REFUTES CHARGES AGAINST PROVINCE

Agent General Writes London Daily Mail Regarding Criticism

A letter written by a Montana man which recently appeared in the Daily Mail, has aroused many protests from residents of this province.

Hon. J. A. Turner has written the Mail criticising the letter. His communication follows:

June 2nd, 1909.

The Editor the Daily Mail, Overseas Edition, 3 Carmelite House:

Dear Sir,—My attention has been called by a correspondent in British Columbia to a letter that appeared in the Overseas Edition of the Daily Mail on May 1st last, signed W. T. J., Canton, Broadwater, Montana, U. S. A. I find that many people express surprise that so silly a letter should have been allowed to appear in a paper of your high standing. It is uncertain whether W. T. J. has ever been in British Columbia. If he has taken his statements about the province are wilfully false. It is more than likely, however, that he has never visited that beautiful part of Canada, and that he is probably a disappointed Briton wandering about the arid plains and desolate mountains of Montana, and really ought to be taken care of by his friends. He states that there are some cases or garden spots in British Columbia along narrow valleys, but that any idea of the country as one of great natural resources in mines, agriculture or timber, having regard to its size, is untrue.

He truthfully, however, writes that British Columbia is sparsely settled.

Now, this sparsely settled country produced last year, minerals, nearly 24,000,000; timber, 900,000,000 feet, valued at $20,000,000, and it is known to have the greatest area of merchantable timber in the world, some 182,000,000 acres; fish, $6,000,000. The total production of the province in fact in 1908, including the above, and also farm produce was about $88,000,000 by a population of about 250,000, showing probably the largest per capita amount of any country in the world.

The sparseness of population is rapidly being remedied for thousands are going in and the great railway companies evidently are impressed with the value of the country for three new trans-continental lines are being built to it, and the great Canadian Pacific is adding largely to its mileage of the country.

J. H. T.,
Agent-General for British Columbia.

An Explanation

June 9th, 1909.

The Agent-General for British Columbia, Salisbury House, Finsbury Circus, E. C.:

Dear Sir,—I am in receipt of your letter of June 2nd, referring to a communication published in the Overseas Daily Mail of May 1st, from a reader residing in Montana, U. S. A.

I notice in certain British Columbian newspapers that the latter has been the subject of comment, and I have also received communications from readers criticising its tone.

My reply will be found on page 344 of the enclosed copy of last week's issue of the Overseas Daily Mail.

I am sorry that the letter has been taken seriously. The statements contained in it were so obviously inaccurate, that I imagined it could only be read with amusement.

As I have explained in the paragraph referred to above, the letter was written by an American, and that it was his view, and I understand that the man has been to British Columbia—and not the opinion of the Overseas Daily Mail.

The policy of the Overseas Daily Mail towards Canada should be well-known to you. We fully realise the enormous future of Canada as a whole, and British Columbia in particular.

(Sd.) MONTAGU A. FINCH COTTON
News Editor.

Couldn't Play the Courtier.

One fancies that few types of men can, from time to time, have afforded royalty more amusement of a quiet sort than provincial mayors of England. "From the Foreland to Fenzance," by Clive Holland, contains the story of a mayor of Weymouth who, during one of the visits of King George to the town, was destined to afford "comic relief" to a ceremony of some importance.

The occasion was the presentation of an address of welcome to the King, and we are told that the mayor, on approaching to present it, to the astonishment and dismay of all, instead of kneeling, as he had been told to do, seized the Queen's hand to shake it as he might that of any other lady.

Colonel Gwynne, the master of ceremonies, hurriedly told him of his error, saying, "You should have kneeled, sir."

"Sir, I cannot," was the reply.

"Everybody does, sir," hotly asserted the colonel.

The mayor grew red, and, evidently much upset, exclaimed, "Confound it sir, but I've got a wooden leg."

History records that "a smile suffused the face of Her Majesty, and the King laughed outright."

The Largest Engines.

The largest sets of triple-expansion three-crank engines now running are in the American liner New York, and the White Star liners Majestic and Teutonic. Their dimensions are: New York (two sets), 45 in., 71 in., 113 in. by 60-in stroke, 9,200 i.h.p.; Teutonic and Majestic (two sets), 43 in., 68 in., 110 in. by 60-in. stroke, 8,500 i.h.p. About 70 per cent of the world's commerce is now carried on by ships fitted with triple three-crank engines and having single or twin-screws according to the power required. The speeds of these vessels vary from 8 to 14 knots per hour, but the most of them are below 12 knots. For a 12-knot speed the power required will seldom exceed 4,000, even for very large vessels, and for this power and upward twin-screw engines are generally adopted. The greater number of triple crank engines in use do not exceed 3,000 i.h.p. per set.

