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WEILER BROS.

NEW LINES OF
Bedroom, Office and Library
FURNITURE

JUST RECEIVED.
**CHINA AND PRINTED
DINNER & TEA SERVICES.**

Cutlery and Platedware
OF THE BEST MAKERS,
AND FULL LINE OF

HOUSE FURNISHING GOODS
51 TO 55 FORT STREET,
VICTORIA, - - B. C.

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Cor. Johnson and Government Sts.,
VICTORIA, B. C.
BRANCH AT KAMLOOPS.

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IRON AND STEEL,

HARDWARE,
AGRICULTURAL IMPLEMENTS,
Wagons and Buggies,
LOGGERS AND CANNERIES SUPPLIED.

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ENQUIRIES SOLICITED.

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JUST RECEIVED.

First Shipments of Mediterranean
and California Dried Fruits for
Holiday Trade.

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PEACHES. APRICOTS. PRUNES.
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ALMONDS. WALNUTS.
BRAZIL NUTS AND PEELS.

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WHOLESALE

Crockery, Glassware,
Lamp Goods, Etc.
VANCOUVER, B. C.

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Special attention to mail orders.

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Wholesale Importers—
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WINES, LIQUORS & IMPORTED GROCERIES
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Indents executed for any description of
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Company, Limited.

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Company, Limited.

BELL-IRVING, PATERSON & CO.,
NEW WESTMINSTER.

BANK OF BRITISH COLUMBIA

Incorporated By Royal Charter, 1852.

Capital Paid up..... (£600,000) \$3,000,000
Reserve Fund..... (£200,000) \$1,000,000

LONDON OFFICE:

60 LOMBARD STREET, E. C., LONDON.

Branches at

San Francisco, Cal.; Portland, Or.;
Victoria, B.C.; New Westminster, B.C.
Vancouver, B.C.; Kamloops, B.C.;
Seattle, Washington; Nanaimo, B.C.;
Tacoma, "

Agents and Correspondents:

IN CANADA—The Bank of Montreal and branches, Canadian Bank of Commerce, Imperial Bank of Canada, Molsons Bank, Commercial Bank of Manitoba and Bank of Nova Scotia.

Correspondents throughout the United Kingdom and in India, China, Japan, Australia and South America.

UNITED STATES—Agents Bank of Montreal, 59 Wall Street, New York; Bank of Montreal, Chicago.

Telegraphic transfers and remittances to and from all points can be made through this bank at current rates.

Collections carefully attended to and every description of banking business transacted.

THE BANK OF

BRITISH NORTH AMERICA.

Incorporated by Royal Charter.

Paid up Capital... £1,000,000 Stg.
Reserve Fund..... £265,000 "

LONDON OFFICE:

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COURT OF DIRECTORS:

J. H. Brodie, E. A. Hoare.
John James Cater, H. J. B. Kendall,
Gaspard Farrer, J. J. Kingsford,
Henry K. Farrer, Frederic Lubbock,
Richard H. Glyn, George D. Whatman.
Secretary, A. G. Wallis.

HEAD OFFICE IN CANADA—St. James St., Montreal.

R. R. GRINDLEY, General Manager.

E. STANON, Inspector.

Branches and Agencies in Canada.

London, Kingston, Fredericton, NB
Brantford, Ottawa, Halifax, N.S.
Paris, Montreal, Victoria, B.C.
Hamilton, Quebec, Vancouver, BC.
Toronto, St. John, N.B., Winnipeg, Man.
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Agents in the United States.

NEW YORK—H. Stikeman and F. Brownfield, Agents.

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Have facilities for collection and exchange in all parts of the world.

BANK OF MONTREAL.

ESTABLISHED IN 1817.

INCORPORATED BY ACT OF PARLIAMENT.

Capital (all paid up).....\$12,000,000
Reserve Fund..... 6,000,000

HEAD OFFICE, MONTREAL.

Hon. Sir D. A. SMITH, K.C.M.G., President.
Hon. G. A. DRUMMOND, Vice-President.

E. S. CLOUSTON, General Manager.

BRANCHES AND AGENCIES IN CANADA.
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Almonte, O Hamilton, O Quebec, Q
Belleville, O Kingston, O Regina, Ass'a
Brantford, O Lindsay, O Sarnia, O
Calkville, O London, O Stratford, O
Calgary, NWT Moncton, N.B. St. John, N.B.
Chatham, N.B. New Westmin. St. Mary's, O
Cornwall, O Peterboro, O Toronto, O
Goderich, O Ottawa, O Vancouver, BC
Guelph, O Perth, O Victoria, BC.
Halifax, N.S. Peterboro, O Wallaceburg, O
Pictou, O Winnipeg, Man

AGENTS IN GREAT BRITAIN—London, Bank of Montreal, 22 Abchurch Lane, E. C.; C. Ashworth, Manager. London Committee—Robert Gillespie, Esq., Peter Redpath, Esq.

AGENTS IN THE UNITED STATES—New York, Walter Watson and Alex. Laug, 59 Wall street. Chicago, Bank of Montreal, W. Munro, Manager; E. M. Shadbolt, Assistant Manager.

Buy and sell Sterling Exchange and Cable Transfers. Grant Commercial and Trading Credits available in any part of the world.

Drafts issued. Collections made at all points.

