The Colonist.

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A. G. SARGISON, Managing Director

THE DAILY COLONIST

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THE WAR.

Judging from the comments appearing in the press on this Continent and in Europe, these appears to be a feeling that the Japanese are not playing their part properly by the reticence which their officials not only observe themselves in regard to wantike operations, but also enforce on the Japanese press. It would seem, however, to be more reasonable to regard the manner in which the Japanese Government has succeeded in preventing reports of the plans of its naval and military commanders from being known, as a proof of the thoroughly efficient and businesslike methods which they pursue. In the history of the war in South Africa we had not a few instances in which the eagerness of the correspondents, not only the foreign, but the British press to keep the readers of their respective newspapers thoroughly and promptly informed of what was going on and what was intended, caused not a little annoyance and inconvenience to those who were responsible for the movements and operations of the British troops. The Japanese have evidently profited by that experience, and there has not been a single instance in the present war where a newspaper has been able to give the least information as to the movements of the Japanese land and sea forces until their desired result had been attained.

At the present time the world is really in complete ignorance of what the situation actually is. It is true that almost every day reports come through St. Petersburg of what is going on, but it is tolerably clear that in many instances these are either intentionally or actually inaccurate. But none of these give any information on matters on which it would be of great interest to have some details. Where the Russian vessels are that were in Vladivostock is still a matter of mystery. The Japanese may know but, if so, they are careful not to afford the information to others. As to the Japanese fleet itself we know scarcely anything more. It appears and disappears at Port Arthur, but what its commander has in his plans neither the enemy nor neutral observers have any means of learning. The report that the Vladivostock fleet had succeeded in effecting a junction with the vessels from Port Arthur is not credited at St. Petersburg, and such an operation, we may be tolerably certain, will be prevented, if possible, by the Japanese fleet. Deducting the vessels, which by the admission of the Russians themselves have been so injured by the Japanese as to be practically out of service, the Japanese fleet is now superior both in the number of vessels and the weight of armament, to its opponents. There is also another detail in regard to that matter which may be overlooked in comparing the relative strength of the two fleets. That is the fact that, according to the official statements of the character of the vessels in the two fleets, the Japanese have the advantage of their fleet being composed of vessels of nearly uniform speed, while in the case of the Russians some of their vessels are so much slower than others that they would be an embarrassment rather than a source of strength to the Russian commander in many events likely to occur in modern naval warfare.

Amid all the uncertainty and lack of information respecting the Japanese movements, there appears to be a probability that important operations are being prepared for by the Japanese against the Russian positions north of the Yalu river. The Japanese are taking careful precautions to prevent either the exact location or the strength of the force with which this operation will be carried out from being known. It is, therefore, probable that news may come very shortly of an engagement between the two armies at the Yalu River, when the Japanese attempt to force its passage against the troops that the Russians have concentrated there. The ice which has hitherto made the landing of Japanese troops on the mainland a matter of difficulty, is now reported to be breaking up, and as the Japanese fleet apparently has still command of the sea there is nothing to prevent the disembarkation of the troops destined for that service. The advance column under General Oyama, composed of cavalry, infantry, an artillery force of 36 guns, with a regiment of engineers, and complete artillery and commissariat supplies, is to be supported by the entire Twelfth Division of the Japanese army. If nothing arises to interfere with their plans, it is almost certain that the Japanese will force the passage of the Yalu River and thereby seriously threaten the Russian flank and their communications.

SENATOR MACDONALD'S POSITION.

We print elsewhere another letter from Senator Macdonald in reference to the attitude he holds to the Grand Trunk Pacific Railway scheme. All fair-minded persons will accord to the Senator the right he claims as a member of the Dominion Parliament and a public man who for many years has been intimately connected with both Dominion and Provincial affairs to discuss fully and fearlessly any matter connected with the Federal or Provincial administration. As he stated in a former letter, Senator Macdonald does not oppose but supports the construction of another transcontinental railway, whereby immense areas of fertile land, now inaccessible and without population, will be available for settlement and the development of their vast natural resources be rendered possible. Senator Macdonald's desire is that the most careful consideration shall be given to every detail connected with such an immense undertaking as a transcontinental railway is, so that it may best serve the country and render the largest possible return for the generous and, indeed, munificent financial aid that the enterprise is to receive from the public purse and public credit.

