LOCAL NEWS

Thanksgiving Social.—A Thanksgiving social dance will be given by Mrs. Lester in A. O. U. W. Hall tomorrow (Thursday) evening.

Married in Angeles.—The Port Angeles Leader says: "Hannibal Homan and Mrs. Roderick McAuley of Victoria were married at the Catholic church on Thursday morning. A general celebration was held at the residence, corner Ninth and Laurel, Thursday evening."

Yukon Hold-Up.—The Yukon World tells of a hold-up by highway robbers near Ogilvie bridge on October 10. W. H. Wakefield, a miner working Leak & Lamb's group of claims on Bonanza, was the victim. Two highwaymen relieved him of $355.

Real Estate Transfer.—J. Fletcher, formerly a market gardener of Winnipeg, came to Victoria to look around. He had heard that Victoria was a good place to live in and wanted to see. He was accompanied by one of the local real estate agents, and in a short trip hit upon a piece of property near Oak Bay, bought it and left for Winnipeg to pack up preparatory to becoming a Victorian.

Annual Fair.—It is announced that the members of the Ladies' Aid of the Reformed Episcopal church are preparing for their annual fair and entertainment which will be held on the 5th and 6th of December. An energetic committee has charge of the arrangements, and promises that the affair will eclipse anything of the kind yet held under the auspices of that organization.

Railway Progress.—Advices from the interior are to the effect that the work on the railway line from Spence's Bridge to Nicola Lake is being pushed forward with all expedition. A special from Vancouver says: "The first trains over the Nicola line will be run in two months." The railway will open up what is regarded as a good mining and agricultural district.

Rock Bay Rights.—At the regular weekly meeting of the council on Monday evening an important resolution was passed respecting the matter of the application for the free grant of the water lot on Rock Bay. It was resolved to ask that favorable consideration be given to its application for a grant of the lot to the city, and that said grant be made at an early date, and, further, the city council would represent to the department in this connection that, not being a private individual, but a municipal corporation, and desirous only of conserving the public interest, it should receive the most liberal consideration at the hands of the department in this matter.

Field Secretary's Visit.—W. M. Parsons, field secretary of the Y. M. C. A. for the Northwest and British Columbia, met the directors and members of the local association last evening. He gave a great number of valuable pointers, as to increasing the usefulness of the association, and also gave an account of the rapid growth of the associations in the Northwest. His visit, which was very short, was very much appreciated, and it is expected to give a great impetus to the work of the local association. Mr. Parsons left last evening for Revelstoke, where he will attend a convention on Thursday.

Letter of Condolence.—Premier McBride, writing under date of October 19, forwarded the following letter of condolence to relatives of the late John Walmsley of Vancouver: "With much pain I learned from the newspapers of last evening that my good and true friend had passed away. Since his arrival here from the old land I have known him intimately. He was every inch of him a gentleman. Always patient and courteous with everyone, with never a bad word for those whom he might have considered enemies. Please convey on behalf of my father and self most heartfelt sympathy to the sorrowing family."

Investigating Zinc.—Dr. A. E. Barrow and Joseph Keele of Ottawa are in British Columbia to explore the zinc deposits of this province, which are as yet undeveloped, the information to be furnished to the Dominion government for the benefit of the people. Zinc property in British Columbia has attracted considerable attention of late. For the past two years representatives of the zinc trust have been on the Coast looking after desirable propositions, and Henry Paul of the Empire Zinc Company of Dover went north on the steamer Cassiar to search for good mines in the North. When he returns he will take a look at Vancouver Island.

Make Home Here.—J. Fletcher of Winnipeg arrived on Sunday evening for the purpose of selecting a new home on the Pacific Coast. He put up at the Dominion hotel, and on Monday morning called upon Messrs. Swinerton & Oddy, real estate agents, with a view to effecting his object. He was conducted to various suitable places and amongst others to Oak Bay, where an estate was found which exactly coincided with his ideas. The house was locked up and the agent had no key, but judging from outside appearances and taking the internal arrangements on trust, a deal was promptly concluded, and Mr. Fletcher returned to Winnipeg the same night to bring on his family to their new home across the mountains. Mr. Fletcher is the well known and successful seedsman of Winnipeg, now retiring from business.