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A GENERAL BANKING business transacted.

DEPOSITS received on liberal rates of interest.

DRAFTS, ORDERS, TELEGRAPH TRANSFERS and LETTERS of CREDIT issued direct on over 10,000 Cities in the United States, Canada, Europe, Mexico and China.

COLLECTIONS made at every point.

GOLD DUST purchased at highest market rates.

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BANKERS

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A General Banking business transacted.

Drafts issued on all points in Canada.

Dealers in Foreign and Domestic exchange

Money loaned on Notes, Real Estate,

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Of Negotiable Securities. Interest allowed

On time Deposits

Bankers: Bank of British Columbia.

OFFICE: COR. GAMBIE & GORDOVA STS., VANCOUVER.

+ FOR +

Real Estate, Insurance,

Exchange, Mortgages,

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TURNER BLOCK, DOUGLAS STREET

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HALL, GOEPEL & CO.,

AGENTS:

The Liverpool & London & Globe Fire Insurance Co.

The California (Marine) Insurance Co.

The Traveler's Life & Accident Insurance Co.

—O:—

Risks taken at Moderate Rates and Losses settled promptly and Liberally.

Findlay, Durham & Brodie

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AGENTS FOR

The Northern Fire Assurance Company of London,

The British and Foreign Marine Insurance Company of Liverpool,

The Royal Mail Steam Packet Company of London,

The British Columbia Canning Company (Limited) of London.

CANNERIES:

Deas Island, Fraser River,

Haas River Fishery,

Windsor Cannery, Skeena River,

Rivers Inlet Cannery,

Victoria Cannery,) Rivers Inlet.

Victoria Saw Mills,)

—O—

London Office:
43 to 6 Threadneedle Street.

ROBERT WARD & CO.,

VICTORIA, B. C.,

Merchants & Importers,

Represented in London by H. J. Gardiner & Co. Gresham Buildings, E. C.

ROYAL SWEDISH AND NORWEGIAN CONSULATE.

Execute Indents for every description of British and Foreign Merchandise,

Lumber, Timber, Spars, Fish and other products of British Columbia.

SHIPPING AND INSURANCE AGENTS.

CHARTERS EFFECTED.

GENERAL AGENTS:

Royal Insurance Company, London & Lancashire Fire Insurance Co. Standard Life Assurance Co.

London and Provincial Marine Insurance Co. It'd Union Marine Insurance Co.

London Assurance Corporation.

SOLE AGENTS:

Curtis' & Harvey's Sporting and Blasting Powder. Joseph Kirkman & Son's Gold Medal, Inventions Exhibition, 1885, Pianofortes.

J. & W. Stuart's Patent Double-Knotted Mesh Fishing Nets, Twines, Etc.

Importers of Havana Cigars, Oilmen's Stores, Tin Plates, Portland Cement, Etc.

Agents for the following brands of British Columbia Salmon:

Ewen & Co., "Lion"; Bon Accord Fishery Co., "Consuls"; A. J. McLellan's "Express."

NOTICE OF REMOVAL.

H. CARMICHAEL & CO.

VICTORIA,

Financial and Real Estate

BROKERS,

Have removed from 52 Government St.

—TO—

32 GOVERNMENT STREET

OFFICE OF THE

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PAPER MANUFACTURING CO'Y.

THOMAS EARLE,
IMPORTER
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Wholesale Grocer.

AGENT FOR
 ALERT BAY CANNING CO.
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Pioneer Steam Coffee and
 Spice Mills.

WHARF ST., VICTORIA,

P. F. RICHARDSON,

* IMPORTER *

—AND—

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42 YATES ST., VICTORIA.

J. & T. BELL,

MANUFACTURERS OF

FINE BOOTS AND SHOES

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1667 NOTRE DAME STREET,
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VICTORIA STEAM BAKERY.

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WHOLESALE AND RETAIL

CRACKER BAKERS,

VICTORIA, - B. C.

100 Fort St. Factory: 91 Niagara St.

T.B. PEARSON & CO

Manufacturers of Clothing,

OVERALLS, : SHIRTS, : &c.

Salesroom and Factory:

100 Fort St., NEAR ORIENTAL HOTEL,

VICTORIA, - B. C.

NICHOLLES & RENOUF

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**H RDWRE, BAR IRON, FARM
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Coach, Car & House Painters Supplies

S. E. COR. YATES AND BROAD STS.

TELEPHONE 82. P. O. BOX. 80.

VICTORIA. - B. C.

A. J. Langley T. M. Henderson
 J. N. Henderson.

LANGLEY & CO.,

ESTABLISHED 1858.

Wholesale Druggists

21 & 23 YATES STREET,

VICTORIA, B. C.

REPRESENTED BY
 Welch & Co., San Francisco.

REPRESENTED BY
 R. D. Welch & Co., Liverpool

R. P. RITHET & CO.,
 (LIMITED.)

WHARF STREET, VICTORIA, B. C.

WHOLESALE * MERCHANTS.
SHIPPING AND INSURANCE AGENTS.

AGENTS FOR

- Queen (Fire) Insurance Company.
- Maritime (Marine) Insurance Company.
- Reliance (Marine) Insurance Company.
- New Zealand (Marine) Insurance Company.
- Thames & Mersey (Marine) Insurance Co.
- Straits (Marine) Insurance Company.
- Sun (Marine) Insurance Company.
- Sea (Marine) Insurance Co.