Longboat Beats Shrubb

Toronto, June 28.—In a twenty-mile race Saturday between Shrubb and Longboat, Shrubb dropped out at 15½ miles, Longboat finishing alone in two hours, two minutes and two seconds. Shrubb's failure to continue was due to his right leg giving out. He was leading by three quarters of a lap when forced to quit.

WHEAT SCHEDULE FOR PACIFIC COAST

Grain Tariff to Go Into Effect on the A. B. C. Route

The new special schedule of freight rates for the purpose of promoting the export of Western Canadian wheat via the Pacific Coast has now been issued by the Canadian Pacific railway. The rates apply, so far, to all points in the province of Alberta from which wheat may be shipped to the Pacific Coast and thence by water to certain specified countries, namely, Africa, Asia, Australia, Europe, Fiji, New Zealand, the Philippine Islands, and South America. The tariff is not to be used locally between these points in Alberta and Vancouver, but is strictly a proportional rate for export. Car lots only (1,000 bushels) will be accepted at the new schedule.

The London Standard says: It will be remembered that the export of Canadian wheat to Europe via the Pacific will take place over the Tehauntepec railway. It is suggested also that the British manufacturer should be able to lay down his wares in British Columbia and Alberta more cheaply by this route than by the transcontinental railways. As a matter of fact, the United States manufacturers in the East ship regularly to San Francisco by this route, in preference to the trans-continental lines, and no doubt Eastern Canadian manufacturers will find an advantage in following the same policy for all goods which do not call for rapid delivery.

The institution of this new route is another sign of the business readjustment that is going on in the prairie provinces, which is due to their rapid development. The time was when the problems of the one were the problems of all. The one outlet eastwards served for the products of the three provinces. Now all this is changed. The commercial factor of the pacific is telling on Alberta, and Alberta is pairing off with British Columbia as a unit dependent upon the Pacific ocean. For some time past the entire surplus products of Alberta's dairy industry, grain production, and meat industry have gone over the mountains to Vancouver to supply the local markets of British Columbia, and for export to the Yukon, and even distant Japan."

JUVENILE Y.M.C.A. TO CAMP AT SHOAL BAY

Already about twenty boys of the Y. M. C. A. are looking forward to a delightful time on the banks of Shoal Harbor, a fine camp ground about three miles from Sidney. The campers leave for sixteen days of keen enjoyment on Saturday, July 3rd.

The camp will be in charge of competent leaders who will do all in their power to make this a successful outing.

Ample opportunity will be given for swimming, diving, boating and recreation of all kinds. "Something doing all the time."

An expert cook has been secured and there will be an abundance of good, wholesome food.

The camp will be run, not for profit but to provide an opportunity for boys to enjoy their holidays to the full. The cost for the sixteen days will be $10, which includes transportation.

The limit has been set at thirty. Those wishing to go and have not sent in their applications are asked to do so as soon as possible. For further information phone 999 or call on the boys' secretary at the Y. M. C. A.

A DESPERATE FIGHT ON SUMMIT OF PEAK

Two Chicagoans in Jail As Result and Caretaker of Summit House in Critical Condition

Colorado Springs, Colo., June 28.—After a desperate hand-to-hand fight yesterday on the summit of Pike's Peak, 14,000 feet high, John A. Clark and George Shipley, Chicagoans and former students of Dartmouth College, are in jail and Howard H. Robinson, Government caretaker of the Summit House, is in a critical condition at St. Francis hospital in this city.

The fight was the result of a quarrel over the charge made by Robinson for accommodations at the Summit House. The battle took place in the darkness when the three men were the only ones on the mountain top.

The two young men say that Robinson was left unconscious and has not been able yet to give his version of the encounter.

Boot and Shoe Workers

Syracuse, N. Y., June 28. — After abolishing the referendum, the international boot and shoe workers' union here for the first time, elected officers in convention. The general officers were re-elected, with John F. Tobin, of Boston, president; Collis Lovely, of St. Louis, vice-president; Charles L. Baine, of Boston, secretary-treasurer. Z. Lesperance, of Montreal, is a member of the general board. The convention will continue next week.

The Biggest Feat.

Pat, who had newly been started as a hammerman in a blacksmith's shop, was asked by the boss if he could strike which had been placed on an anvil. Pat said he could, and, seizing a large hammer, and getting it into a nice swing, he struck the crescent four times in five times in succession a small crescent succession, but the fifth time he missed the anvil altogether, and the hammer on the swing round slipped out of Pat's hands, and flew right out of the smithy doorway. "Be jabers," said Pat, as he watched the disappearing hammer, "I thought I might have missed the anvil but I never thought I could have missed the bloomin' smithy."

Jumps From Steamer.