London Journalist.—J. A. Hobson, a prominent journalist of London, Eng., is visiting the coast cities. This is Mr. Hobson's first visit to the Dominion, and being quite new to the country he is of course hardly in a position yet to offer his views on matters and questions he has not had an opportunity to study beyond the passing glance. Regarding emigration to Canada being good in the near future Mr. Hobson is of the opinion that in view of the fine seasons which for some time past have marked the climatic conditions of the country and the successful crops which have been concurrent, especially the enormous one this year just successfully harvested, all combines now to make Western Canada a promising country for intending immigrants.

The Diamond Robbery.—There are no new developments in the Redfern diamond robbery, though it is definitely decided that no one will be prosecuted for it, says the Vancouver News-Advertiser. Mrs. David and her sister, Miss Webster, are still being held at the police station, but no charge has been lodged against them so far. Kurtz is being held on the charge of breaking into the house of Mrs. Albert Adams last July, but is confident that he can prove his innocence. He is also charged with the theft of a bicycle from Robert Addison last August. The machine was afterwards found in Mrs. David's house, and it is thought that Kurtz must have stolen it. A diamond bracelet found in Mrs. David's possession was shown to have belonged to her for years, and therefore could not have been stolen from Redfern's, as was at first thought, more particularly since all the Redfern jewels were restored intact. W. J. Bowser, K. C., has been retained to defend Kurtz and was in conference with him on Monday evening. The two women are being held in the hope that they may shed some light on the latest charges against Kurtz.

Plans for Summer.—The summer tram service on both the Esquimalt and Gorge routes will open early in the spring, or as soon as the transient travel warrants another alteration. At the present time the company is spending considerable money in the repair and improvement of the Gorge park in preparation for next summer. Men are constantly employed in clearing away the underbrush, constructing by-paths to different points of interest, and the leveling of ground surrounding the bandstand. It has been dug over and planted with a special variety of grass seed, imported for the purpose at considerable trouble and expense. This is not all the work contemplated, however, the management having in hand plans which will not be definitely decided upon until early next year.

Auxiliary Plant.—It is reported that the steam plant which is being installed by the British Columbia Electric Railway Company at their Store street headquarters will be ready for operation in a few weeks. The foundations have already been laid and gangs of men are employed in handling and putting in place the heavy boilers and engines of which the plant is composed. Some time ago reference was made to the determination to provide against any possible accident which would deprive them of the power generated at the Goldstream station. With this end in view it was decided to place a subsidiary steam equipment in Victoria. Thus if through any combination of circumstances the Goldstream power should be temporarily shut off, there will still be sufficient power available to continue the operation of the company's system.

'Squimalt Tram Service.—The British Columbia Electric Railway Company has decided upon an improvement in connection with the Esquimalt service. Residents of that district as well as of Victoria West will remember that after the completion of the branch line to the Gorge a 20-minute service to the latter point and Esquimalt was introduced. This was brought into force more particularly for the benefit of tourists and citizens who might desire to visit that resort during the summer months. Now, however, there is no reason for a through service to the Gorge—in fact the traffic does not warrant it—consequently the officials have decided to make a change for the winter months. The original 15-minute service to Esquimalt will be introduced by the construction of a switch at Head street. Work on this will be completed in time to allow the alteration in the schedule mentioned to start on the 1st of next month.

New United States Forts.—Government surveys of the projected fortifications of Deception pass have been completed, and the maps and plans are now being prepared by the United States engineers, preparatory to the commencement of the work. While the location of the batteries has not been made public, it is known that the fort will be established on the Whidby island bluff. When the work at Deception pass will be begun is a matter of conjecture, as the greatest secrecy is being maintained by the government engineers. Like other fortifications on Whidby island, the batteries at Deception pass will command a portion of the strait.

