THE HOUSE OF QUALITY

Ladies $50.00 Watch

Our $50.00 watch for ladies contains a superior grade "Whitney" movement—finely adjusted.
It is of 18K gold, either open face or hunting case in the most popular finishes, plain and engraved.
Visitors are always welcome, whether or not purchases are intended.

THE J. M. WHITNEY CO.
Diamond Merchants, Jewelers and Silversmiths.
39 GOVERNMENT STREET. VICTORIA, B. C.

How Heavy are the SWANS

SEE OUR EXHIBIT

B. C. Soap Works

EXCLUSIVE POTATO BARGAINS

The Famous Ashcroft Spud. Per 100 lbs. $1.75
The Finest Quality Inspection Invited

THE FAMILY CASH GROCERY
W. O. WALLACE
Cor. YATES AND DOUGLAS STS. PHONE 312

TELLS TALE OF JAPANESE PLANS

How Hawaiian Promoters of Emigration to Vancouver Lost Money

Chas. F. Chillingworth, the Hawaiin lawyer sent to Vancouver by the Japanese who promoted the emigration of 1206 Japanese to the Terminal City on the steamer Kumeric, in an interview given to the Bulletin of Honolulu, on his return on Sept. 16, said:

"I got ten thousand dollars out of the whole thing. Practically all the emigrants have been scattered in the inland districts, at the instigation, of course, of the anti-Japanese whites there. The money which was advanced by the local hotelkeepers could not be recovered.

"There is a strong feeling against the emigration of Japanese in Canada. When I arrived at Vancouver after I got through with my business, I found htat Maruyama had not collected any money from the Japanese. In fact, he could not, as he was interfered with by the anti-Japanese. I spent about two days there in trying to make a satisfactory arrangement about the money which Maruyama utterly failed to collect. I gave him written instructions to guide him in the performance of his duties as agent of the emigrants. When they arrived there the anti-Japanese were at the wharf ready to stone the emigrants. They lost no time in sending the Japanese arrivals to the inland districts where Maruyama could not reach them.

"The show money was handed to the Japanese consul, which made it all the more difficult to collect it. After two days of hard work I succeeded in getting ten thousand dollars in Canadian money. I had the necessary papers all drawn up and was ready to bring suit for it. When I got this whole amount I left Vancouver right away and came down to get the first steamer for Honolulu. I left at night time. It cost me about $300 to get the money exchanged into United States money. It was very fortunate that I got that much when I arrived at my destination, and before leaving for Honolulu I received a cable from Maruyama saying that the Vancouver anti-Japanese whites were looking for me. I was too quick for them. Had Maruyama only followed my instruction he could have collected all the money from the emigrants before they were scattered away in the country. I told him to collect the money immediately upon their arrival, but he did not do so. There is no use of talking. The Japanese are not wanted in Canada, and the troubles which are liable to break out at any time will have unpleasant results."

As it has been generally understood and, in fact, given out by those interested in the Kumeric venture, that the hul of hotel keepers advanced to the passengers the sum of $25,000 to be used by them as show money in order to obtain admittance to Canada, and then to be returned to the hul, the $10,000 which Chillingworth obtained for them is a comparatively small proportion of the tota. From this it would seem that the local Japanese have lost $15,000 of the money they advanced, and no matter how great their profits on the charter itself may have been then can certainly not come anyway near to equalling this amount.

TO IMPROVE THE HARBOR

Vancouver Anxious to Have Channel at Narrows Widened and Dredged

Vancouver, Sept. 27.—In anticipation of Vancouver's marine commerce expanding and requiring better accommodation in the First narrows, the matter has again been taken up, to have the channel widened and dredged and made more suitable for large vessels entering and leaving the harbor. At the meeting of the Pilotage association, held yesterday afternoon, it was decided to petition the Canadian government for assistance in carrying out the work and to also ask for support from the different steamship lines using the port of Vancouver.