New York, June 28.—Karlos Somody, a second cabin passenger on the steamer Kaiserin Augusta Victoria, which arrived Saturday from Germany, England and French ports, jumped overboard in mid ocean and was lost. He was seen to make the plunge from the after rail, and a life buoy immediately was thrown at him, followed by the launching of a lifeboat which continued its search nearly an hour without once catching sight of him. Somody was a native of Austria and was believed from his actions previous to committing suicide, to have become insane.

RACE TRACK A HORSE TEST

Value of Horse Race Is Established by the Breeding Results

The race track as we know it was first resorted to by the people of olden times, not for sport or amusement, but simply as a means to test the superiority of certain horses or breeds of horses over their animals of the same or different strains, so that they could absolutely know which horse or breed of horses had the most speed, endurance and weight-carry abilities. One of the early kings of England was the first to bring the race-course into popular favor by using it to try his own horses to find out which ones were the best for him to ride in battle or in the chase, an all-important thing for a king to know during that troublesome period of English history, and it is a good thing yet for the cavalry of any nation to confidently feel that they are better mounted than their enemies. History tells that there were races and race horses long, long before that—in the Greek games, back to the time of Homer, where history verges into tradition and tradition fades into myth. But the race-course as it is now, it is an English institution. Soon the process of testing the qualities of the thoroughbred horse grew into a favorite sport among all classes of people. Race-courses multiplied, and racing became a national institution. Good looking, fashionably bred, high-class horses were eagerly sought after, and commanded high prices for the purpose of trials of speed as an amusement.

In 1727 Mr. John Cheney established the Racing Calendar, an historical record of all the horse-races run in England and Wales during that year, and in the years following and a complete record has been kept of all races run in England down to the present time, with age, weight carried, and breeding of the different contestants. In America, Kirk's Guide, Goodwin's Racing Guide and Daily Racing Form have given a complete account each year of all the races run in the United States and Canada. The winners were selected to breed from because they had demonstrated that they were the best horses, and the poor ones eliminated, thus establishing a breed of race horses superior to any other kind of horses in the world. This would not have been possible could they not have been developed, tried, and selected from their performance on the track. The ancestral tree of any descendant of the Pilgrims on the Mayflower or the Daughters of American revolution is nothing compared to the tabulated pedigree of any good thoroughbred horse. He is the only real aristocrat in America today, and he and his ancestors have earned their titles on many a hard fought battlefield by conquering their competitors. So at an early date, as it is now, what was the means of demonstrating the true worth of the race horse because the object of a sport-loving public, and the highest ambition of a wealthy and leisure class was to win one of the classic events, either for the honor or the money there was in it. Still they never lost sight of the one main idea, that the best strain was the one that could win, and they kept on improving the breed until now they have size, strength, weight, speed, endurance and all the desirable qualities that a horse should have.

The French government has used the English race horse for years, and the product is the French coach horse. The German government considers it money well invested to pay over $100,000 for Ard Patrick and $70,000 for Galtee More, two of the best race horses in England, to breed with common farm mares. All the great nations of the world seem to want the race horse but America. The Canadian National Bureau of Breeding was organized in 1908 for the purpose of improving the breed of horses in Canada by placing thoroughbred sires of class and pedigree within easy reach of farmers with good cold-blooded mares. It expects to distribute one hundred sires each year for five years to responsible men throughout the Dominion free of all cost, who in turn will give their neighbors a chance to breed to these royally bred sires for a small fee. The bureau is not controlled by or affiliated with any jockey club or racing association, but aims to be on friendly terms with all such organizations, realizing that the race track test is the only one that is reliable.

That there are some things on the race track that should be regulated and some eliminated every one connected with the legitimate turf will admit without question; but who are the ones best fitted to adjust these debatable points, the people who are only looking for what appears to be popularity and know or care nothing of the merits of the case, or the men who have their money in the breeding farms, sires and mares, and expect to make the scientific breeding of the horse a part of their life business? If it is admitted that racing and the racetracks are subjects to occasional abuses that is only to admit their supporters not to be exempt from human frailties.

Racing was, is now and ever will be the supreme and only trustworthy and infallible test by which we can develop, maintain and preserve the desirable qualities of the blooded horse. Weaklings, unable to stand the strain of training and racing are branded failures and discarded, only the strong and sound survive and flourish, and in turn are selected to beget these qualities of strength and soundness in other breeds of horses, as well as the thoroughbred.

The principal requisite in a good race horse is soundness, again soundness, and nothing but soundness; and the object of the thoroughbred is to imbue the limbs, the constitution and the nerves of the half-bred horse with that essential quality, and thereby enhance its capabilities.