Moodyville Saw Mill Co., of Burrard Inlet.

SALMON CANNERY AGENCIES.

FRASER RIVER:

- Delta Canning Co's Maple Leaf Brand.
- Laidlaw & Co's Dominion Brand.
- Wellington Packing Co., Wellington Brand.
- Harlock Packing Co's Brand.

NORTHERN AND SKEENA RIVER:

- Warnuck Packing Co's Rivers Inlet Clipper Brand.
- Standard Packing Co., Skeena River, Neptune Brand.
- Skeena Packing Co., Skeena River, "Diamond C" Brand.
- Lowe Inlet Packing Co., Lowe Inlet, "Diamond C" Brand.
- Cascade Packing Co., Naas River, Cascade Brand.

Giant Powder Co., Works: Cadboro Bay, all grades of Giant Powder and Judson Powder manufactured and kept on hand.

Columbia Flouring Mill Co. of Enderby.

Pacific Coast Steamship Co's line of Steamers between Victoria and San Francisco

W. H. SOULE.

A. E. STEVENS.

ALEX. McDERMOTT

**BRITISH COLUMBIA
 PIONEER STEVEDORING CO., LTD.**

ESTABLISHED 1871.

Estimates Furnished for all Ports in B. C. Complete Appliances for all kinds of Stevedoring.
 Cash security given if required, and satisfaction guaranteed.
 P. O. Box 307. Cable: Soule.

Vancouver, - - - - - British Columbia

TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, Nov. 3.
VICTORIA.

The general condition of trade is reported as very satisfactory in all lines. The fall trade is brisk and dealers are busy. The rising of the Bank of England rate of discount last week to 4 per cent. gives some strength to the money market.

FLOUR AND FEED.

Wheat keeps strong. Portland and Tacoma millers have evidently large stocks of bran and shorts on hand, as their prices have been lowered considerably in these commodities, which it pays better to slaughter in this market than break their own local market. This shows the necessity of a specific duty in this class of product as against the ad valorem duty. California oatmeal has advanced 25c, and is now quoted \$4.25 a gunny.

Potatoes are a drug in the market, and a very slow sale is reported at \$16 a ton for Fraser River potatoes and \$20 per ton for Island potatoes. Some of the up-country potatoes are reported of a very inferior quality. Ashcroft potatoes are not yet in the market, but are expected to arrive next week. Large consignments of hay are being received from Fraser River points. The Columbia Flouring Mills quote: Enderby flour for earload lots, Premier, \$5.00; XXX., \$5.30; Strong Bakers or XX., \$5.00; Superfine, \$1.00. Quotations are:

Delta, Victoria mills	\$5 50 @ 0 00
Lion, "	5 50 @ 0 00
Premier, Enderby mills	5 85 @ 0 00
XXX., "	5 65 @ 0 00
XX., "	5 25 @ 5 50
Superfine, "	4 25 @ 4 50
Ogilvie's Hungarian	6 10 @ 0 00
Strong Bakers	5 75 @ 0 00
Snowflake	6 10 @ 0 00
Portland Roller	6 10 @ 0 00
Royal	6 00 @ 0 00
Oregon Superfine	4 25 @ 0 00
Wheat, per ton	\$40 00 @ 46 00
Oats	35 00 @ 00 00
Oil cake meal	32 50 @ 35 00
Chop feed	33 00 @ 35 00
Shorts	28 00 @ 30 00
Bran	26 00 @ 27 50
National Mills oatmeal	3 50 @ 0 00
California oatmeal	4 25 @ 0 00
California rolled oats	3 75 @ 0 00
Cornmeal	3 00 @ 3 25
Cracked corn	43 00 @ 45 00
Hay, per ton	18 00 @ 20 00
Straw, per bale	1 00 @ 1 25

FRUITS AND VEGETABLES.

Business is reported quiet in the fruit line, and there are no changes to report since last week.

Quotations are: Peaches, \$1.25; pears, (winter), \$1.10; plums, \$1.25; grapes—muscat, in bxs, \$1.25, in crates, \$1.50 to \$1.65; Rose of Peru, in bxs, \$1.35, in crates, \$1.40 to \$1.65; Tokays, in bxs, \$1.50, in crates, \$1.65. Apples, (greenings) \$1.00; Baldwin, bellflower, rose and blue pearmain, \$1.10 Santa Barbara oranges, \$5.25 to \$5.50, California Messina lemons, \$4.75; silverskin onions, 1/2c. per lb., potatoes, \$18 per ton; Island apples, \$1.25 per box; tomatoes, \$1 to \$1.25; sweet potatoes, 2/2c. per lb.

GROCERIES AND PROVISIONS.

Fresh case eggs are very scarce and high, 25c per doz. being readily obtained. None

of the Fall curing of Canadian meats has yet come to hand. They are working off the Spring curing at slightly reduced prices as is usual. It will be towards the middle of November or the beginning of December before the Fall curing reaches here. Mediterranean dried fruits are quoted by local jobbers as follows: Currants in bbls. 8/2c, in half-bbls. 8/2c; valencias, 8/2c; sultanas, 16c; London layers, \$2.50 a box; dates, 9c; prunes, 9c to 12/2c. California evaporated fruits in 25 lb. boxes are quoted as follows: Peaches, 12/2c; apricots, 11c; nectarines, 11c; apples, 12/2c; pitted plums, 11c. About the same grade of fruits in cotton sacks are quoted from 1c to 2c; or lb. less.