An official of the C. P. R., when informed of the efforts of the association to improve the entrance to the First narrows, said that the idea was a splendid one, and added that he did not think that his company would refuse to give assistance to the scheme. All the local lines and those which use this port will be approached for contributions and it is not likely that any will refuse. Should the government at Ottawa consider the matter favorably it is very probable that the work will be started early next year. All the shipping interests in the city will be consulted before operations are started and any advice which is obtained and considered important will be respected.

The Vancouver board of trade took up the matter of improving the First narrows last October, but whatever was done as a result of last year's efforts is known only to a few. C. Gardiner Johnson, when seen this morning was unable to enumerate any of the benefits which accrued from the board of trade's endeavor and on account of nothing being done toward widening the channel the Pilotage association, of which he is president, was forced to look into the matter. No time will be lost in placing the matter again before the federal government and pressure will be brought to bear on the government officials at Ottawa to attend to the matter at once. The scheme as proposed by the association has not been made public as yet.

Protest from Yukon

Ottawa, Sept. 27.—The Government is being memorialized protesting against large tract of mineral lands in the Yukon territory being controlled by a few private parties, while some rich gold strikes have been made there lately.

Poacher's Nets Seized

Windsor, Ont., Sept. 27.—Seven hundred feet of what is known as tolmbie net was seized by Inspector Chauvin yesterday. The nets were the property of a Wyandotte, Michigan, poacher, and are valued at $200. They will be destroyed.

FRENCH LINERS WILL DOCK HERE

Chargeurs Reunis Liners at Esquimalt—New Steamer Launched

An arrangement is pending for the docking of the steamers of the Chargeurs Reunis, the French round-the-world line, at the Esquimalt dry dock. The French steamers arrive on a monthly schedule, and it is proposed to have them docked on arrival here to be overhauled before starting the return voyage. The line, now served by the Amiral steamers of the Chargeurs Reunis, is shortly to be improved, several new vessels being under construction for the line.

The steamer Malte, built for the Chargeurs Reunis to trade between French ports and Puget Sound via the Orient outward and South America homeward, has been completed by Swan, Hunter & Whigham Richardson, Limited, Wallsend-on-Tyne, and has had a successful trial. This vessel is the first of three being built by the same firm for the Chargeurs Reunis for use in the round-the-world service inaugurated by the big French steamship company in 1905. The service commences at Antwerp and Dunkirk, and proceeds via Suez to Singapore, Hongkong, Shanghai and other Far Eastern ports, thence crossing the Pacific to Honolulu and coming here via San Francisco, subsequently proceeding via the South American continent and Cape Horn to the United Kingdom, France and Antwerp. It is proposed to use the Panama Canal when completed.

The Malte is a steel twin screw steamer with triple expansion engines, having cylinders 25 1-2 inches, 43 inches and 70 inches by 48-inch stroke, steam being applied by six large single-ended boilers working at 200 pounds pressure, and fitted with Howdens' forced draught. The vessel is 481 feet long, 55.8 feet beam and 36.11 feet deep, and has been designed for a deadweight cargo of 9000 tons, and is fitted with accommodation for about 45 first-class passengers. She can also carry a large number of emigrants if required.

In her speed trials, which were severe, the vessel having to run for four hours full power trial and subsequently a 24-hour consumption trial, the guarantee was more than reached. The guaranteed speed was 13 3-4 knots, and the steamer made 14 1-2 knots.

IMPROVED OUTLOOK

Financial Situation Better in Three Prairie Provinces

Montreal, Sept. 27.—An enquiry at the leading banks in this city today elicited the information that the outlook is much more favorable, from a financial point of view, throughout the three provinces of Manitoba, Alberta and Saskatchewan, than was the case three months ago. As a matter of fact the merchants and business men generally have apparently heeded the warning note sounded all through these provinces several months ago by the conservative banking men, and this accounts for the improved outlook.