The thoroughbred can, however, fulfil its mission only provided the yearly produce be continually subjected to severe trials in public. The only appropriate test, proved by the experience of two centuries, is the race-course, although its adversaries oppose it as too one-sided, and propose in its stead others of more or less impracticability. The last struggle for victory, in which culminates the exertion of the race, results from the co-operation of the intellectual, the physical, and the mechanical qualities of the horse, the development of which combined power is higher and more reliable than any that can be obtained in the same animal by other means. The combination of those three qualities forms the value of the horse destined for fast work; the mechanical in respect to the outward shape and constitution; the physical as regards the soundness and normal development of the digestive organs and motive power; the intellectual, or the will and energy to put the other two into motion and persevere to the utmost. The attained speed is not the aim, but only the gauge of the performance.

The grand ideal principle which places this test so incomparably higher than any other, based upon the individual opinion of one or more judges, is the absolute and blind justice personified in the inflexible winning post, which alone decides on the race-course; and the irrefutable certainty, that neither fashion nor fancy, neither favor nor hatred, neither personal prejudice nor time-serving—frequently observable in the awards at horse shows—have biassed the decisions of hotly contested struggles, as recorded in the Racing Calendar for the space of nearly two hundred years. This it is that gives to the English thoroughbred horse a value for breeding purposes, unequalled and looked for in vain in any other species of animal creation.

A cardinal point which continually maintains and regenerates the thoroughbred as a source of power and soundness and places it, with regard to certainty of propagation, far above all other breeds of the equine race, is the circumstance that the thoroughbred is tried before it is sent to the breeding ranks.

What would become of the usefulness of our half-breeds, what of our cavalry, without a continuance of crosses with sires of pure blood, bred for stoutness and chosen on account of their proper excellent qualities, so as to constantly renew the necessary steel in the breed?

The only practical test of soundness of limbs, digestive organs, nerves and temper, remains—until a more perfect system is discovered—the public trial on the race-course.

IRISH-AMERICAN WINS ATHLETIC HONORS

New York, June 28.—John J. Flanagan, the Irish-American Athletic Club's Hercules, easily won the chief honor at the first annual games of the New York Press club, held at American League Park Saturday. His throwing of the sixteen-pound hammer established a new world's record. In his trial he sent the iron ball 179 feet 11 inches and followed with a throw of 180 feet. His best previous throw was 175 feet 10¼ inches, made at Travers Island two weeks ago.

Two of the track events were international in character. The first was the one-mile handicap, in which H. A. Wilson, England's champion miler, was one of four starters. He was on scratch with Michael Driscoll, of Yonkers. Harvey Cohn and his club mate Friley, of the Irish-American A. C., held 55 and 30 yards respectively. Cohn won in 4:26 4-5, five yards ahead of Riley, who had ten yards the better of Wilson.

Emilie Lunghi, of Italy, who ran second to Shepard in the 800 metre race at London last year, finished third to Gessing and Hayward, two local club members, in the six hundred yards race. The leading scores by points were: Irish-American A. C., 43; New York A. C., 25; Yale University, 10.

KILLED HIS FATHER AND THEM HIMSELF

Morose Man Wounds Sister-in-Law and Does Away With Paternal Parent Before Suiciding

Quincy, Ill., June 28.—George Gurney shot and killed his father, Dr. Seneca Gurney, 79 years old, wounded his sister-in-law, Mrs. Seneca Gurney, Ja., aged 37, and then killed himself by sending a bullet into his right ear yesterday. Mrs. Gurney was shot in the right cheek and the back of the neck. Mrs. Gurney and her brother-in-law recently came from New Orleans, where he was a foreman for a firm of contractors.

George Gurney called Mrs. Gurney to his room saying that he was not feeling well. She offered a few words of sympathy, whereupon he drew a magazine revolver from under the bedclothes and fired at her twice. Dr. Gurney attempted to go to her aid and was shot down. Gurney then killed himself.

Ill-health and worry over the death of a daughter and his separation from his wife, who lives in Omaha, is supposed to have affected the slayer's mind.

COMPLETES TASK OF SAVING BARGE

Seattle, June 26.—The steamer Santa Cruz returned to Seattle last night, after spending a month at the mouth of the Columbia river salving barge No. 91 of the Standard Oil Company's fleet.

The barge went aground six miles below Astoria May 13, while in tow, and was considerably damaged. She was loaded with oil, and part of the cargo was lost. When the Santa Cruz began operations the barge was in a critical position, at that time lying five feet under the surface at low tide.

Pumping operations were begun, and of the cargo of 22,000 barrels about 20,000 barrels were saved. As the oil was pumped out the barge floated and finally came to the surface, and after much effort was placed on even keel. The work is considered one of the best salvage contracts performed on the coast. The barge will leave Astoria in tow for San Francisco this morning. The steamer Asuncion will take her south.

Salvage operations, says J. E. Pharo, of the Puget Sound Salvage Company, were favored by good weather. The Santa Cruz completed her contract last Wednesday night and left for Seattle the following morning.

Barge 91 will be surveyed at San Francisco and repairs made. In her present condition she is easily able to make the run to the Bay City. Her upper works are considerably damaged, but the hull is in fairly good condition, although several plates will require attention.