The local jobbers are now carrying full stocks of all the different kinds of jams put up in glass jars by Okel & Morris at the Victoria Preserving Factory, which include apricot, peach, plum, pear, apricot marmalade, etc. Quotations are 1 1/2 lb. size, \$3 per dozen; 3 lb. size, \$5 per doz.

RICE.

The Victoria Rice Mills quote whole sale:

Japan rice, per ton	\$77 50
China rice	70 00
Rice flour	70 00
Chit rice	25 00
Rice Meal	17 50

SALMON.

The Northern canneries have cleaned up for the season, and the Fraser River canneries will probably clear up this week. Nothing finite can yet be said of the total pack of the coast, although it is beyond a doubt that the British Columbia and the Columbia River canneries are considerably short of last year. Arrivals from Alaska continue large but they are now only slightly in excess of the arrivals last year to the same date. Up to Oct. 21th, arrivals at San Francisco were 567,235 cases. For same time in 1890 they were 557,115 cases, and in 1889 468,819 cases. The final figures will probably show a short pack. The price of Red Alaska is firmly held at \$1 per case at San Francisco. The current quotation for British Columbia brands is \$1.50 per case, but reports say that the greater part of the pack has already been contracted for. The market in England is dull. The Alaska packers' combination is expected to strengthen the market, although as yet but little change is evident, the country demand which is the principal factor in the English market seems to be as yet unaffected.

LUMBER.

Although the official quotations remain the same as previously quoted, prices have a decidedly downward tendency. The Pacific Pine Lumber Association still quotes \$0 per M. feet for rough lumber. It is understood that the large contract for lumber to be delivered at Port Pirie, recently made, is for 1,250,000 feet per month for 12 months. J. J. Moore & Co., of San Francisco, secured the contract at £1 10s 6d per M feet. The usual dullness prevails in the export trade. There are five vessels loading at present at Burrard Inlet. The Norwegian bark Flora, 713 tons, Capt. Anderson, for Melbourne, is expected to finish by the end of this week. Norwegian bark Dominion, 1,250 tons, Capt. Eriksen, for Australia. American barkentine Willie R. Hume, 632 tons,

Capt. Bergman, for Callao, expect to finish by the end of this week. American ship Benj. Sewall, 1361 tons, Capt. Sewall, for Valparaiso, and the American schooner Olga, 478 tons, Capt. Atwood, loading at Moodyville for Sydney. Quotations are as follows for cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association: Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, \$9 per M feet; rough deck plank, average length 35 feet, \$19, dressed flooring, \$17, packets, \$9, laths, 1 feet, \$2.

The local trade is slackening off as the building season is drawing to a close. The bad state of the weather has also been unfavorable. The Rock Saw Mill quotes:

Rough lumber per M	\$16 00
Best quality dressed lumber per M	00 00
Second "	00 00
Laths, per M	2 50
Shingles, "	2 25

A NEW INDUSTRY FOR VICTORIA

Among the numerous industries in Victoria is one which bids fair to be a success. This is the British Columbia Fruit Packing Co. This industry will largely help the farmers of the district, and also find employment for many young ladies. Messrs. O'Kell & Morris, the proprietors, have come out from the Old Country, with all that goes to make a business successful—strength, energy, character and money. A representative of THE COMMERCIAL JOURNAL recently noticed in passing Rock Bay bridge a large sign—and his curiosity led him to visit the place. Here he was courteously shown around the factory and the mode of packing the fruit, which is put up in glass jars. Much of it is being exported to England, a large consignment now being in process of preparation for export. The mode of preserving deserves mention. The fruit is picked by young ladies, and by them passed to Mr. Morris, who personally superintends this department. The whole of the preserving is done in large steam copper pans, such as are used by the largest manufacturers in England. Nothing but pure granulated sugar and fresh fruit are used. It will indeed be a great convenience to the ladies of Victoria to be able to procure jams, jellies and marmalades, such as are made at their own homes, and thus save them trouble. This firm have also a very fine machine for making orange and lemon marmalade. It is desirable that the citizens of Victoria should encourage the new firm by asking for Okel & Morris' goods.

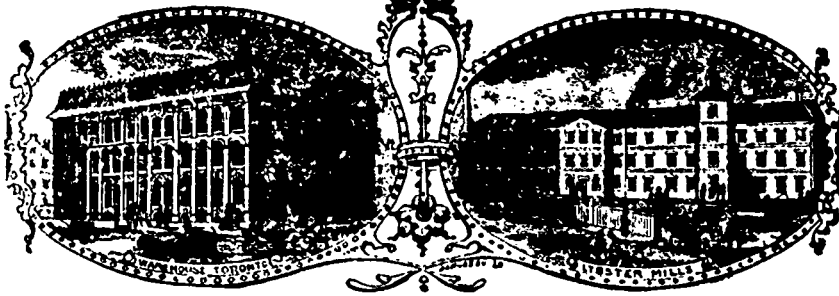
FREIGHTS.