Every intelligent person will agree with Senator Macdonald's contention that to be of real practical value the opinion of Parliament should be obtained to a contract or agreement before and not after its virtual completion between the two parties to it. We do not say that the present Government at Ottawa has not acted in this manner in much the same way as some of its Conservative predecessors. But that does not make the procedure that has been followed any more business-like or satisfactory.

Now as to the scheme and the interests of British Columbia. Surely it will not be disputed that this Province has an interest in the enterprise greater, perhaps, than that of any other particular political entity in the Dominion. That being admitted, it is surely equally as certain and reasonable that the people of British Columbia should closely criticize the details of the agreement concerning the construction of the line to ascertain if all proper and reasonable protection has been afforded to that interests. Now, from a letter published by us yesterday, it would seem that there are some persons here who seem to consider that if British Columbians venture to express any criticism or to suggest in any manner that, in their opinion, Provincial interests are not sufficiently safeguarded, they are doing something that they should not do, unless they are prepared to agree that the Province must make some special contribution to the promoters of the scheme. British Columbia already contributes more largely per capita of her population to the Dominion Treasury than any other Province in the Dominion. Why, then, should a request that construction shall commence on this Coast simultaneously with that at the Eastern end, be regarded as a demand that can only be entertained if it is accompanied by a substantial douceur in the shape of big dollars or broad acres? We are told that it will be more costly for work to be commenced on the Coast instead of all construction being carried westward. That may be so or not, but we are inclined to thing that a close examination will show that it is not the case, since it is quite certain that rails and other material can be delivered by sea at the Coast point (and for a good many miles inland) cheaper than they can be hauled by the railway (and over a mountain range) for two thousand miles. But that has nothing to do with the present question as to whether in the agreement with the Railway Company the interests of British Columbia have been protected as fully as they should be under the liberal mantle in which Parliament has treated the Company. Senator Macdonald is doing only what it is his duty to do in examining into that question, and in that course he should receive the hearty support of the other representatives from British Columbia.

SIR WILFRID LAURIER'S CONVERSION.

A very interesting statement is made public in a letter to Mr. Wharton Baker from Sir Wilfrid Laurier, part which is quoted by the former in an article in the current number of the North American Review on "American Commercial Union." The letter is dated October 13, 1903, and is in answer to a suggestion for reciprocal trade relations between the United States and Canada. Sir Wilfrid Laurier expresses the opinion that such a movement would not meet with any favor in Canada," and says that personally he would be opposed to it. Sir Wilfrid, continuing, says that some few years ago "the Liberal party carried on a campaign in favor of unrestricted reciprocity between Canada and the United States," but "that its efforts in that direction were received with no sympathy" in that country. Sir Wilfrid states that he had valued very highly the importance of the American market for Canadian products, but says that "failing to make an impression in that quarter, we directed our efforts elsewhere and I am glad to say that they have been successful beyond all expectations. That movement in favor of unrestricted reciprocity had its raison d'etre some twelve years ago; in the present conditions of our trade, its raison d'etre has ceased to exist."

This direct and explicit statement by Sir Wilfrid Laurier will be heard with general interest and approval, and by no section of Canadians more so than by Liberal-Conservatives. They will receive this recantation of his former opinion on the question of trade relations with the United States by Sir Wilfrid Laurier as a confirmation by the leader of their political opponents of the soundness of the course pursued by Sir John A. Macdonald in regard to the campaign for "Commercial Union," of which the late Mr. Erastus Wiman was the promoter, but which had the complete and energetic support of Sir Richard Cartwright and other prominent members of the Liberal opposition party. Throughout Eastern Canada a vigorous propaganda was carried on, and in every election contest the people were asked to support a policy that it was declared would double the value of every Canadian farm. There was little attempt to disguise the fact that the adoption of "Commercial Union," as defined by Mr. Wiman, would destroy Canadian manufactures and make the people of the Dominion dependent on the factories and workshops in the United States for manufactured articles. But that counted for little since there was not an hesitation on the part of the advocates of that policy across the line to declare that it was only a question of time—and not a long time either—when political union would follow that commercial dependence on the United States which Mr. Wiman and his Liberal allies urged so strongly and so persistently on the electors of the Dominion. "Looking to Washington," was inscribed on the banners of the Liberal party. The "British connection" was scouted as an antiquated survival of the past. We were told that while the Mother Country was regarded with affection, the ties between her and her vigorous dependency on this Continent must not be allowed to hamper a movement for more intimate relations with our great neighbor. But slightly veiled were the suggestions in some Liberal journals that an organic change in our political existence was impending and sordid suggestions were made in justification of such a course. Then it was that Sir John A. Macdonald made what proved to be his last appeal to his countrymen, and in asking them to support him and his policy at the polls in the General Election in 1891, uttered those memorable words: "A British subject I was born; a British subject I will die." There was no failure on the part of the people of Canada to respond to the call of their great political chieftain, and although Sir John survived the election but a few weeks—the campaign proving to be too great a strain on his physical strength—he had the satisfaction of knowing that the sentiments of the people of the great Confederation (of which he was one of the fathers) were loyal to the British connection and not willing to barter their political fealty for the mess of pottage of "Commercial Union."