LEAGUE LEADERS COME TOGETHER

Detroit Tigers Trim Philadelphia Athletics and Step to Front

Philadelphia, Pa., Sept. 27.—What is probably the most important series of baseball games in the American league this year began here this afternoon, when the Philadelphia and Detroit teams, which are tied for first place in the great race for the pennant, meet for their final clash of the year. Interest in the race, which has been growing warmer as the season draws to a close, is now at fever heat in the city. All is baseball. Ever since the local team, popularly known as the Athletics, returned from their last western trip, great crowds have waited for these games with the Tigers, and Columbia park will be filled to its utmost capacity during the series. While in round figures there was a tie before to-day's game began, the Philadelphia club is really in the lead. The percentages of the teams, carried out to the last decimal, are Philadelphia 60583., Detroit 60564. Accompanied by a large contingent of rooters from their home city, the Tigers arrived today from Boston full of ginger and confident of taking the series. Up till today the two teams have played eighteen games, of which Detroit has won ten.

Detroit won today's game after a hard close and exciting contest by 5 to 4, and take the lead in the American league championship.

BANK CLEARINGS

Report From Canadian Cities for Week Ending Sept. 26.

New York, Sept. 27.—Bradstreet's report on bank clearings for the week ending Sept. 26 shows an aggregate of $2,478,083,000, as against $2,749,404,000 last week, and $2,870,211,000 in the corresponding week last year.

Canadian clearings for the week total $78,525,000, as against $83,228,000 last week and $72,951,000 in the same week last year. The following is the list of Canadian cities:

Montreal (inc. 10.6 p.c.)	$30,361,000
Winnipeg (dec. 5.6 p.c.)	9,949,000
Vancouver (inc. 59.5 p.c.)	4,374,000
Quebec (inc. 17.9 p.c.)	2,061,000
St. John (inc. 1.07 p.c.)	1,300,000
Victoria (inc. 33.2 p.c.)	1,024,000
Edmonton (inc. 27.2 p.c.)	728,000
Toronto (dec. 1.6 p.c.)	20,730,000
Ottawa (inc. 3.1 p.c.)	3,081,000
Halifax (inc. 10.4 p.c.)	1,692,000
Hamilton (inc. 13.6 p.c.)	1,635,000
London (inc. 9.5 p.c.)	1,120,000
Calgary (inc. 21.1 p.c.)	1,182,000

Loan May Be Renewed

Toronto, Sept. 27.—F. H. Clergue and R. A. Pringle, M.P., were in conference yesterday with the members of the cabinet, and as a result the Soo loan of a million dollars, due next Tuesday, will probably be renewed.

CONCESSIONS IN FREIGHT RATES

Coast Merchants Likely to Be Given Better Tariff Shortly

Vancouver, B. C., Sept. 27.—The commercial interests of Vancouver and the coast generally will in all probability be granted by the Canadian Pacific railway substantial concessions in the matter of freight rates eastward into the territory tributary to Lethbridge, Calgary and Edmonton.

While no official statement to this effect could be secured today from F. E. Peters, assistant freight traffic manager of the Canadian Pacific railway, who arrived from Winnipeg this morning, the fact that tomorrow morning he will meet the freight rates committee of the board of trade to discuss this question indicates that reductions in present rates are probable.

"Pending my meeting with the board of trade I cannot make any statement officially in regard to this matter," said Mr. Peters. "I will have a conference with the board tomorrow morning and I have no doubt that arrangements satisfactory to all concerned will be made."

"We do not wish to ignore the claims of Vancouver on this question of rates eastward; we cannot afford to do so, as Vancouver is a most important traffic point and the company has never had any desire to ignore the claims of the coast merchants. Some time ago the board of trade took before the railway commission a complaint that the Canadian Pacific railway was discriminating against Vancouver and in favor of Winnipeg on these rates, and while the matter was subjudice the company could do nothing but sit back and await the judgment of the board. That judgment has been given, and the position of the company sustained in that it was held that we had a right to higher rates for hauling through the mountains than for hauling on the prairie country. While the judgment has been given no order has been made. However, the company wishes to do everything possible to meet the claims of the coast merchants, and I believes that the conference tomorrow will have satisfactory results.