BIG DRY DOCK FOR MONTREAL

Harbor Commissioner Geoffrion Talks of Industry for Eastern Port

L. E. Geoffrion, one of the three harbor commissioners of the port of Montreal, has been on a visit to the city in connection with the annual meeting of the Canada Wholesale Grocers Exchange. Mr. Geoffrion is one of the prominent men in the eastern metropolis and is slated for a senatorship in the Dominion house. Montreal, he says, is advancing in every way by leaps and bounds, and he predicts a big increase in the already great trade of the port within a short time.

"It is proposed," he said, "to build a large floating drydock in the east end of the city, at a cost of $2,500,000. It is understood that a British firm will finance the scheme, and as soon as the harbor commissioners give permission for the dock, construction work will probably start. As far as I know the commissioners are favorable to the scheme.

"This dock will mean a new industry for the east end of the city. It will be an up-to-date structure, capable of taking the largest vessels which enter the port."

Mr. Geoffrion has not been to the west for two years until his present visit. He expressed great surprise at the progress being made by Victoria and Vancouver, and predicted a great future for both cities.

"Easterners," he said, "know all too little of the west. Few of them travel, and I am afraid it is the same with the people here. They seldom go back east, and as a result are little in touch with our people. A trip such as the Canada Wholesale Grocers Exchange is making is a liberal education, and I know the delegates will carry back with them some of the pleasantest reminiscences of their lives. We have been treated in a sumptuous manner, and are loath to leave."

Mr. Geffrion went over to Seattle yesterday afternoon, and will visit the Exposition before returning east.

Pioneer Women of B.C.

Mrs. Sophia Rudlin, the bride of more than fifty years ago, is not known to many of the younger generation of Victorians. She has lived a quiet busy life, and still in her seventy-ninth year, occupies herself with the care of the home in which she lives alone.

The groom was among the most popular of our citizens till five years ago he was suddenly called away. As captain of the Charmer, many experienced his kindness, for he was always ready with help and advice for any passenger who needed it, while all travellers were treated with a hearty, friendly courtesy.

But though Mrs. Rudlin lives alone, it must not be thought that she has lost interest in the outside world. She is still a diligent reader of the newspapers, and keeps in touch with what is going on in the city. On the day of the pound party at the orphans' home, she was found lamenting the mistake that the grocer had made in not delivering a number of large parcels at the orphanage at the proper time.

Not having any children of her own, the welfare of her nieces and other young friends occupies her thoughts; and though she prefers to live alone, she likes to receive visits, and entertains her guests very kindly.

A very tiny dog is Mrs. Rudlin's constant companion, and the little creature manifests towards its mistress the greatest affection; yet no jealousy is manifested towards pussy when she claims her share of the attention of the lady who is so great a lover of pets.

It must be more than a hundred years since Mrs. Rudlin's father, John Hill, of Birmingham, went with the Duke of Kent's Regiment, the 73rd, to Australia as Armory-Sergeant. There he met her mother, Anna Urch. The two were married, and at Ceylon a baby boy was born. Mr. Hill, hearing that a fortune had been left him, procured his discharge, and with his wife and child returned home on the ship of the admiral, Sir Charles Wetherall. The Admiral's lady fell ill, and Mrs. Hill left her baby boy in charge of her husband to wait on her. The soldiers of the regiment made a pet of the little fellow, and enlisted him among their number. When he came of age young Hill, himself confirmed their action, and he, too, became armorer-sergeant.

But on his return, a great disappointment awaited Mr. Hill. As happened, in many cases in those days, the fortune to which he believed himself entitled fell into Chancery, and he was forced to seek a livelihood for himself and his family. He prospered, however, and girls and boys grew up around him. One of these married a widower, Mr. James Wilcox. During the gold excitement in California, Mr. and Mrs. Wilcox came to San Francisco, and were among the many drawn by the news of the discoveries of gold on the Fraser, came to Victoria in 1858. In that year Mr. Wilcox built the Royal Hotel, on Wharf street, near the corner of Johnson street, and two years later Mrs. Wilcox sent for her sister, Miss Sophia Hill.

Leaving Birmingham by the Stafford train, Miss Hill took passage at Liverpool by the City of Washington, for New York. From that city the passage was made by way of the isthmus to San Francisco. An eight days' trip by the steamer Oregon brought the tired traveller to her destination. At the same time arrived George Mason and his wife, who made their home on a block of five acres in what is fast becoming the centre of the business portion of the city. Mrs. Mason Still lives, and Mason street preserves the name of these old time residents.