Now the wisdom of the policy inaugurated and maintained so consistently by Sir John A. Macdonald is admitted on all hands, and we have Sir Wilfrid Laurier openly declaring that any proposal to abandon it for any scheme of unrestricted reciprocity with the United States would not meet with favor in Canada and would have his personal opposition. Gone also has the later heresy of 1895 of "Free Trade as they have it in England," and we have one of the most prominent and determined of the advocates of "Commercial Union," Sir Richard Cartwright, declaring that "the tariff is not now a question of party politics." The genial rays of office have saved the existence of what the cold shades of opposition threatened the destruction, and in the Mother Country Canada finds an open market without any restrictions or conditions, far more profitable than these across the boundary, admission to which could only be obtained by concessions that involved industrial servitude and threatened our political independence.

LETTERS TO THE EDITOR.

THE GRAND TRUNK PACIFIC.

Sir,—Your correspondent "Observer," a few days ago dealt at some length with the route, and mileage, with which I have no fault to find. He touched also on the strategic importance of the two islands awarded to the United States, on which many other persons have spoken and written.

I cannot see any force in the argument or contention that these two islands command, or are a menace to a future railway terminus at Port Simpson, when we think that for 4,000 miles from the Atlantic to the Pacific our boundary runs side by side with that of a foreign country, although happily a friendly one—a boundary line from its length impossible of fortification.

Vancouver, although of more importance than any northern terminus will be for some years, has not been mentioned as being open to attack, and requiring fortified protection, although as open to a sea attack as Port Simpson, and more open to a land attack. Should it be considered necessary in the future to fortify these places they are eminently adapted for such purposes. The north side of Port Simpson and Dundas Island, command its entrance, Vancouver is equally well commanded by the headland south of English Bay, and by the high headland at the entrance to the harbor. My reference is to attacks by sea. We do not, however, know of any country which has specially fortified its railway terminus except Russia on the Asiatic coast, which was made necessary by reason of her being a trepasser in a country not belonging to her. Considered singly, the strategic position of these islands need not cause any anxiety. In case of a rupture with any country should we lose command of the sea we may expect to lose a good deal more than a northern railway terminus.

Observer is quite correct in saying that very little is known of the country between Nova Scotia and the Pacific. Common prudence would indicate the necessity for thorough exploratory surveys, and accurate information being had before contracts involving millions of money were ratified. Some days ago the Colonist in a semi-editorial on the subject of the Grand Trunk Pacific, referred to Sir Wilfrid Laurier as not being a business man, which is clearly manifest in the contract he negotiated last session, which has already broken down from defective construction, as proved by reconstruction being necessary before the ink was dry on the first contract. Nothing in the commercial necessities can justify duplicating the intercolonial railway, which has not in many years earned expenses from lack of traffic, and yet Sir Wilfrid is to construct a competing line at a cost of about seventy millions of dollars to be handed over to a rival company free of rent for seven years, and for three more years if the company cannot pay after the expiration of the first seven years.

Can any Liberal call this a wise business proposition? If it had been, Mr. Blair, Minister of Railways, would not have left the Laurier government.

There can be no doubt what the true policy should be—stimulate and aid our present railways now operating in parts of the Northwest to open and colonize the lands known to be fit for settlement, rather than at enormous cost open lands, the extent and character of which are not known. We have millions of acres now available, and more being made available year by year.

The Canadian Northern is now pushing on towards Yellow Head; let the Dominion and British Columbia give moderate assistance to come to the coast and on to Victoria. Such a project would open Vancouver Island from north to south, and stimulate most commercial parts of the province. When the G. T. P. contract was before parliament and mutilated, this province was not given the smallest consideration, and no stipulation for construction to be commenced on the coast simultaneously with that from Winnipeg. Nor in the Governor's speech on the 10th of this month was any mention made of this province. Nor was there any stipulation for the non-employment of alien labor.

