect two passengers on the Titanic. They gazette C. M. Hays, as an honorary lieutenant-colonel in connection with the recently worked out transportation side of the mobilization scheme, and Major A. G. Peuchen, of Toronto, whose rescue has been announced as lieutenant-colonel of one of the battalions of the Queen's Own Rifles. He has held a commission for many years.

Stunned by Disaster

SOUTHAMPTON, Eng., April 16.—Distressing scenes were witnessed this morning at the White Star office here, which was thronged by the relatives of the crew of the Titanic. The town is stunned by the disaster, which is the greatest blow Southampton has ever sustained. Every member of the crew had his home here, and a large portion of them were natives of the town.

Parisian's Message

HALIFAX, April 16.—In reply to a despatch sent by the Halifax Manager of the Allan line, Captain Haines of the Steamer Parisian, sent the following wireless: "I have no survivors of the Titanic on board, and no official information as to the fate of the ship. Expect to reach Halifax early tomorrow morning."

Victim of Heart Disease

GALT, Ont., April 15.—Word was received here of the discovery by men on their way to work at Ayr, of the dead body of Miss Annie Patterson, of that village, lying by the road side just out of the village. The deceased was in her 55th year, and lived with a sister, who was away visiting in the north end of the town. Miss Patterson accompanied a friend, who lives outside the village, to her home, and on her way back dropped dead. When the body was found the doctor was summoned and pronounced her death due to heart failure. No inquest will be held.

Three Dead in Collision

LIMA CENTRE, Mich., April 15.—Three persons were killed and twenty injured today when two interurban cars of the Michigan United railway collided about two miles east of here. The cars were telescoped. An urgent plea for every available physician and ambulance in the city and vicinity has been sent to Ann Harbor.

Manitoba College

WINNIPEG, April 15.—P. J. Curran, K. C., a well known Brandon lawyer, is to succeed Judge Cumberland in the county court. The committee of Manitoba college, which has been considering the appointment of a successor to the late Principal Patrick is to make known its recommendations at a meeting of the board next week.

Miner's Awful Death

FERNIE, B. C., April 15.—Isaac Wallingford, a miner of Coal Creek, was killed last night by falling between the cars of the train from Fernie. He had been in town during the afternoon and for some unexplained reason crawled under the coaches when they were moving. His body was terribly mutilated.

Defrauding Through the Mails

ST. LOUIS, April 15.—The jury in the case of G. Lewis, charged with using the mails to defraud, was discharged today by Federal Judge Amidon. It was unable to agree after being out seventy hours. Nine jurors were for conviction and three for acquittal.

VISITS SUGAR BUSH

Duke of Connaught Makes Pleasure Trip to See Canadian Industry

OTTAWA, April 15.—The Duke of Connaught has been out in the sugar bush on the Quebec side, with Sir Edmond Osler and Sir Donald Mann as his guests. The party, which included the Duchess, the Princess Patricia and a number of ladies in waiting, left on Saturday by special car and visited the Roman Catholic monastery near Chelsea. They went through the sugar bush and witnessed the process of making the maple sugar. Sap has been running freely in the bush. The royal party and their guests were much interested in the spectacle.

MOTOR CAR FATALITY

Cyclist Meets Instant Death in Collision in Central Park, Vancouver

VANCOUVER, April 15.—A party of American tourists in a motor car driven by F. L. Jones of Portland, Ore., collided this evening at Central Park with a motorcycle ridden by M. J. Jenkins. Jenkins was instantly killed, the motor car wheels passing over his head. The motor car driver was detained by the police.

CIVIC ESTIMATES PASSED FOR YEAR

Council Passes Expenditures for Forthcoming Twelve Months—Few Changes are Made in Civic Salaries.

The final consideration of the civic estimates for the present year was had last evening at the city council, when the expenditures bylaw for the the year was passed. The total expenditure is figured at $1,721,870, which is expected to be easily met by the present tax upon real property at the existing rate of twenty-four mills upon the dollar, minus the usual one-sixth for prompt payment.

For the past two months a committee of the council has been busy considering the expenditures for the year and the report submitted at last night's meeting of the council was the result of the committee's efforts. The report was adopted practically without comment. The various votes are summarized as follows:

City Debt	$ 240,272.01
Municipal Council	8,000.00
Legal Department	23,100.00
Civic Salaries	61,810.00
Civic Institutions	380,234.40
Buildings and Surveys	56,540.00
Streets, Bridges and Sidewalks	128,200.00
Miscellaneous	93,450.00
Education	272,946.54
Board of Health	158,645.00
Water Works	272,767.50
Sewer Rental and Sewers Tax Fund	25,375.00
	$1,721,370.55

Under the head of city debt interest calls for the expenditure of $126,110; sinking funds, $67,840; sinking fund on local improvement works, $45,570; and brokerage and exchange, $750. The vote for municipal council purposes calls for a salary of $4,000 for the mayor, an increase authorized by general legislation at the last legislative session, but the aldermanic salary has not been increased.

In the matter ov civic salaries some increases were granted but the total estimates for the city hall expenditures are not materially increased. The vote for various city institutions, showing no decided increases over that of a year ago, was as follows:

Cemetery	$ 5,220.00
Parks	30,170.00
Pound	3,725.00
Police	94,280.00
Fire Department	157,279.40
Library	14,260.00
Street Lighting	43,740.00
Public Market	1,430.00
Home for Aged and Infirm	9,630.00
Sewerage	9,000.00
Salt Water Fire Protection	1,500.00
	$380,234.40

COUNTRY NO BAR TO RAILWAY BUILDING

Going in From Stewart No Difficulties Occur—Coal of Naas River District Is a Good Anthracite

Mr. Bernard O'Neil, who has been paying a visit to this city, has just completed an exploring trip into the Groundhog mountain district along the line which it is possible the Canadian Northern Railway may follow from its terminus at Stewart.