"About advanced rates on lumber to Northwest points on November 1? Well, the Canadian Pacific railway has done nothing so far as the British Columbia coast is concerned. On that date the American railways will put into effect a tariff increasing the rates on shipments from Puget Sound to points such as St. Paul, 10 cents per hundred pounds, and the Canadian Pacific railway is a party to the new tariff in so far as traffic which it draws from Puget Sound is concerned. The old rates have been 40 and 50 cents on fir and cedar respectively, and after November 1 they will be 50 and 60 cents. No, I cannot say that the Canadian Pacific railway will increase the rates from British Columbia—at all events the question has not been raised yet.

"While the lumber market in the Northwest is slack at present, I anticipate that demand will increase shortly. The slackness in demand has been due to the fact that people in the Northwest have been waiting to see how the crops turned out. Now that the crop situation is fairly clear I believe that orders for British Columbia lumber will be more prentiful.

"The wheat crops in Manitoba and the new provinces, while they will not be as bountiful as last year, are good and what the farmer loses in the matter of quantity he will make up in increased price. In Alberta where snow fell the grain has by no means been a loss, and now the wheat which was beaten down close to the gronud is being successfully cut by means of a mechanical device on the harvesters which raises it up for the cutting.

"Although the real movement of grain to Fort William has not yet started, owing to the general lateness of the harvest the C. P. R. this year is in a position to handle the crops most expeditiously. We have more power and more rolling stock, and two hundred miles out of the four hundred and twenty odd miles of road between Fort William and Winnipeg is now double tracked, an advantage which will greatly facilitate the movement of grain.

"There is some of last year's wheat still at Fort William. It was held there by farmers and buyers while the market was rising, but it is now beginning to move at the higher prices of the present market.

"No, there will be no shortage of coal in the Northwest during the coming winter, for the reason that the inconveniences suffered last year showed the people what they might expect during a severe winter. Last winter was one of the coldest ever experienced, and the people were caught unprepared. This year they are taking no chances, and the whole country is well stocked with fuel, but, of course, no one expects the winter will be severe."

Mr. Peters arrived from the Kootenays in private car No. 15. He came into the province via the Crow's Nest Pass line. He was accompanied by his brother, Colonel Peters, D. O. C. of Western Canada. Colonel Peters is stationed at London. He was formerly district officer commanding on this coast, and has not visited British Columbia for some years.

REVELATIONS POSSIBLE

Hon. Mr. Pugsley's Libel Suit Against Toronto World

Ottawa, Sept. 27.—Hon. W. Pugsley, minister of public works has taken action for libel against the Toronto World. Mr. Pugsley takes exception to an article in the World to the effect that he had been on the inside of the Blair-Russell-La Presse affair prior to the general election in 1904. Should the case go to the courts it will probably mean the revelation of the facts connected with the alleged deal.

Transit Reported.

The Norwegian steamer Transit of the British Coast Steamship company of this city, which took cargo from Nanaimo for Ketchikan and Dutch Harbor, left Ketchikan on Thursday for Ounalaska. The steamer will probably bring ore from northern mines to the Vancouver Island smelters on her southbound trip.

SOLID PHALANX FOR DOMINION

R. F. Green Thinks Conservatives Will Triumph in Province Next Elections

Nelson, B.C., Sept. 27.—Hon. R. F. Green, ex-commissioner of lands and works, left for Kaslo, where he will spend some days visiting the Kootenay lake fruit fair and attending to some matters of private business. This is Mr. Green's first visit to the interior since the provincial campaign, and being an enthusiastic champion of the Kootenays, he is naturally pleased with the progress of the interior and particularly the development of the fruit growing industry.