North Pole Expedition—According to the latest copy of the Yukon Sun, which has been received, already men have signed for the expedition to the North Pole under Dr. Varicle. There are but twelve men to go, but hundreds have applied. Some idea of the good mushers who have signed and told Dr. Varicle that wherever they may be when he is ready for them a wire will bring them in a hurry to Dawson, are: Jules Marion, the N. C. mail man on the lower river, and who is one of the men who have stamina and endurance; Eli Verreau, who as Ben Downing's right-hand man has been called the best musher in the country; Louis Cardinal, who has been on many expeditions throughout the North, who carried mail for the old C. D. company, and made one trip from Dawson to Ogilvie and return without a stop in the same time as the regular schedule the man whom Selous, the great hunter, known as "Alan Quartermain," called the "best man I ever had on a trip;" Moat McBern and Edward McBeth, who catch cold in a house and a full stomach make sick; Wm. McDonnell, who simply travels in the winter time for pleasure; Herbert McLawless and J. B. Tringley, who have mushed on every river in the Far North, and many others who are known as great mushers."

After the Smugglers.—United States customs offices have been established at La Conner with seven men and a government launch, temporarily in charge of J. N. Woolford, says the Post-Intelligencer. This action on the part of the customs officers is believed to be a movement tending to break up a well-organized gang of smugglers that had been bringing Chinamen into the United States from British Columbia in large numbers for several months past. According to the statement of Mr. Woolford to a reporter of the Post-Intelligencer, it is the intention to guard the Swinomish slough and Deception pass from the newly established port at La Conner. In the early days, when the big smuggling rings were being operated on the Sound, Larry Kelley and others of the noted smugglers of this section used the Swinomish slough almost entirely instead of coming through Deception pass, and with their small boats and accurate knowledge of the tides in the slough were able to successfully elude the government officers, where escape would have been impossible if the Deception pass route had been taken.

New Tally-Ho Scheme.—After a tour of the Eastern States and Canada for the purpose of looking into the methods of the sight-seeing automobile concerns of the largest cities, J. Rostein, of the Victoria Transfer company, returned several days ago. He states that an electric car having seating accommodation for 20 passengers will be placed upon the route over which the ordinary tally-hoes have done service for the past two years. He estimates that an expenditure of about $6,000 would be necessary in order to obtain a machine thoroughly up-to-date in all respects, and nothing but the best would be procured. The 20-passenger automobile which will be procured for the Victoria service will be different from that ordinarily seen in the East. It will be constructed specially for the rougher roads, and the fast driving necessary to cover the territory included in the route which has been followed since the inauguration of a tally-ho service. That it will prove a profitable venture Mr. Rostein has no doubt, and nothing will be omitted in the endeavor to make it entirely satisfactory to patrons.

Boundary Survey.—J. J. McArthur, who has had charge of the boundary survey, will leave shortly for Ottawa. The work which he has been carrying out is establishing a line from the summit of the Rockies to Point Roberts. When the original survey was made in the years between 1857 and 1861, boundary posts were planted only in the valleys between the ranges. The present survey is to connect these lines over the top of the ranges, and the work is therefore of the most arduous kind. "Seven parties have been in the field this summer," Mr. McArthur stated in an interview, "and it is expected that the work will be completed next year, when four more parties will be detailed. We have been engaged at the job since 1903, and have been working in conjunction with the surveyors of the United States government. They completed their labors this season."

Re Freight Rates.—Vancouver merchants will ask the co-operation of those of Victoria and New Westminster in making a strong appeal to the C. P. R. to give Coast dealers equal rates to Calgary, Edmonton and Macleod as those enjoyed by the merchants of Winnipeg. The recent schedule announced by the railway company discriminates very much against Coast merchants, and as a result the council of the board of trade at a meeting on Friday last passed a resolution bearing on the matter, and appointed a special committee to insist upon obtaining at least equal rates with Eastern points. This committee held a meeting and passed a resolution that a committee draw up a letter for presentation to the C. P. R. and urge as strongly as possible that the equal rates be granted to Coast merchants. Another committee was appointed to obtain signatures of all shippers in support of this action. The secretary was instructed to communicate with the boards of trade of Victoria and New Westminster, asking them to co-operate in the fight which will be strenuously prosecuted.