Should the portion of the proposed railway from Nova Scotia to Quebec be dropped, the scheme would lose its most objectionable and unbusiness-like features and would doubtless receive a more cordial support.

W. J. MACDONALD.

AS TO ALIENS.

Sir,—Will you kindly allow me to say a word on aliens in continuation of your leading article of the 9th ult., and two letters of the 12th by Messrs Clifford and Best?

The subject matter I most heartily endorse and wish success to all efforts in the direction of protection, but is Mr. Clifford's petition to the Dominion authorities re Salmeries protection somewhat inconsistent, Had Mr. Clifford urged, as chairman of the mining committee the policy of protection to our placer miners first, and promised bona fides in the matter, there might then be some hope of the Federal authorities getting a little further than consideration.

The Minister of Mines, in answer to a question in the House, gave the names of men holding claims and paying no tax. Can the Minister and Mr. Clifford have known that nine-tenths of those men were aliens with a sprinkling of naturalized subjects? If they did, then they would appear to regard "Canada for the Canadians" as still in the phrase stage of existence.

Just before the last election there was a petition sent round to receive signatures in support of crown grants for placer claims, but only to employees of the non-taxpaying aliens. Of course, Mr. Editor, one was not by any means compelled to sign that petition but—This cost the present government the last election here, and the same price will bring about a like result again. A move in the direction of equalizing taxation and putting away the possibility of aliens avoiding the payment of their just taxes so that Canadians don't pay all the taxes, plus the loss of their natural rights in the land by mining technicalities, I heartily wish the public, on whom the assessment tax falls heavy, would cast an eye in this direction and keep the other on some of the proposed amendments to the Placer Mining Act, as propounded by the Mining Association. They might find something which, being prevented, might materially assist in taking the rough edge off the Act.

Let us be consistent by doing what lies at our hand, and have the power to put in force, than put a powerful argument by our inconsistency, into the hands of Mr. Charlton's provincial admirers. Hoping by the time the summer session is called Mr. Clifford will have made up his mind to use his best endeavors to get eliminated the carburetted-hydrogen clauses of our Placer Mining Act, and may he be equally successful with both fish and placers, is the hearty wish of hundreds beside

ANTI-ATLIN.

Cariboo, B. C., March 3rd, 1904.

PROVINCIAL PRESS.

Petroleum in Cariboo. Quality, excellent. Extent of area unknown. Mr. R. T. Ward, manager of the Ward Horsefly Gold Mining Company, informed the Journal last fall that he believed he had found oil in the vicinity of his placer mine at Harper's Camp, but until he had done some experimenting he wished nothing said about his find. Thursday he arrived in Ashcroft from Horsefly and had with him a small bottle of oil which he had distilled from rock. It is now a matter of general knowledge in the upper country that coal oil has been found in the vicinity of Harper's camp.—Ashcroft Journal.

Price Ellison, M.P.P., has placed his large ranch at Vernon in the hands of his agents for disposal within a limited time. It will likely be broken up into small holdings, as tracts suitable for fruit farming are in great demand in the Okanagan.—Kamloops Standard.

During the past week Capt. F. P. Armstrong has been staking out timber limits in the vicinity of Goldie and Dutch creek, assisted by Jas. Brady, P. L. S. The Captain has a big order from the C. P. R. to supply railway ties and is now preparing to put a tie sawmill on the creek. As is well known there is a vast forest of timber up Dutch creek, suitable for railway ties, in fact it would be difficult to find better limits for the purpose anywhere.—Wilmer Outcrop.

The Lou Dillon group on Four Mile creek, Slocan, is proving a bonanza. Open for 90 feet, which has been tapped by a 40-foot crosscut at 30-foot depth. Ten inches of shipping ore banked with two inches of soft gouge is exposed in the drift without any sign of a break. Assays giving 300 ounces have been procured, but the pay streak will average 150 ounces.—Kaslo Kootenaian.

W. P. Pool of this city, and J. J. Young of Calgary, who are large stockholders of the Great Northern Mines, Limited, leave for the coast tonight. It is their intention to order while at the coast ten additional stamps with the necessary equipment for the Oyster-Criterion mill at Camborne, owned by the Great Northern Mines. The mill already has ten stamps, three frue vanners, compressor plant, water-wheels and other machinery. There is so much ore in sight in the Oyster-Criterion group of mines, owned by the company, that it has been decided to double the present capacity of the mill.—Revelstoke Herald.