Lumber freights have further declined since last week. Quotations are as follows: From Burrard Inlet or Puget Sound to Sydney, 41s; Melbourne, Adelaide or Port Pirie, 52s. 6d.; Valparaiso, 45s.; Cork for orders, 65s.; China and Japan quotations are nominal. Grain freights from San Francisco to the United Kingdom were last quoted for 38s for iron vessels. The reason of the decline of 2s since last week is the large number of vessels in port at San Francisco and near at hand already under charter. Coal freights: Nanaimo or Departure Bay to San Francisco, \$2.50; from Puget Sound to San Francisco, \$2.25 per ton.

GORDON, MACKAY & CO.

TORONTO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

INLAND REVENUE AND CUSTOMS.

The Inland Revenue returns, for the month of October, were as follows:

RECEIPTS FOR OCTOBER.

Spirits.....	\$ 8,232 60
Malt.....	2,845 42
Tobacco.....	1,074 25
Cigars.....	820 45
Petroleum Inspection.....	542 50
Total.....	\$13,495 72

CUSTOMS RECEIPTS.

Following are the customs collections at the Victoria customs house for November with the imports and exports for the month:

Duties.....	\$ 95,199 50
Chinese Revenue.....	4,963 50
Other revenue.....	1,105 53
Total.....	\$101,268 53
October, 1890.....	90,193 09
Increase.....	\$ 11,075 44

IMPORTS FOR THE MONTH.

Payable.....	\$278,810
Free.....	107,318
Total.....	\$386,128

EXPORTS FOR THE MONTH.

Produce of Canada.....	\$200,691
Produce of Canada.....	9,116
Total.....	\$209,807

BUSINESS CHANGES.

C. H. Bowes & Co., druggists, have removed to 27 Johnson street.

The Sehl-Hastic-Erskine Furniture Co. have opened a branch in Vancouver.

Cavin Bros. will shortly open in the boot and shoe business in the new Doane block, Douglas street.

Marymont & Davis, clothing, Nanaimo, have been closed under an injunction issued by the creditors of L. Davis & Co., Vancouver.

E. & O. Marsden, Portland Livery stables, Victoria, left the city, suddenly, leaving some large accounts unpaid.

W. S. Hampson & Co., Stanley House, dry goods, have opened a branch store in Nanaimo with Geo. Hewson as manager.

The Northern Pacific Railway Co. and the Puget Sound and Alaska Steamship Co., E. E. Blackwood, agent, are removing their office to Kurtz's corner, 79 Government street.

PROVINCIAL TRADE NOTES.

The Riverside orange crop is estimated at 2,200 carloads.

Spencer & Perkins' new brick block, at Nanaimo, will be completed about December 1.

E. J. Mackay, representing J. Rattray & Co., importers of Havana cigars, Montreal, is in the city.

Building operations in Nanaimo are brisk. Several solid brick buildings are under construction.

The British Ship Leading Wind, 1,280 tons, Capt. S. B. Savory, from Moodyville Aug. 6, for Melbourne, arrived Oct. 27.

Merchants in Nanaimo report a fair amount of business doing, and collections are satisfactory. Real estate is moving a little and prices are firm.

A. E. Tregent has resigned the position as manager for Baker Bros. & Co., (ld), Vancouver, to take charge of a banking business in New Westminster.

The Nanaimo Co-operative Store has added a new addition of 72 feet frontage to their premises. The new store would be a credit to any of the coast cities.

A. R. Johnston & Co. have just finished a 25x60 addition to their premises to make room for their increased trade. Mr. Johnston is now east on a purchasing trip.

Mr. T. R. Smith, Assistant Commissioner of the Hudson Bay Co., will retire from the Company's service at the end of the year. The Western department will be amalgamated with the Northern department and all will come under the management of Mr. C. C. Chipman, the recently appointed Trade Commissioner at Winnipeg.

Mr. Alex. Shaw, the proprietor of the Nanaimo elec light system, has added the arc system. Twenty five of the leading business houses were lighted with it last week. An additional arc dynamo is being put in, the city having contracted for 40 lights, which are to be in operation by December 1. Nanaimo will then be one of the best lighted cities on the coast.

The British Columbia Boot and Shoe Factory, Nanaimo, are running full time

MUIR & BOYD,

26 BROAD ST., VICTORIA, B. C.,

AGENTS FOR

Safford Radiators,

The Best on the Market.

Over 80 per cent. of the entire Radiators used in Canada are the Safford. Send for Catalogue and prices. ROBT. MITCHELL & CO., Montreal, manufacturers of Plumber's and Brass Goods, also gas, electric and combination fixtures.

C. R. TOWNLEY,

Real Estate, Insurance, Customs Broking, Financial Agent and Notary Public.

Agent for LIVERPOOL, LONDON AND GLOBE INSURANCE CO'Y and EASTERN ASSURANCE CO'Y OF HALIFAX.

629 COLUMBIA ST., NEW WESTMINSTER P. O. Box 377. Telephone 184.

H. A. LILLEY,

CITY : CANDY : FACTORY.

Manufacturer of all kinds of PLAIN AND FANCY CANDIES, Also Importer and Dealer in Foreign and Domestic Fruit, Nuts, Cigars, &c. 105 Douglas St. bet. Johnson & Pandora, Victoria. P. O. Box 556.

F W. NOLTE & CO.