The Cement Works.—R. P. Butchart, general manager of the Vancouver-Portland Cement Company, whose works are located at Tod Inlet, near Victoria, has returned from Calgary, where he has been transacting preliminary business preparatory to beginning building the Portland cement factory there. The site has been procured and things are in shape to begin work shortly. Mr. Butchart expects that his company will be able to carry on building operations throughout most of the winter so as to be ready early next season to supply cement to the Territories. He was accompanied to the coast by J. M. Kilbourne, of Owen Sound, who is interested with R. P. Butchart in the cement works to be built at Calgary, and who, after a trip through the prairie sections came on to Victoria. Mr. Kilbourne is a member of a law firm practicing in Owen Sound, and in addition to this he is prominently identified with various manufacturing interests in the east.

C. P. R. Mishaps.—On Tuesday train service on the C. P. R. was badly demoralized by an accident at the bridge which crosses Pitt river, some 15 miles from Vancouver. The snag-boat Sampson, while going through the draw, struck the west pier, damaging it so that it was unsafe for trains to pass over. The boat herself was not injured. A repairing outfit was sent out as soon as the news was received, and temporary repairs made to allow traffic through. The Imperial limited, due to leave at 5:15 in the afternoon, did not depart until 11 p. m. and the transcontinental express, due to arrive at 7:25, reached here at 1:45 a. m. That train was followed by the Seattle express half an hour later.

Paper Making Plant.—Paper will be manufactured in British Columbia in another year or fourteen months at most. J. M. Mackinnon, managing director of the Oriental Pulp & Paper Company, has received a cablegram from London that all the money necessary for the project is available and to proceed with the work of installing the plant as soon as possible. Acting under these instructions the main building will now be erected, and by the end of 1906 there will be in place two digestors, ten grinders and one large paper machine. The works of the company will be located at Swanson bay, which is on the mainland coast, opposite Princess Royal island. Leases are held of 84,000 acres of the best kind of wood for pulp purposes, and considerable preliminary work has been done. At Swanson bay is a water-power, which has no superior on the coast, and in the immediate vicinity of the works 500 acres have been laid out as a townsite.

The Three Giants Of Failure

Ignorance, Indifference, Indolence — They Throttle Success—You Must Conquer Them or They Will Conquer You.

There are three giants in the business world that must be conquered by those who succeed.

Chief among them are the three big I's who devour those who want success but are not willing to pay the price.

These three I's are ignorance, Indifference, indolence, and of these the biggest is ignorance.

Know Nothing and Do Nothing.

The man who does not know anything can't do anything.

There is no sin in the business world greater than not knowing how.

There is no forgiveness for the man who does not know anything and won't learn anything.

It is fundamental philosophy to say a man can't do anything if he don't know how.

Able Seaman and Galley Scrubber.

When a man contends he is an able seaman, and you put him at the wheel.

And he can't steer.

And you send him aloft to shift a topsail and he can't find the tack.

And you tell him to tie a bowline on a bight and he can't even tie a square knot.

He is put to work helping the cook scrub the galley.

Are you an able seaman or a galley scrubber?

When a man doesn't know how to do the things he must know and do to succeed in business there is no use in discussing anything else with him except his ignorance.

If he doesn't know how to read, or write or spell; if he can't add or subtract; if he don't know how to talk grammatically; if he don't know how to spell and is not informed on any of the ordinary subjects which pertain to business intelligence, he is a failure, and might as well be sent back to "Failureville."

Stenographers Who Can't Spell.

The girl who undertakes to do stenography and can't construct a grammatical sentence or spell correctly has foreordained her own failure.

There's no excuse now-a-days for ignorance.

If you haven't time to go to school in the daytime go at night.

There are plenty of night schools and they will teach you everything you want to know.

You must get your education some way. If you don't get education you will not get success.

There are plenty of men high up in the business world who tell you they started without education, but every one of them got education by studying for it the same as Abraham Lincoln learned literature and law by the pine-blaze in the fireplace.

No young man or woman need blame anyone but himself for ignorance.

The Three "R's" Are Not Enough.

If you are ignorant it is your own fault.

There is a good deal of ignorance besides the three "R's"—reading, 'riting and 'rithmetic.

People who have a good school education are often ignorant when it comes to business.

They don't know where the goods come from that they sell, or where they're made, or any of the interesting facts a customer wants to know.