Affairs are shaping themselves in a satisfactory manner for the Arlington people, and there can be no longer any doubt that they will proceed with the erection of their reduction works just so soon as the condition of the ground will permit. During the week a letter was received from R. P. Rithet, president of the company, stating definitely that the mill would be erected this summer. He also stated that Frank Collom, managing director, was meeting with marked success in the Eastern States on his mission to raise the finances for the undertaking. With the spring opening up quickly, it will not be long now till the initial steps are being taken by the company for the erection of the necessary buildings and installing the plant.—Slocan Drill.

Ben Stout of Northport, reports that the Last Chance mine on Deep creek, near his ranch, has been working 20 men all through the winter. The property is a silver-lead proposition and is said to run 60 to 70 per cent galena. Shipments have been made all through the winter months to the Northport smelter, but now that the snow is going off the roads, shipments must necessarily cease for awhile.—Rossland World.

Dr. W. A. Hendryx has succeeded in saving 83.3 per cent of the values in the first run at the Mountain Lion plant, of Republic, with his new process. The doctor claims that the cost of treatment will not exceed $1.50 per ton.—Cranbrooke Herald.

A significant indication of the improving conditions in the Rossland camp is the substantial increase in the payrolls of the local mines since the first of the year. Yesterday was payday at several of the important mines, and in the case of at least two of them the amount thus distributed to wage earners was the largest in two years. Moreover, the increase thus developed is not brought about by any unusual conditions existing in February, during which month the wages were earned, but were simply the outcome of the employment of more men in the ordinary day to day work of the mines in question. In addition the achievement is greater in magnitude for the reason that it was attained in the shortest month of the year, when a trifling retrogression would not have been unusual, especially as most of the mines declared holidays during the Winter Carnival.—Rossland Miner.

The total output for the month of February of the mines of the Crow's Nest Pass Coal Co., at Coal Creek, Morrissey and Michel collieries amounted to 71,000 tons, which is 6,000 tons less than for January, a good month considering conditions. Coal Creek and Morrissey fell off a little, and Michel's output increased slightly. The car shortage delayed operations at Morrissey, and blocked tracks on the Great Northern branch delayed Coal Creek. On the 20th of February the output for colliery was 7,000 tons ahead of the same period in January.—Morrissey Despatch.

O. D. Hoar received word yesterday from Wisconsin that the Challenger property has been purchased and payment made. This group, situated on McArthur creek, is one of the most promising silver-lead properties in the Golden district. The new owners have declared their intention of commencing operations as soon as the season will permit, and as they have sold financial backing and mean business, the property should be placed in shipping condition. This, with the Beaver Canyon Mining Company's operations on McArthur creek, will assist greatly in bringing this rich portion of the Golden District to the front.—Golden Star.

W. B. Pool, of the Great Northern Mines, Limited, arrived, arrived back from the coast on Wednesday evening, whither he went as delegate from Rossland to the Provincial Mining Association. Mr. Pool reports that the February cleanup of the Oyster-Criterion mill at Camborne was better than it was in January, and was very satisfactory to the company. A strike was recently made in the Oyster-Criterion mine of five feet of a higher grade ore than any that has yet been encountered in that property.—Nelson News.

The Lightning Creek Gold Grave's and Drainage Co., held its annual meeting in Mr. D. Murphy's office, Thursday. The treasurer's report showed that $30,000 had been expended on the property. Senator Reid was elected president, Mr. D. Murphy vice-president, and Mr. C. H. Unversagt, secretary-treasurer. Mr. Unversagt intends to have the ground thoroughly tested with a boring machine before doing more sinking.—Ashcroft Journal.

As regards the Phoenix branch it is believed J. J. Hill's lieutenants have matters so fully adjusted that there can no longer be any danger in coming out into the open. And now it is given out by Mr. Hill himself that work will start as soon as the snow is off the ground, according to the promises made to A. J. McMillan, managing director of the Le Roi Mining Company. The Boundary mines are still 20 miles from the railroad, which has been building toward them for a number of years.—Greenwood Times.

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RETAIL MARKETS

There have been but few changes in the retail prices during the week. Potatoes are getting very scarce and are advancing in price. Oranges, which have been so remarkably plentiful and cheap this year, are now stiffening in price and are becoming more scarce. Cooking figs are in and are retailing at 10c. per lb. Flour remains at the same price.