When the news of fortunes to be made in Cariboo came to Victoria, Mr. Wilcox was one of those who went north to try his fortune, and the family lived in a house on Fort street. He, however, did not succeed. During the dull times which followed, Miss Hill assisted her sister in the work of the hotel. Help was hard to get. It was during this time that Captain Rudlin came to the Royal, with an injured arm and it was while she waited on him that the attachment was formed which five months after, on the 28th of April, 1858, ended in marriage.

The next year a house was built on the hill to the south of Pandora street. A block of land, now occupied by houses, was cultivated, and soon a fine garden and orchard was, by the industry of Mrs. Rudlin, turned into a source of profit. In this way she occupied herself during the long summer days, when the captain was on board his ship. But as the years went on the land was needed for homes, and now the orchard and garden are occupied by houses, while here and there the spreading branches of an old cherry or apple tree affords a pleasant shade to a group of frolicsome children.

Mrs. Rudlin was able, twenty years ago, to visit her girlhood's home in England. Three of her sisters were living still, and she enjoyed meeting them. But the place itself, with its thick walls and dark streets, had no attractions for the woman who had spent an outdoor life in the bright sunshine and clear air of her western home. She was saddened too, to find that even the houses where some of her dearest friends had lived had disappeared, and that she could find no trace of them. One place she visited with mournful interest. This was St. Philip's Church, where she was confirmed, and where in the old churchyard she found her father's grave. Among her treasures, Mrs. Rudlin cherishes a sampler, on which in the year of her confirmation she worked a hymn.

And so, in the home where she has lived for forty years, the old lady of seventy-nine spends, amid memories of the past the long quiet summer days.

THE LOCAL MARKETS

Flour.	
Royal Household, a bag	$ 2.00
Lake of the Woods, a bag	2.00
Royal Standard, a bag	2.00
Wild Rose, a bag	2.00
Calgary, a bag	2.00
Hungarian, a bag	1.85
Snowflake, a bag	1.85
Snowflake, per bbl	6.90
Drifted Snow, per sack	1.80
Three Star, per sack	2.00
Moffet's Best, per bag	1.85
Foodstuffs.	
Bran, per 100 lbs.	1.55
Shorts, per 100 lbs.	1.65
Middlings, per 100 lbs.	1.75
Oats, per 100 lbs.	1.95
Feed Wheat, per 100 lbs.	2.20
Crushed Oats, per 100 lbs.	2.05
Barley, per 100 lbs.	1.70
Crushed Barley, per 100 lbs.	1.75
Chop Feed, per 100 lbs.	1.50
Whole Corn, per 100 lbs.	2.00
Cracked Corn, per 100 lbs.	2.05
Feed Cornmeal, per 100 lbs.	2.05
Hay, Fraser River, per ton	20.00
Dairy Produce.	
Eggs—	
Fresh Island, per dozen	.35
Eastern Eggs, per dozen	.30
Cheese—	
Canadian, per lb.	.20
Neufchatel, each	.10
Cream, local, each	.10
Butter—	
Manitoba, per lb.	.35
Best Dairy	.25 to .30
Victoria Creamery, per lb.	.35
Cowichan Creamery, per lb.	.35
Comox Creamery, per lb.	.35
Chilliwack Creamery, per lb.	.35
Salt Spring Island Creamery, per lb.	.35
Vegetables.	
Red Cabbage, per lb.	.06
Tomatoes, per lb.	.20
Beans, Wax, per lb.	.20
Beets, per lb.	.05
Carrots, per lb.	.04
Parsley, per bunch	.05
Mint, per bunch	.05
Cucumbers, each	.20
Radishes, per bunch	.05
Celery, per head	.20
Potatoes, per sack	$2.50 to $3.00
Potatoes, new, Cal., 4 lbs.	.25
Cauliflower, each	.20
Cabbage, new, per lb.	.08
Lettuce, a head	.05
Garlic, per lb.	.20
Onions, 8 lbs. for	.25
Sweet Potatoes, 3 lbs.	.25
Rhubarb, 6 lbs.	.25
Fruit.	
Lemons, per dozen	.25
Figs, cooking, per lb.	.08 to .10
Apples, per box	2.50
Apples, Oregon, per box	3.50
Bananas, per dozen	.35
Figs, table, per lb.	.25
Raisins, Valencia, per lb.	.15
Raisins, table, per lb.	.25 to .60
Pineapples, each	.35 to .50
Grapes, Malaga, per lb.	.25
Strawberries, local, per box	.30
Strawberries, Ore., per box	.25
Cherries, Cal., per lb.	.25
Gooseberries, local, per lb.	.12½
Nuts.	
Walnuts, per lb.	.30
Brazils, per lb.	.25
Almonds, Jordon, per lb.	.75
Almonds, Cal., per lb.	.25
Cocoanuts, each	.15
Pecans, per lb.	.30
Chestnuts, per lb.	.25
Fish.	
Cod, salted, per lb.	.10 to .13
Halibut, fresh, per lb.	.08 to .10
Halibut, smoked, per lb.	.15
Cod, fresh, per lb.	.06 to .08
Smoked Herring	.12½
Crabs, 2 for	.25
Black Bass, per lb.	.06 to .08
Oolichans, salt, per lb.	.12½
Black Cod, salt, per lb.	.12½
Flounders, fresh, per lb.	.06 to .08
Salmon, fresh, white, per lb.	.08 to .10
Salmon, fresh, red, per lb.	.10 to .12
Salmon, smoked, per lb.	.20
Shrimps, per lb.	.25 to .30
Smelts, per lb.	.08 to .10
Herring, kippered, per lb.	.12½
Finnan Haddie, per lb.	.20
Meat and Poultry.	
Beef, per lb.	.08 to .18
Mutton, per lb.	.12½ to .20
Veal, dressed, per lb.	.15 to .18
Geese, dressed, per lb.	.18 to .20
Guinea Fowls, each	1.00
Chickens, per lb.	.25 to .30
Chickens, per lb., live weight	.12½ to .15
Ducks, dressed, per lb.	.20 to .25
Turkeys, per lb.	.18 to .22
Hares, dressed, each	.75
Bacon, per lb.	.22 to .27
Pork, dressed, per lb.	.12½ to .15
Rabbits, dressed, each	.50 to .65