They don't know the store system, the handling of goods, dealing with customers.

Not Educated For Success.

They think that because they have been through the public schools, possibly the high school, or even a classical college—or a business college — that they're educated for business and for success.

They possibly have secured the mental ability to absorb information, and if so they are fortunate, for they will need all the ability they can secure to fill their mental sponges with the fluid extract of business knowledge.

Business is a subject that is as broad and deep as the ocean.

It begins with the fundamental things of humanity and it ends with the highest flights of industrial and graphic art.

Prayer Rugs and Gobelins.

Tell me anything that's more interesting or calling for higher study than Oriental tapestries, prayer rugs or gobelins.

You will find that the best carpet houses in Canada select Orientals with an infinite sense of refinement and intellectual grasp of a subject but little known to any except the rare experts who have made it a special study.

Tell me anything that's more profound and interesting than the study of art as expressed in the furnishings of a home.

All the art in the world is not more than adequate to supply the wonders required in this advanced age to suit the tastes of an educated and prosperous population.

Indifference Another Great Giant.

Indifference is the next of the great giants that wrap their smothering arms about the employee who is not alert in preventing himself being overcome in the struggle for success.

Indifference is born of the lack of ambition, born of the feeling that it is not worth while to do any more work than one is paid for.

Born of an atmosphere created by one's associates in the store.

Born of ignorance very frequently, and frequently born of lack of health; lack of sufficient sleep; lack of sufficient mental concentration upon the task in hand.

Seek the Stimulation You Need

There should be in every store tremendous stimulation for every employee, if the employee will only look for it.

Let any one observe the air of those who succeed; they are alert, courteous, interested.

A customer appears and the successful salesman or salewoman is immediately alert, obliging and cheerful, ready to serve that customer to the best of his or her ability.

If needs be, takes down things, spreads them out and explains them for an interminable period of time and under the most exasperating circumstances, never showing the slightest sense of impatience; always eager that the customer should be pleased and go away satisfied and wanting to come again.

There is nothing more galling to any one going into a store than to have indifference on the part of a salesman.

Look Out For This Hostile Atmosphere

It creates a hostile atmosphere which drives away trade.

The heads of department say that indifference upon the part of their employees is the greatest evil they have to combat.

They can't stimulate the young men and women who are working for them to do their work with zest, interest and cheerfulness and thus secure real business success.

Those who really do succeed in business are those who show the deepest interest in every thing pertaining to business and the wants and wishes of their customers.

Are You Badly Brought Up?

There is nothing so undignified, so cheap, as to be indifferent in intercourse with strangers or customers.

It makes the young man or woman who is indifferent appear as though he or she were badly brought up.

It reflects on home training.

There are plenty of young men and young women in this city who think to display a 'deeply injured feeling and wear a bored air is the only way to make much better weather going eastward, consequently the Colonia, sailed direct from England to America, arriving off the coast of Nova Scotia on August 16, and landed the heavy shore end of the cable on the morning of August 18. Moving out from the shore she stayed a comparatively fast piece on it for four days. The injuries she sustained compelled her to go into dry-dock at Halifax with 2,300 miles of submarine cable aboard. She was the largest and heaviest ship ever taken on that drydock. Repairs were made and the Colonia took the sea again. On September 23 she laid her course from Canso, N. S., paying out cable. On September 28 she passed through a hurricane in mid-Atlantic, although on that day the weather on both sides of the Atlantic remained fine, with gentle winds. On October 3 she arrived without mishap at a point 187 miles form the coast of Ireland, where the final splice was to be made between the cable that she had paid out from the American side and the 187 miles of cable previously laid westward from the Irish coast by the cable steamer Colonia in the month of June. The weather was heavy and the Colonia was compelled to heave to for several days awaiting smoother seas to enable her to make the final splice—which was made on October 6.

At some points the cable was laid at a depth of nearly three miles below the surface of the sea. The quantities of material used in the manufacture of the cable were 1,411,200 pounds of copper, 799,688 younds of gutta percha, 16,845,000 pounds of brass tape, jute, yarn, iron wire and preservative compound.