Mr. O'Neil started on February 1 and packed his own provisions in, dropping them along the route for his return journey. He followed the Naas river to the sixth cabin on the Yukon telegraph line and then in a northeasterly direction penetrated the coal region, to a distance of 140 miles from Stewart, passing the Blackwell lake country and so to Naas lake.

There will be no difficulty, he says, at any point in the construction of a railway, not even a tunnel being necessary. Stewart is the natural outlet to this country, he believes, as the line along which he traveled is shorted by some 150 miles than the distance to Hazelton. By the former route salt water is reached at once, by the other there would still be 300 miles to be traversed before reahing the coast.

Provisions Going In

Provisions are being sent into the country rapidly, and the people will follow at the earliest moment possible. When Mr. O'Neil came out a few weeks ago the snow was very soft, and he had to use snowshoes, but he prefers to do his prospecting under such conditions rather than in the summer, as the formation of the country can be discerned just as well, passes are more easily picked out and a range can be attacked anywhere. Owing to the softness of the snow, game was scarce along the trail.

Mr. O'Neil pointed out that tapping this country means the tapping of the Lower Stikine and the reaching of the coal croppings close to Ecoke Lake, which, though undoubtedly extensive, have not yet been properly prospected.

Pleasant Winter Weather

The weather since the 1st of February had not been severe; the lowest temperature recorded was ten degres below zero, and the Chinook winds were tempering the climate. If this whole track of country becomes settled it will greatly aid in the development of the Cariboo district, especially in regard to its hydraulic, quartz and deep diggings. The coal of the Naas portion is good anthracite, and it is rumoured that large tracts of country have recently been taken up by a syndicate. There is also copper, and it is possible that another mine may be found to equal the output of the Granby outfit at Goose Bay.

From his observations, Mr. O'Neil declares the country an excellent one for settlers once the government has cut a trail in, and this plans are being made to accomplish at an early date. The Hon. Thomas Taylor, to whom he made a report while here, showed himself intensely interested in the result of this exploration tour and made himself fully acquainted with all the details that Mr. O'Neil could give him.

WHAT

is more refreshing these hot days than a glass of good Beer, Ale or Stout. We have the good brands, look below and note the prices.

Copas & Young

Victoria Phoenix Bock Beer, quarts, per dozen	$1.50
Pints, per dozen	75¢
Victoria Phoenix Lager Beer, quarts, per dozen	$1.50
Pints, per dozen	75¢
Victoria Phoenix XXX. Stout, quarts, per dozen	$1.50
Victoria Phoenix XXX. Stout, pints, per dozen	75¢
Victoria Phoenix Ale, quarts, per dozen	$1.50
Pints, per dozen	75¢
Victoria Phoenix Bohemian Beer, quarts, per dozen	$2.00
Victoria Phoenix Bohemian Beer, pints, peer dozen	$1.25
Silver Spring Bock Beer, quarts, per dozen	$1.75
Pints, per dozen	90¢
Silver Spring Lager Beer, quarts, per dozen	$1.75
Silver Spring, pints, per dozen	90¢
Silver Spring English Ale, quarts, per dozen	$1.75
Silver Spring Ale, pints, per dozen	90¢
Silver Spring Stout, quarts, per dozen	$1.75
Silver Spring, pints, per dozen	90¢
Budweiser and Lemps Beer, quarts, per dozen	$3.00
Budweiser and Lemps Beer, pints, per dozen	$2.00
Guinness' Stout, quarts, per dozen	$3.00
Pints, per dozen	$2.00
Guinness' Stout, nips, per dozen	$1.50
Barclay Perkins London Stout, pints, per dozen	$1.75
Nips, per dozen	$1.20

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A deliciously fragrant and most beautiful perfume—an odor that lasts long. It is made from nothing else but the Devonshire wild flowers. Buy just as much or as little as you please; 50c per ounce, sold here only.

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Dry or Wet Shrimps, per tin	20c
Boneless Sardines, per glass	60c
Noel's Sardines des Aristocrates, in glass tin	60c
Noel's Sardines in Tomato, in glass, tin	60c
French Billet, large tin	40c
Small tin	25c
Billet, 4 in carton, in Bordeaux Sauce, in tomato sauce, with pickles and lemon and citron, 20c box	75c
C. & B. Philipe & Canaud, tin	35c
Alberts in Oil, ½ and ¼ tins	25c and 40c
Alberts in Tomato Sauce, tin	25c
Alberts, Boneless, ¼ tin	25c
French Boat Race, tin	25c
Louis Trefavwne, tin	25c
Andre, Boneless, tin	25c
Madame Augot, tin, 2 for	25c
Jockey Club, large tin	50c
Norwegian Smoked Olaf, tin, 2 for	25c
Norwegian Skipper in Oil, tin, 30c and	15c
Norwegian King Oscar, smoked, 2 for	25c
Norwegian Thilis brand, in oil, 2 for	25c
Norwegian Sea Pearl, in oil, 2 for	25c
Skipper in Tomato Sauce, tin	15c
Sea Queen, in oil, tin, 2 for	25c
Giraffe, tin	10c
Brunswick, Canadian, 4 for	25c
Billet, tin	30c
Pilchards in Oil, Cornish Sardines, tin	35c
Fillets of Soles	50c
Royan's A-La-Bordelaise, in Aromatic sauce	25c

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