While Mr. Green is no longer in politics he has no hesitation in discussing the political situation generally, and he expressed the belief that, from all he has heard from various sources, British Columbia will return a solid delegation of Conservatives at the next general election. The time is propitious for the Conservatives to make their stand, and Mr. Green agrees with the best informed authorities that British Columbia has nothing for which to thank the government at Ottawa, but very many reasons to condemn Sir Wilfrid Laurier's unfair treatment of this province.

Mr. Green will return to Nelson in a few days and will be present at Mr. Borden's meeting in this city Saturday evening.

TEN YEARS IN PRISON.

Fraudulent Stockbroker in Winnipeg Gets Heavy Sentence.

Winnipeg, Sept. 27.—T. D. Edwards, the fraudulent stockbroker, was given ten years by Magistrate Daly at the police court today.

The prisoner has achieved some prominence in the city, and there was considerable interest in the case. The words "ten years" compelled a hush of astonishment. It was more or less widely known that Edwards had a bad record, that his crooked dealings in this city were but the sequel to similar proceedings elsewhere, but "ten years," as an awed barrister put it, "is a long time." As the magistrate went into the details of the prisoner's past, as he showed him to be a smooth tongued villain, who defrauded every man he met, the justness of the punishment became apparent.

Edwards is a big, heavily built man, with a hard face. When acknowledging the correctness of the facts about his past record, he spoke in a quiet voice that was scarcely audible. He has been sentenced before, probably more than once, but the "ten years" hit him. He passed his hand across his trembling mouth and eyes and had to be touched smartly before he realized that he had to disappear through the prisoners' door.

Sublets Contract.

Montreal, Sept. 27.—The Grand Trunk Pacific Construction company today sublet the contract awarded it by the National Transcontinental Railway commission for the construction of 150 miles of the National transcontinental railway, from a point eight miles east of the Abittibi river, to the J. H. Reynolds Construction company, a Michigan concern.