Corn, whole, per ton	$30
Corn, cracked	$32
Corn, feed meal	$32
Oats, per ton	$30
Oatmeal, per 10 lbs.	40
Rolled oats, B. & K., per lb	4
Rolled oats, B. & K. per 7-lb sack	35
Flour—	
Hungarian, per sack	$1.65
Hungarian, per bbl.	$6.50
Pastry Flour—	
Snow Flake, per sack	$1.50
Snow Flake, per bbl.	$5.75
Three Star, per sack	$1.50
Three Star, per bbl	$6.00
Drifted Snow, per sack	$1.40
Drifted Snow, per bbl.	$5.60
Coal Oil—	
Pratt's coal oil	$1.70
Eocene oil	$1.80
Feed—	
Hay, Island, per ton	$16
Hay, B. C.	$15
Straw, per bale	75
Oats, per ton	$27
Wheat, per ton	$30
Middlings, per ton	$30
Bran, per ton	$28
Ground feed, per ton	$28
Vegetables—	
Beans, per lb	5
Chili peppers, per lb.	30
Cabbage, per head	5 to 1
Cauliflower, per head	10
Onions, per lb	2½
Carrots, per lb	1½ to
Beet root, per lb.	3
Potatoes	$1 to $1.25
Potatoes, per ton	$18
Celery	10 to 15
Eggs—	
Fresh Island, per dozen	30
Fresh cream, per pint	30
Cheese—	
Best Ontario Cheese, per lb.	20
California cheese, per lb.	25
Canadian, per lb	30
Butter—	
Australian butter, per lb.	30
Manitoba, per lb.	25
Best dairy, per lb	20 to 25
Victoria creamery, per lb.	40
Cowichan creamery, per lb.	40
Delta	40
Fresh Island butter	35
Fruits—	
Shelled Jordan almonds	75
Walnuts, lb.	25
Filberts, lb.	25
Almonds, lb	25
Brazils, lb.	25
Pecans, lb.	25
Valencia oranges	60
Cooking figs	10
Figs, lb.	20
Valencia raisins	12½
New cleaned currants, best Patras	12½
Best Sultanas	30
Table raisins	25 to 35
Bananas, per dozen	25 to 35
Oranges, per dozen	15 to 25
New dates	12½
Cocoanuts, each	10
New navel oranges, dozen	10 to 25
Lemons, California, per doz.	25
Local apples, per box	$1.25 to 2
Currants, per lb	10 to 12½
Raisins, per lb	12½
Malaga raisins	40
Sultanas	17½
California prunes	12½
Loose Muscats	8 to 12½
Mixed peel, per lb	15
Jams, Assorted—	
Cross & Blackwell's 1-lb. jars	25
Local jams, 5-lb. pails	75
Local jams, 2-lb jars	35
Local jams, 1-lb jars	25
Poultry—	
Dressed fowls	20 to 25
Fish—	
Smoked salmon, per lb	15
Spring salmon, per lb	10
Cod, per lb	6
Halibut, per lb	8
Smoked Halibut	15
Halibut, frozen	6
Flounders	6
Finnan Haddock, per lb.	15
Crabs, per dozen	50 to 75
Bloaters	10
Kippers	12½
Salt mackerel, each	15
Salt cod, per lb	10
Ox tongues and sounds, per lb.	20
Salt Holland herring, per keg	$1.50
Salt salmon, each	25
Salmon bellies, per lb	12½
Meats—	
Beef	10 to 12
Mutton, per lb	12½ to 1
Hams, American, per lb.	20
Bacon, American, per lb.	22 to 2
Bacon, rolled	16
Pork	11 to 12

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Fancy Stock Dried Pears, 2 lbs. for	25c.
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BORN.

McCLINTOCK—At Vernon, on Monday, Feb. 29th, the wife of E. S. V. McClintock, of a son.

HEGGIE—At the Stepney Ranch, Enderby, on the 5th inst., the wife of Geo. Heggie of a son.

GRANT—At Nelson, on March 6th, the wife of Daniel Grant, of a son.

MILLER—At Nelson, on March 6th, the wife of Eugene P. Miller, of a son.

STINSON—At Rossland, on March 6th, the wife of K. D. Stinson, of a son.

BLAQUIERE—On the 8th inst., the wife of E. J. de'Blaquiere, a son.

ACKERT—In Trout Lake, on Tuesday, March 1st, the wife of Bert Ackert, of a son.