A three-cushion amateur billiard league to include several of the big Eastern and Western cities is proposed.

MONEY SAVERS

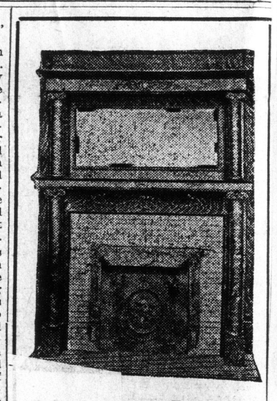
PURE GOLD JELLY POWDERS.
FRY'S COCOA.
ENGLISH WORCESTER SAUCE

THREE FOR 25c

SAVORY PORK AND BEANS.
PINEAPPLE Sliced or Cubes.
CANNED SPRING SALMON.

SAVE YOUR ORDERS FOR PRESERVING STRAWBERRIES.

The Family Cash Grocery TELEPHONE 312 COR. YATES AND DOUGLAS STS.



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Fort St., Victoria, B.C.

R. I. Reds, heavy Free catalogue. Doug-Farm, Cobble Hill, B.C. m14

House with house of about acres; small acreage; to cultivation; Comox or northwestern preferred but not essential; experienced man; comfortable, healthy place; particulars early Victoria Hotel, Shawnigan.

To rent or on lease farming district preferred small acreage with less than six rooms. Write immediately to A. G. C., Windsor Hotel, Nanaimo. a6

STANDARD BRED S. C. White Leghorns from Captain Mitchell's famous laying strain, Santa Barbara, Cal., selected for great layers by the Hogan System. You get eggs from nothing but heavy layers. Send for free descriptive booklet. Ernest T. Hanson, Cowichan, Vancouver Island. a1f

LUMBER CHARTERING MORE ACTIVE

Drop in Rates to Mexican Ports—Sailers Bound to British Columbia Mills for Cargoes

Lumber chartering has been a trifle more active during the past week, although freights are not firm. The weekly circular of the Shipowners' association of the Pacific coast notes no changes in coastwise asking rates, but to Mexican ports a drop is announced. To Guaymas the rate has dropped from $5.50 to $5, and the same is true of lumber for the Hawaiian islands. To Santa Rosalia the rate is now $5, a decrease also of 50 cents.

The west coast market is none too firm, and it is reported that a vessel has been offered for 1 shilling 3 pence below the minimum asking rate of the association. This offer was made in preference to keeping the ship idle.

Three Chilean square riggers are en route to Puget sound to load lumber for the west coast. All of them are fixed on owners' account, and all will be dispatched for Valparaiso for orders. The Royal Sovereign will load at Hastings mills, the Curzon either on Puget sound or the British Columbia side, while the County of Linlithgow will receive cargo on the Sound.

The bark Sea King, which has been sold to Atlantic buyers, will load large timbers at Tacoma for Bath, Me. This charter calls for about $11. The schooner M. Turner is taken to load on Grays or Willapa harbor for Iquique at the prevailing rate of 38s 9d. The schooner J. H. Lunsmann has a fairly favorable charter of 33s 6d, lumber from Hastings mill to Kobe or Osaka. The schooner Alice McDonald will receive $6 net, lumber from Puget sound to Mazatlan. These charters are reported in the weekly circular of Hind, Rolph & Co.

After lying idle for months on Grays harbor the schooner Sophie Christensen has been chartered to carry lumber to Honolulu at $5 and the schooner Espada has a similar charter. The steam schooner Carmel is taken for lumber, South Bend to San Francisco, at $3.