OPTICIANS

27 FORT STREET, (S. S. HYAM'S Old Stand.) Spectacles, Eye-glasses, Opera and Field Glasses, Telescopes, Microscopes, etc.

and employ 25 hands—all white labor. The factory is under the management of James Abrams, with Lewis Fagan, late of San Francisco, as foreman. It is equipped with the latest improved machinery, and is turning out a class of goods suitable to the wants of the province.

Nanaimo is waking up to her advantages. A large number of improvements have been made during the last couple of years. Twelve miles of streets have been graded, eight miles of sidewalk have been laid; a stone crusher has been ordered, and in a short time the streets will all be in good condition. The Water Works Company have added about three miles of mains this year, and are now supplying about 400 residences. The demand for water is increasing rapidly.

The Yorkshire Guarantee and Securities Corporation, (ld), of Huddersfield, England, has opened a branch in Vancouver, with Mr. Wm. Farrell as general manager for the province. The company has an authorized capital of \$2,500,000; subscribed capital, \$1,875,000; and total assets, \$3,500,000. They will do a general loan and mortgage business throughout the province. At Westminster, however, a branch will be established on the 10th inst., with Mr. A. E. Tregent, late manager for Baker Bros. & Co., (ld), in charge, where a general private banking business will be carried on in addition to loans and mortgages.

HEISTERMAN & CO. ESTABLISHED 1864
 INSURANCE, FINANCIAL &
REAL ESTATE AGENTS,
VICTORIA, B. C.
 CITY PROPERTY, FARM LANDS ON V. I. & MAINLAND
 MONEY TO LOAN, CONVEYANCING & NOTARIES PUBLIC
 GENERAL AGENTS, BRITISH COLUMBIA
MUTUAL LIFE INS' COMPANY of N. Y.

EXPERIENCE AND YOUNG MEN.

Some years ago a gentlemen whose locks were getting white with the frosts of age sat in our office, complaining of the hard times, lack of money, etc. We were constrained to speak words of reproof substantially as follows:

"Sir, why do you complain? Your age indicates that you have passed through times compared to which these are times of prosperity. Why, sir, I know when I went to school barefoot, and when my father had to borrow money to pay postage on a letter, which was 25 cents in those days. I have seen nothing like it since I became a man."

His face at once glowed with past memories. "Ah!" says he, "you are right. I know it, I have experienced it. These hardships are nothing, but the trouble with me is, my boys complain and keep me worried. They have never seen or felt or known the times that I have passed through, and they think something must be wrong."

Here is one of the causes that produce so much discontent. It comes too often from the young men who lack experience, which is the greatest teacher. They are dissatisfied if they cannot have fine boots and fine clothes, and good education. Their father tells them how he came up through deprivation, hardship and sacrifice, but not having felt and seen it, they do not realise the present advantages they enjoy. We all get line upon line, precept upon precept, but nothing teaches like experience.

In our early business life we were afflicted with poor money. The banks issued currency, and some bills were worth 75 cents on the dollar, and all the way up to par, everything passed current that was 65 or above. To buy Exchange on New York, the merchant often paid 5 per cent., or \$50 for \$1,000 Exchange, which in these days \$1 or \$2 is the full cost. Our young men who have not had experience in business prior to 1860 cannot realize the changed condition, and with the great blessings enjoyed are no more content than their fathers were who endured so much greater hardships. Some people have theories about money which they can demonstrate and prove to their entire satisfaction, but which *experience and history* have proved a failure. Paper money today is worth only 25 cents on the dollar in old in the Argentine Republic, and uni-

versal ruin has overtaken that country. And yet in the face of this recent experience, confirmed by all history, there are many people now advocating a financial policy that would produce the same results in this country. They would break down our great banking system, the most successful in the world, and try something unknown, and bring ruin upon themselves and others. They might finally see their error and come back to sound and tried methods, but how many years would pass before a new generation would come on the stage who "knew not Moses," and again the people must suffer and learn by sore experience.

It is a good thing if we can profit by history and the experience of our fathers, and avoid ways whereof we know not where they may lead us.—*Ex.*

COMMERCIAL LITIGATION.

Some new rules of Court have just received the sanction of the Lord Chancellor, says the *Drapers' Record*, which will prove of great importance to commercial firms. They lay down the rules to be observed in regard to bringing actions against foreign firms, which have hitherto, owing to conflicting opinion, been of much difficulty and very perplexing. There have always been two very pronounced difficulties—viz., whether the firm should be sued in the name of the firm or in the names of the partners, and whether the writ should be served upon the partners in this country or on one partner only or all the partners. As a consequence, it frequently happens that foreign firms, either carrying on business by a branch in this country, or having their businesses wholly abroad, but making a contract here, either wholly escaped or forced their British creditors to go to a foreign country for redress. This has been entirely removed, for it has been decided that those partners who happen to be in this country can be sued, and that if there is a branch of the firm here a summons or writ must be served in the name of the firm, and at their office, to anyone who appears to be in authority there.—*Canadian Dry Goods Review.*

REVIEW OF TRADE.

Canadian trade, in all branches of textile fabrics, has shown an improvement, as anticipated, during the past month.

J. D. PEMBERTON.

F. B. PEMBERTON

Pemberton & Son

REAL ESTATE AND

Financial Agents

Town and Suburban Residential Property and Farm Lands throughout the province for Sale.