McCLINTOCK—At Vernon, on Wednesday, March 2nd, Theodore Cecil, infant son of A. J. and E. S. V. McClintock.

HIGGINS—At Fernie, B. C., on March 11th, the wife of C. Paul Higgins, M.D., of a son.

MARRIED.

GENDAR—STOKES—At Okanagan Landing, on Tuesday, March 8th, by Rev. R. W. Craw, R. W. C. Gendar, and Miss Edna Stokes, daughter of A. Stokes, of Okanagan Landing.

KINGCOMBE—WHITLEY—At New Westminster, on March 10th, by Rev. Lawrence Armor, Edward Kingcombe and Miss Catherine Whitley.

ESMOND—KIRCHHEIMER — On March 14th, at Portland, Ore., by the Rev. Chas. W. Hays, Nellie Kirchheimer to Frederick J. Esmond, both formerly of Victoria B. C., and London, England.

YOUNG—WATSON—At the residence of Hon. Richard McBride, No. 12 Park road, on the 15th inst., by Rev. W. Leslie Clay, M.A., Henry Eason Young, B. A., M. D., C.M., L. R. C. P. Lond., M.P.P. for Atlin, B. C., to Rosalind Watson, M.A., late of the Victoria High School staff, and daughter of the late James Watson, D.D., of Huntingdon, Quebec.

DIED.

QUESNELLE—At Lumby, on March 5th, Blanche, daughter of Cleophas Quesnelle, at the age of twelve years.

RICHARDSON—At Kamloops on March 5th, Stanley Arthur Clifford, the infant son of Mr. and Mrs. A. W. Richardson, aged 10 months and 10 days.

FERGUSON—On the 10th December, 1903, near Saanich, B. C., David Ferguson, a native of Grand Bend, Huron county, Ontario, and late of Ferguson, B. C., aged 42 years.

OHLSON—At Vancouver on the 13th inst., Nels Herman Ohlson, aged 22 years, 11 months, and a native of Littlehem, Sweden.

PRESS COMMENT.

The work of the Boycotters is making greater progress than any other business in Ymir. During the past week they have captured a few more victims, and announce their intention to institute still more drastic measures against The Mirror for having dared to ask for an accounting of public monies committed to the charge of the hospital board or Miners' union. Give these fellows rope enough and they'll hang themselves.—Ymir Mirror.

Several names are mentioned as possible candidates for the provincial parliament should A. Macdonald decide to retire from the field. Among the most likely are Messrs. Saul and Abercrombie, the presidents of the East and West Lillooet Conservative Associations, respectively. Both of these gentlemen are worthy, and both have an intelligent grasp of public matters and are ready in debate.—Lillooet Prospector.

Steps should be taken immediately by the Nelson post office authorities to transfer all mail for the Slocan to the C. P. R. until the slide season is over. The narrow gauge was blocked several days this week and as a result Sandon was isolated from the outside world. No newspaper of any kind was received from Saturday until the following Thursday.—Sandon Standard.

Up to January 30th, there has been $95,000 of bounty money earned by the British Columbia mines. There are 88 properties on the list, and 40 of these claims will average over $1 500. The largest claimant is the Highland, of Ainsworth. Next in order comes the North Star, Rambler-Cariboo, Payne, Slocan Star and Ruth.—Fort Steele Prospector.

For the second full month in this year the ore tonnage of the Boundary mines, for an equal number of days, fully comes up to the tonnage for January. The total for each month, respectively, was 75,458 and 72 007—but it must be taken into consideration that February was the shortest month in the year, two days shorter than January.—Phoenix Pioneer.

ATHLETICS AND MORALITY.

(New York World.)

Pulpit advocacy of athletic sports as conducing to sound morals has become general. If the Rev. Dr. Percy S. Grant, in preaching the doctrine of compulsory physical training as a method of alleviating certain evils of city tenement life, has gone further than others, he is doubtless only a step in advance of his time.

"We have overburdened our moral nature," said Dr. Grant to the League for Political Education. "We have put too many yokes upon it. Men have to resort to drink, to pleasure, to passion to relieve their overwrought energies. Good health can do the whole business." And the direct way to good health is through "force, young America' find camps, gymnasiums and outdoor sports."

Dr. Grant cites as evidence the higher morals claimed for University of Pennsylvania students entering the last ten years. The World recently commented on a similar improvement of moral tone at Harvard due to the cultivation of athletics. President Eliot's report showed nearly 70 per cent of the students as taking regular exercise during the year. Prof. Lowell told the Harvard club that tendencies toward vice which might have been expected to result from the great increase of wealth at Cambridge had been more than counterbalanced by athletics.