The signaling speed of this cable is said to be fifteen per cent greater than that of any other cable of equal length in the Atlantic. The cost of the cable varied from $1,000 to $6,000 per mile, according to the character of the ocean bed and depth of water, the great variation in cost being due to the different diameters and weights of the sections of the cable, the cable which is laid in the deepest water being the lightest for the important reason that it would be impossible to retrieve a heavy cable from deep water because of the enormous pressure. Cable in deep water is practically safe from mechanical injury and therefore does not need to be so strong, so that the sections laid in deep water are of small diameter and less cost. The sections laid near shores are of massive construction and very expensive. In the neighborhood of the fishing grounds off the coast of Newfoundland, a type of cable midway between deep water and shore end cable is used. This intermediate size is made strong to resist injuries from the anchors of fishing craft, the most prolific source of danger to sub-marine cables. This intermediate type is made just heavy enough to afford reasonable prospect of retrieving it in the event of its being damaged by the anchor of a fishing vessel.

The Commercial Cable company connects with the C. P. R. telegraph.

RISE IN SHARES.

White Pass & Yukon Advance Owing to Windy Arm Discoveries.

The Whitehorse Star in its issue of Friday, October 6, says: "Stock quotations show the price of shares in the White Pass & Yukon route to have advanced $5.25 each in one day recently. This big advance is due to the discovery and development of the Windy Arm mining country, all of which is directly contiguous to the railroad, and which before the expiration of another year will have almost doubled the business of the transportation company. The discovery of the Atlin country in 1898, and after the work of construction on the railroad had begun, the discovery of and rush to the Tanana in 1903, and after the railroad had been completed, both served to greatly stimulate the stock of that company, but the two combined are not markers to what the Windy Arm country will develop in the way of business for the railroad, lying as it does almost immediately adjoining its right-of-way."

A worse calamity than war is feared in Russia. It is famine.

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DRS. KENNEDY & KERGAN

Specialists in the Treatment of Nervous, Blood, Private and Sexual Diseases of Men and Women. 25 Years in Detroit.

No Names used without Written Consent. Cures Guaranteed.

Thousands of young and middle-aged men are annually swept to a premature grave through early abuse or later excesses. Chas. Anderson was one of the victims, but was rescued in time. He says: "I learned an evil habit. A change soon came over me. I could feel it; my friends noticed it. I became nervous, despondent, gloomy, had no ambition, easily tired, evil forebodings, poor circulation, pimples on face, back weak, dreams and drains at night, tired and weak mornings, burning sensation. To make matters worse, I became reckless and contracted a blood disease. I tried many doctors and medical firms—all failed till Drs. Kennedy & Kergan took my case. In one week I felt better, and in a few weeks was entirely cured. They are the only reliable and honest Specialists in the country."

READER—We guarantee to cure you or no pay. You run no risk. We have a reputation and business at stake. Beware of frauds and impostors. We will pay $1,000 for any case we take that our NEW METHOD TREATMENT will not cure.

We treat and cure Nervous Debility, Varicocele, Stricture, Weak Parts, Kidney and Bladder Diseases. Consultation free. Books free. Call or write for Question List for Home Treatment.

DRS. KENNEDY & KERGAN Cor. Michigan Ave. Shelby St. Detroit, Mich.

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Describes Latest Atlantic Cable

An Interesting Story From Technical Journal of Laying of the Same.

Manufacturers Were Same Co. as Has British Pacific Project in Hand.

The Commerical Cable company's fifth Atlantic cable from Canso, Nova Scotia, to Waterville, Ireland, was completed and put in operation on October 6th.

The new cable is the best and most expensive submarine cable ever laid. It was manufactured by the Telegraph Construction & Maintenance company, of London, having been begun in March, 1905, and finished and shipped on board the construction company's steamer Colonia on August 3.