MONEY TO LOAN

On Approved Security at Current Rates.

P. O. Box 246, VICTORIA, B. C.

FALCONER'S

Malt Vinegar,
 Tomato Catsup,
 Worcestershire Sauce,
 —AND—
 Mushroom Catsup,

To be had from all the leading who'seale Grocers.

VICTORIA VINEGAR WORKS,
 156 Yates Street, Victoria.

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MUNROE MILLER

Printer and Bookbinder

77 JOHNSON STREET

VICTORIA, - - B. C.

2525252525 2525252525 2525252525 252525

Fall trade was somewhat delayed in consequence of the unusually long spell of warm weather, and remittances have been somewhat below the expectations of many of those who looked for a sudden flow of money from the harvest. At the present time wholesalers and retailers alike are very busy, and prices in most lines are firm. There is an improvement at last among the cotton mills, many of which are now running to their fullest capacity. The outlook among the woolen mills, as noted last month, is gradually growing brighter, and the coming year is expected to be a good one for all branches of this trade.—*Canadian Journal of Fabrics.*

The German imperial family have ordered costly presents to be sent to the Prince of Wales on the occasion of his jubilee. Prince Henry will probably bring the gifts to England.

W. L. McCABE, TACOMA,
1st Vice-Pres.

CAPT. JAS. CARROLL,
Pres't.

J. P. BETTS, VANCOUVER, B. C.,
2nd Vice-Pres.

**PUGET SOUND AND BRITISH COLUMBIA
STEVEDORING COMPANY.**

INCORPORATED.

Doing business at all Puget Sound and British Columbia Ports. The only concern with a complete stevedoring plant. Head office: Port Townsend, Washington.

Capt. John Barneson, Sec'y, Manager, Port Townsend. R. Chilcott, Manager Seattle and Port Blakely. F. M. Yorke, Manager Victoria, Chemainus and Cowichan, B. C.

All communications to be addressed to the Sec'y at the head office, Port Townsend, Wash. Cable address: Barneson, Port Townsend.

H. McDOWELL

H. H. WATSON

H. McDOWELL & CO.,

WHOLESALE - DRUGGISTS.

10 and 12 Cordova St.,

630 Granville St.,

VANCOUVER, B. C.

VERDICT! VERDICT!

All Ladies who have tasted

Okell & Morris'

J.A.M.,

Say it is the finest.

TO BE HAD AT

Messrs. COWAN & WILSON,

Messrs. TODD & SON,

THOMAS EARLE.

The Nanaimo Realty and Investment Agency.

CHAS. DEMPSTER & CO

COMMERCIAL STREET, NANA'MO.

REPRESENTING

The Federal Life Assurance Co'y.

The Pacific Coast Fire Insurance Co'y.

The British America Fire Insurance Co'y.

Nanaimo Property—both city and suburban—a specialty.

OUTSIDE CORRESPONDENCE INVITED.

**SIMMS BRUSHES
ARE THE BEST.**

T. S. SIMMS & CO.,

MANUFACTURERS OF

**BRUSHES, CORN BROOMS AND WHISKS
ST. JOHN, N. B.**

Special lines made for the Painters' trade of B. C.

HOUSEHOLD BRUSHES A SPECIALTY.

E. G. ANDERSON & Co.

AGENTS, VICTORIA.

BOECKH'S

STANDARD

Brushes & Brooms

ARE HANDLED

By all leading Hardware, Paint and Oil and Grocery Trade.

MANUFACTURED BY

CHAS. BOECKH & SONS,

TORONTO.

Illustrated Catalogue and Price List mailed on application.

Morrow, Holland & Co.,

—BROKERS—

46 BROAD STREET, VICTORIA, B. C.

AGENCIES:

Liverpool & London & Globe Fire Insurance Co.

Manufacturers Life and Accident Insurance Co. of Toronto.

OFFICE OF THE

Immigration, Investment and Improvement Co'y of B. C.

THE SAILOR AND HIS POLITICS.

It is rather strange that politicians of our large sea ports have never made any legislation to control the "sailor's vote." Sailors are not excepted from the general laws regulating political voting, and as they are generally away from home at election time by consequence they lose their vote and their interest in politics is generally theoretical. In local matters, of course, the sailor, being a stranger, should have no voice, but in national affairs his vote should count, and he should be permitted to cast it in whatever American port he happens to be at the time of national elections. For that particular occasion, he might be considered a citizen of the port in which he was staying. Government employees are allowed leave of absence, with pay, in order to go home and vote. Jack has no privileges in these things. He finds all manners of strange laws enacted, ostensibly in his interest, which he neither wants nor understands, and in legislation relating to navigation he finds that he is the last man consulted or considered. As he has no voice in the case, he can be left out in the cold with impunity. Any objections that come from the mariner are good-naturedly attributed to the constitutional growling which is one of the privileges of an "old salt." Politically, the sailor—officer and man—

has little if any standing. It is possible that he does not want any and is content to leave all navigation legislation to the land lubbers, who do tie some peculiar knots in their making of laws for sailors. Yet in the regeneration of the merchant marine which is promised, it seems as if a political standing for the sailor and officer would be productive of some good.