What is good for the student is better for the street boy with his narrower opportunities. The schoolboy games at the Garden are an excellent "morality-extension" movement. The public play-grounds are doing good work for soundest bodies, are exerting a moral teaching which reaches where a Sunday school lesson cannot go.

WOMEN'S ILLS.

Promptly Relieved and Cured by Dr. Williams' Pink Pills.

Dr. Williams' Pink Pills are woman's best friend. They enrich the blood, tone up the nerves, and strengthen the vital organs to perform their functions regularly. They bring the rosy cheeks and shapely forms that tell of good health and happiness. To the growing girl they are invaluable. To the mother they are a necessity. To the woman of forty-five they mean relief and ease. Dr. Williams' Pink Pills are the best medicine that science has devised for women at all periods of life. These pills succeed when all else fails. Thousands of grateful women endorse the truth of these statements. Mrs. John White, Sahanatien, Ont., says: "It gives me pleasure to bear testimony to the great value of Dr. Williams' Pink Pills as a cure for the ailments that afflict so many women. I suffered greatly and the periods were very irregular, but thanks to these pills I am now quite well and free from the pains that made my life almost a burden. I cheerfully give my experience for the benefit of suffering women."

Remember that substitutes cannot cure and see that the full name "Dr. Williams' Pink Pills for Pale People" is on the wrapper around every box. If in doubt send direct to the Dr. Williams' Medicine Co., Brockville, Ont., and the pills will be mailed, post paid, at 50c. per box, or six boxes for $2.50.

MORRIS

—At 14 Stanley avenue, on March 8th, Clandine Margaret Morris, infant daughter of Mr. and Mrs. A. J. Morris, aged two months and 20 days.

POULTRY AND LIVESTOCK.

EGGS FOR HATCHING—Barred Rocks, (Quick's) $1.50 for 13; Silver Spangled Hamburgs, $1.50 for 13; Partridge Wyandottes, $3.00 for 13. Good results guaranteed. W. A. Jameson, 71 Fort street, Victoria, B. C. m15

FOR SALE—S. C. White Leghorns, "Queen Anne" strain. Bred exclusively for heavy laying. H. P. Johnson, Victoria, B. C. m17

"Speech is like the cloth of Arras, and put abroad, whereby the imag appear in figure; whereas in thoug do lie in packs."—Bacon's Essays.

DENNIS E. LENNOX was a lish solicitor. He came to V in 1859 from Australia. time the legal profession not having been united a solicito not act as a barrister or a barri solicitor. His chief feature w enormous nose. Mr. Lennox wa his prime when he came to the and from the style in which he d one would have thought that hi object in coming was to wear ou old clothes, relics of past decency to speak. He invariably wore a hat of the breed which the small irreverently refers to as a "plug," and a fashion dating back some twen years. His coat was such as is no worn by gentlemen at evening parti and balls—black, with clawhammer tail His trousers were not always black oft'times they were grey and on som occasions they were a light blue. Hi vests were of still more uproarious an incongruous hues. He seemed to have suit for every day in the week an when he strode to court in his vari-colored garments with his bag over his back and took a seat behind the big wigs worn by barristers, D. B. Ring, H. P. P Crease, J. E. McCreight and Georg Hunter Carey his appearance created a marked impression. Mr. Lennox was a good man, as things went in Victoria forty odd years ago, and the fact that he was inordinately fond of brandy and water and pretty girls did not weigh a feather in the social scale against him. He had a good practice, dividing much of the solicitor's work with that bright but unfortunate man, Robert Bishop. In an evil hour Lennox stood for the legislature and was elected to represent Salt Spring Island. He took his seat and from that day until he left the Colony he began to decline in practice and social worth. In vain he donned his tallest and most unfashionable hats; in vain he aired his brightest-hued garments on Government street and in court; in vain he got himself puffed in the papers upon every convenient and inconvenient occasion; in vain he indulged in oratorical outbursts in the legislative chambers—his name was "Dennis" indeed, and in a double sense, and continued to be Dennis until a financial crash came a year or so later. I liked the old man. He was good-hearted and generous and grave in demeanor; and he could take a joke and never retaliate. At the eating-house he was not a prime favorite because of a custom he had of never swallowing his meat, but returning it to his plate after the juice had been extracted. So the lear