Atlantic cables are always laid from west to east because the prevailing winds in the summer months on the Atlantic are from the west and ships make much better weather going eastward, consequently the Colonia, sailed direct from England to America, arriving off the coast of Nova Scotia on August 16, and landed the heavy shore end of the cable on the morning of August 18. Moving out from the shore she stayed a comparatively fast piece on it for four days. The injuries she sustained compelled her to go into dry-dock at Halifax with 2,300 miles of submarine cable aboard. She was the largest and heaviest ship ever taken on that drydock. Repairs were made and the Colonia took the sea again. On September 23 she laid her course from Canso, N. S., paying out cable. On September 28 she passed through a hurricane in mid-Atlantic, although on that day the weather on both sides of the Atlantic remained fine, with gentle winds. On October 3 she arrived without mishap at a point 187 miles form the coast of Ireland, where the final splice was to be made between the cable that she had paid out from the American side and the 187 miles of cable previously laid westward from the Irish coast by the cable steamer Colonia in the month of June. The weather was heavy and the Colonia was compelled to heave to for several days awaiting smoother seas to enable her to make the final splice—which was made on October 6.

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The Commercial Cable company connects with the C. P. R. telegraph.

THE MARKETS.

WHOLESALE MARKETS.

American wheat, per ton	$ 33.00
Manitoba feed wheat, per ton	30.00
Oats, Manitoba, per ton	28.00
Oats, Island, per ton	30.00
Barley, Manitoba, per ton	25.00
Barley, Island, per ton	30.00
Flour, Hungarian, Ogilvie's, Royal Household, per bbl	5.90
Flour, Hungarian Lake of the Woods Five Roses, per bbl	5.90
Flour, Hungarian, Moffet's Best	5.70
Flour, pastry flour, Moffet's Drifted Snow, per bbl	4.80
Bran, per ton	24.00
Shorts, per ton	26.00
Middlings, per ton	30.00
Whole corn, per ton	30.00
Cracked corn, per ton	31.00
Chop feed, best, per ton	$30 to $32.00
Hay, Fraser River, per ton	$12 to $14
Hay, Island, per ton	$14 to $16
FRUIT.	
Grape fruit, per box	$3.50
Valencia oranges, choice), per box	$4.50
Lemons (fancy), per box	$5.00
Lemons (choice), per box	$4.50
Bananas, per bunch	$3.25
Pineapples, per doz	$3.50
Apples (local), per box	$1.00 to $1.50
Pears (local), per box	$1.50 to $1.75
Grapes (California) per crate	$1.40 to $1.75
VEGETABLES.	
Potatoes, per ton	$16 to $18
Silver Skin onions, per sack	$2.00
Cabbages, per lb.	1½
Turnips, per sack	85c.
Carrots, per sack	$1.00
Green peas, per lb.	3½
Tomatoes, per lb.	3 to 6
MEAT AND POULTRY.	
Eggs, per doz.	28
Hams	17
Bacon	17½
Pork, live weight	6½
Pork, dressed	8½
Veal, live weight	6½
Veal, dressed	10
Chickens, spring, per lb, live wgt	12½
Chickens, old, per lb.	11

RETAIL MARKETS.