THE LOCAL MARKETS

Retail Prices

Flour	
Royal Household (Hungarian) a bag	$1.85
Lake of the Woods, a bag	$1.85
Calgary, a bag	$1.85
Hungarian, per bbl.	$7.00
Snowflake, a bag	$1.60
Snowflake, per bbl.	$6.10
Moffet's Best, per sack	$1.85
Moffet's Best, per bbl.	$7.00
Drifted Snow, per sack	$1.50
Three Star, per sack	$1.85
Foodstuffs	
Cracked Corn, per ton	$35.00
Bran, per ton	$26.00
Shorts, per ton	$27.00
Feed Wheat, per ton	$29.00
Oats, per ton,	$35.00
Barley, per ton	$31.00
Hay, Fraser River, per ton	$25.00
Cornmeal, per ton	$35.00
Chop feed, best, per ton	$27.00
Whole corn, best, per ton	$33.00
Middlings, per ton	$30.00
Vegetables	
Celery, per head	15
Egg Plant, per lb.	15
Citron, per lb.	5
Lettuce, two heads	5
Cabbage, local, per lb.	5
Cauliflowers, each	2P
Garlic, per lb.	10
Onions, local, per lb.	2½
Cucumbers, hot house, each	5
Tomatoes, hot house, per lb.	10
Tomatoes, outdoor, per lb.	5
Potatoes, local, per sack	$1.75
Peas, local, per lb.	8
Sweet Potatoes, new, 4 lbs.	25
String beans, per lb.	8
Vegetable marrow, each	10 to 25
Corn, per doz.	35
Green peppers, each	3
Chili peppers, per lb.	30
Dairy Produce	
Eggs—	
Fresh Island, per doz.	45
Cooking, per doz	35
Cheese—	
Canadian, per lb.	25
Neufchatel, each	5
Cream, local, each	10
Butter—	
Manitoba, per lb.	35
Best Dairy, per lb.	35 to 40
Victoria Creamery, per lb.	45
Cowichan Creamery, per lb.	45
Delta Creamery, per lb.	45
Chilliwack Creamery, per lb.	45
Butter, cooking, per lb.	30
Fruit	
Oranges, per doz.	30 to 50
Lemons, per doz.	40
Figs, cooking, per lb.	8 to 10
Rhubarb, per lb.	5
Apples, California, 2 lbs. for	25
Apples, local, 4 lbs. for	25
Bananas, per doz.	35
Figs, table, per lb.	25
Grape Fruit, per doz.	60
Raisins, Valencia, per lb.	20
Raisins, table, per lb.	25 to 60
Cantaloupes, each	10 to 30
Peaches, 2 lbs.	25
Peaches, local, per lb.	20
Grapes, California, per basket	60
Watermelons, each	50 to 75
Pineapples, each	50
Island plums, per lb.	5
Pears, local Bartlets, per lb.	5
Blackberries, per lb.	15
Plums, per basket	15 to 20
Nuts	
Walnuts, per lb.	30
Brazils, per lb.	30
Almonds, Jordon, per lb.	75
Almonds, California, per lb.	30
Cocoanuts, each	15
Pecans, per lb	30
Fish	
Finan Haddies, per lb.	20
Cod, salted, per lb.	10 to 13
Halibut, fresh, per lb.	8 to 10
Halibut, smoked, per lb	15
Cod, fresh, per lb.	8 to 10
Flounders, fresh, per lb.	6 to 8
Salmon, fresh, white, per lb.	8
Salmon, fresh red, per lb.	10
Salmon, Humpback	20 to 25
Salmon, smoked, per lb.	20
Clams, per lb	5
Oysters, Olympia, per pint	40 to 50
Oysters, Toke Point, doz.	40 to 50
Shrimps, per lb	30 to 40
Smelts, per lb.	5 to 10
Herring, kippered, per lb.	12½
Meat and Poultry	
Lamb, per lb	15 to 25
Mutton, per lb	12½ to 20
Lamb, per quarter, fore	1.00 to 1.50
Lamb, per quarter, hind	1.75 to 2.00
Veal, dressed, per lb	12½ to [illegible]
Geese, dressed, per lb.	13 to [illegible]
Ducks dressed, per lb.	20 to [illegible]
Chickens, per lb	20 to [illegible]
Chickens, per lb., live weight	12½ to [illegible]
Chickens, brollers, per lb.	[illegible]
Guinea Fowls, each	$1.00
Pigeons, dressed, per pair	50
Rabbits, dressed, each	60 to $1.00
Hare, dressed, each	75
Hams, per lb	22 to [illegible]
Bacon, per lb	22 to [illegible]
Beef, per lb	8 to 18
Pork, dressed, per lb	15 to 18
Markets	

20th Century Brand

FALL AND WINTER SUITS
Prices
$15 to $30

Materials, fine imported British cloths—all the latest colorings, high grade linings and inter-linings, best tailoring extant today. Equal in every respect to first-class custom work. Maximum worth for minimum price.

Special This Week
RAINCOATS and FALL OVERCOATS
Only $10

WILSONS
83 GOVT ST VICTORIA, B.C.

Today's Special

SUGAR AND BACON

Tate's English Cube Sugar, 3 packages for 25c
Imported English Wiltshire Bacon, per lb..... 25c

DIXI H. ROSS & CO.
Cash Grocers 111 Government Street

Kootenay Steel Range

The Kootenay broiler and toasting door is very spacious. Large enough for a feed door. Free Booklet on request.

Turn button to open clean-out door. Use scraper and pan, and flues can be cleaned out in a minute.

McCLARY'S
LONDON, TORONTO, MONTREAL, WINNIPEG, VANCOUVER, ST. JOHN, HAMILTON
Clarke & Pearson, Local Agents.