There is no business at present in grain tonnage. Exporters have enough vessels engaged for the opening of the new season, and with considerable steam tonnage en route to this coast they are expecting a drop in freights. According to all reports the crop will be heavy and many vessels will be required to move the surplus.

Bodies at Niagara Falls.

Niagara Falls, N. Y., June 28.—The body of an unknown woman, with the head, both arms and legs missing, was taken from the river at the Maid of the Mist landing, just before noon Saturday. The body was that of a woman about 35 years of age and was scantily clothed. The body of another woman is to be seen floating in the whirlpool, but it may not be possible to recover it for several days.

POACHERS SEIZE OFF ALASKAN COAST

Another Japanese Seal Schooner Captured in Vicinity of Sitka—Patrol Fleet Gathering

JAPANESE CRUISERS TO JOIN PATR

Another Japanese sealing schoo has been captured, the Kenau Maru Tokyo, by the authorities at Si The Japanese sealer was within three mile limit and was seen hu ing from shore at Sitka when the U ted States marshal, H. Shoup, notified and went out and seized vessel. This is the third Japan sealer of the big fleet sent to north waters that has been seized this s son. The Japanese vessels are p mitted to hunt outside the three-mile limit while local schooners under regulations made following the P tribunal of 1894 are not permitted hunt anywhere in the North Pac from May 1 to August 1.

A despatch from Unalaska st that owing to the seizures of Japan schooners that have been made owners have made application to Japanese government that warsh be sent to Bering Sea to watch t rights. The Unalaska despatch st that two Japanese cruisers are pected within a few days at the no ern port and will cruise off the islands with the other patrol vess including H. M. S. Shearwater f this city and the usual fleet of Uni States revenue cutters.

The United States revenue cu fleet is now foregathering at Unala for the opening of the Bering Sea s son and owing to the raids made s years ago by the Japanese seal schooners Miye Maru and Taiyo M when twelve raiders were shot d one of the cutters has been sent guard the rookeries already, althoug the legal season in Bering Sea d not open for other than Japan schooners, held above the law with gard to sealing, until August 1. Manning is engaged in this work.

The Rush and Perry arrived at U alaska June 5, after making ma calls en route. The Perry picked stranded on the coast, the Russ Imperial Geographical Society's exp dition sent out to dig up skulls a make an anthropological study of e races in Alaska and Siberia. Perry sailed with the outfit today Attu, the last of the Aleutian islan where the Russian cruiser is to c for them in August.

The party comprises Prof. Jokel Klaugoschinskis, of the University St. Petersburg, and Dr. Johann Pr Anglo-German ethnological expert; professor's wife and guides, por and interpreters.

They have fifteen tons of frei picks and household goods, blast powder, etc.

DETAILS OF BU ACCIDENT

Captain of Newington Repo How Gordon Halkett Seaman Dennis Were jured

Today's mails brought particu from Prince Rupert to the local a of Marine and fisheries regarding recent accident to Gordon Halkett, engineer in charge of the nort buoy work, and J. Dennis one of crew of the steamer Newington. disaster took place at Alford Skidgate Inlet, on June 23rd at p.m. Capt. Barnes of the stea Newington reported that the day fore the accident the Newington re ed Alford Bay with the buoy in Gordon Halkett and Dennis wen top of the buoy and were trying clear out the old carbide with an bar. The carbide was jammed and fore reaching it they were endeavo to break it with the iron bar. A s must have been caused by the fric and an explosion followed. Hal and Dennis, both severely inju were picked up and taken on b the Newington which started at o for Prince Rupert, arriving at 2.45 on June 24th, and both victims immediately moved to the hospita Prince Rupert. The doctor repo after operating upon Mr. Halkett he would lose his eyesight and afraid pneumonia would set in. is in a very low condition. De was not badly injured and is reco ing.

MISS HOTCHKISS WINS GREAT TENNIS HONO

Philadelphia, June 28.—Captu four cups, all emblematic of the h est honors in the lawn tennis w Miss Hazel Hotchkiss of Berkeley, fornia, made a clean sweep Satu in the women's national tourname the Philadelphia Cricket club. won the women's national si championship, defeating in the challenge round Mrs. Barger-Wallac New York. With Miss Rotch of ton, she won the women's dou and partnership with Wallace Joh of the University of Pennsylvania nexed the mixed doubles. This record not equalled even by May ton, the other California wonder won only the singles championsh

Miss Hotchkiss' victory over Barger-Wallace was a hollow beating last year's champion six n in the first set and one game i sets. Summary: singles, chal round—Miss Hazel Hotchkiss, Ca nia, challenger, beat Mrs. Barger-lach, New York, holder; 6-0, 6-1

Mixed doubles, final round—Hotchkiss and Wallace F. Joh University of Pennsylvania, beat B. Little, New York; 6-2, 6-0.