Oats, per ton	$28 to 23
Wheat, per ton	$35.00
Barley, per ton	$28.00
Hay (Island), per ton	$16.00
Hay (Fraser) per ton	$14.00
Straw per ton	$10.00
Potatoes (Island), new	20.00
Corn, whole, per ton	$32.00
Corn cracked	$35.00
Corn, feed meal, per ton	$35.00
Oatmeal, per 10 lbs.	45
Rolled oats, per 7-lb. sack	35
Hungarian, per bbl.	$6.10
Hungarian, per sack	$1.60
Pastry Flour—	
Snow Flake, per sack	$1.40
Snow Flake, per bbl.	$5.25
Three Star, per sack	$1.50
Three Star, per bbl.	$5.80
Drifted Snow, per sack	$1.40
Drifted Snow, per bbl.	$5.25
Feed—	
Middlings, per bag	$1.10
Bran, per bag	90
FRUIT.	
Muskmellons, each	10
Cooking figs	10
Figs, per lb.	12½ to 15
Valencia raisins	15
Lemons, California, per doz.	35
Cocoanuts, each	10
New dates	12½
Beans, per lb.	05
New cleaned currants	10
Best Sultanas	20
Table raisins	15, 25, 35, 50
Bananas, per dozen	25 to 45
Oranges, per dozen	25 to 50
Apples (local), per box	$1.00 to $1.25
Apples, Island	5
Pears (local) per box	$1.00 to $1.25
Grapes, per basket	50
VEGETABLES.	
Cabbage, per lb.	2½
Cauliflower, per head	10
Tomatoes	12½
Cucumbers	5
Onions, 8 lbs. for	25
Carrots, per lb.	1½ to 2
Beet root, per lb.	3
Potatoes, per 100 lbs.	$1.25
DAIRY PRODUCE.	
Eggs—	
Fresh Island, per doz.	50
Manitoba, per doz.	25
Fresh cream, per pint	30
Best Ontario cheese, per lb.	20
California cheese, per lb.	25
Canadian cheese, per lb.	20
Butter—	
Manitoba, per lb.	25
Best dairy, per lb.	30
Victoria Creamery, per lb.	35
Cowichan Creamery, per lb.	35
Delta, per lb.	35
Fresh Island, per lb.	30
OIL.	
Coal oil (Pratt's), per can	$1.50
POULTRY, FISH AND GAME.	
Geese, dressed, per lb.	20
Ducks, dressed, per lb.	20
Spring chickens, dressed, per lb.	25
Fowls, dressed, per lb.	30
Pigeons, dressed, per pair	50
Rabbits, dressed, each	50
Hare, dressed, each	75
Salmon, fresh, per lb.	10 to 12½
Halibut, fresh, per lb.	10 to 12½
Cod, fresh, per lb.	8
Flounders, fresh, per lb.	8
Crabs, each	10 to 12½
Oysters, Olympia, pint	50
Oysters, Toke Point, doz.	40
Salmon, salt, each	15
Salmon bellies, salt, per lb.	12½
Mackerel, salt, each	15
Cod, salt, per lb.	12½
Herring (Holland), salt, per keg.	$1.50
Meats—	
Tongues and sounds, per lb.	20
Beef, per lb.	10 to 15
Mutton, per lb.	8 to 15
Hams, American, per lb.	22
Bacon, American, per lb.	22 to 27
Bacon, rolled	16
Pork, per lb.	10 to 15

WHOLESALE PRODUCE.

Dealers are offering in round lots for delivery on car or dock, Victoria, as follows:

Oats, per ton	$ 25.00
Wheat, per ton	30.00
Barley, per ton	22.00
Hay (B. C.), per ton	11.00
Hay (Island), per ton	13.00
Potatoes (Island)	16.00
Potatoes (B. C.)	13.00

Of the seventeen members of the administration which Sir Wilfrid Laurier formed in 1896 there are eight left, and three of the eight are almost sure to retire within the next twelv months. The salary bill of last session might appropriately have been entitled, "An Act to render easy the resignation of Cabinet Ministers under certain conditions."

The Song of the Cradle.

Bye, bye! Hope rises high!
There's a sweet little cradle hung up in the sky;
A dear little life that is coming to bless;
Two soft chubby hands that will pat and caress;
A pure little soul winging down from above;
A darling to care for, a baby to love.

One of the grandest agencies which enlightened Science has discovered to relieve motherhood from excessive suffering is the "Favorite Prescription" devised by Dr. R. V. Pierce, chief consulting physician of the Invalids' Hotel and Surgical Institute, of Buffalo, N. Y.

This wonderful "Prescription" imbues the entire nervous system with natural, healthy vitality; gives elastic vigor to the delicate organism specially concerned in motherhood, and makes the coming of baby entirely free from danger and almost free from pain.

"I wish to state that I have used Doctor Pierce's Favorite Prescription with very good results," writes Mrs. Katie M. Annis, of Hudson, New Hampshire. "Had been in poor health for over four years and had been twice in the hospital. My husband brought some of your 'Favorite Prescription,' and it has carried me easily through my last two confinements. We are now blessed with two healthy children, and I am sure your medicine has done me more good than all the other treatment I have ever received."

BAD HEADACHES generally arise from bad stomachs. Foul breath, bitter taste, coated tongue, sour eructations or belching of gas, are common symptoms though not all present in every case. To cure, take small doses, only one or two each day, of old Dr. Pierce's Pleasant Pellets, the Original Little Liver Pills, first put up by him over 40 years ago. One or two a laxative, three or four cathartic.