We are treated to long homilies upon the character of those who follow the sea for a living, and it is almost impossible to determine from all that is said whether the sailor is a hero at sea and an unmitigated ass ashore, or a drunken brute, with no ideas above the management of a vessel. Perhaps if the old ideas about the sailor were dismissed and the same treatment accorded him that obtains with all other people, the new merchant service may become all that is to be expected. Jack ashore and Jack at sea is not considered to be the same individual. This may be the reason that his political rights have never been given consideration. But the officer of a merchantman has varied duties to perform that would test the capacity of the average landsman who criticizes him, and the sailor who helps him out in these duties should be of proportionate ability. If all we hear of our future maritime greatness comes true, the merchant service will play a prominent

part in our political economy and the position of the sailor become of increasing importance. We repeat, therefore, that it is strange that the peculiar position in which the sailor is placed in politics has not attracted attention. Good constitutional lawyers will find nothing strange in this, and will point out that the sailor enjoys at home the same suffrages as his fellow-citizens, and that the constitution does not provide for any exceptional privileges in his behalf. But then good lawyers always find a way out of every difficulty, and it is part of their trade to make precedents for their successors. The sailor is not at home very often and it might be possible to find him a little lee way in the political line, especially as he promises to increase in numbers. And yet he may say after all, "political rights be blowed."—*The New York Maritime Register.*

It has been well said that spasmodic advertising, even when made on a large scale, is disappointing. The ephemeral feature of such advertising looks as if the man had made a grand effort and failed. Merchants who permanently advertise, create the impression of strength and of soundness. People at least feel that those who keep their names before the public are solid and substantial.—*Chicago Dry Goods Reporter.*

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

ISSUED EVERY TUESDAY AT VICTORIA, B. C.

SUBSCRIPTION - - \$2.00 PER YEAR.

Advertising Rates on Application.

D. M. CARLEY EDITOR

L. G. HENDERSON BUSINESS MANAGER.

Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, NOV. 3, 1891.

THE ROYAL COMMISSION.

By the time THE COMMERCIAL JOURNAL reaches its readers the Royal Commission to inquire into the condition of the municipal affairs of the city of Victoria will have begun its work. From what can be gathered there is now a greater disposition on behalf of some of the more irate members of the City Council to co-operate with the Commission so as to secure the best results from the investigation. There is reason to hope and expect that it will be productive of increased economies and more efficiency in the public service. There are some apparent duplications in office. For instance, there are a number of engineers and surveyors employed in charge of various works. Why should there not be one chief engineer instead of so many minor magnates? There are those who advocate placing all the city operations under the control of commissioners. Such a system has been found to work well elsewhere. Why should it not answer here? Two or three reliable independent men would, it is said, carry on matters much better than a body of elective aldermen who, in the nature of things, must have axes to grind, if it be only for the purpose of securing their own re-election.

THE LAW OF LIBEL.

The law of libel has undergone many changes of late years, and, from the publishers' point of view, these changes have been for the better. There was a time in the history of the English courts, and, perhaps we need not get so far away from Canada for that matter, when, if a man knew of corruption and bribery, he must keep his mouth shut; there was a time when, if a man saw another commit a crime, he could be sued for libel. To-day, things are different. The newspaper of to-day is an indispensable institution, and if the papers of this city were stopped, they would resemble a lot of electric cars sleeping on the street without power. It is the bounden duty of the paper to be the guardian of public purity. The press is always justified in protecting the public by stating facts, even if they work to the great disadvantage of dishonorable, tricky and deceitful men. Newspapers are not to be shut up by threats of libel suits. They may make mistakes, sometimes, errors of judgment, in printing matter of a personal character which is not based upon sufficient evidence; but every first-class paper is

always ready to make reparation for any possible injury to reputation by a public disavowal of intent to injure, and by retracting statements demonstrably wrong. In many cases where a libel suit has been instituted, it has been shown to have been worked up by a lawyer of no standing, who cared naught for the reputation of his client, but rather to enrich himself. If the publisher retaliated, he could, no doubt, very often show that the libel was the outcome of persistent attempts to blackmail. The law of libel in British Columbia is quite liberal in comparison to previous laws, but there is much yet to be done before it will guarantee the publisher immunity from designing men, who take this means of showing the world that they have really a reputation that could be injured.

SELLING TO CONSUMERS.

Hardware, as the name implies, is the recognized authority on hardware throughout Canada, and is published at Toronto, Ont. But the paper is not devoted exclusively to that branch of trade. Scarcely an issue comes to hand that does not contain something of interest to men in every branch of trade. The last number of that journal contains a lengthy article touching the practice of some wholesalers of selling direct to consumers. *Hardware* asserts that there are some wholesale dealers who adhere both strictly to the letter and the spirit of the rule to sell only to retailers, but that there are others who consider that the principle of this rule is upheld so long as the only exceptions from it are in favor of employes, very intimate friends, and people they have other than business connections with. There probably could not be much said against that view of the matter, if the exceptions admitted were few. A wholesaler, like any other man, ought to have some latitude or discretion in the management of his own business. But the exclusion of everybody except retailers from its list of customers is a creditable thing to any house which enforces it.

Hardware cites the instance of one firm that has decided to make this an inflexible and invariable practice, and says it is purely a recognition of the rights of the retailer and a desire to avoid any seeming violation of those rights which has led the house in question to adopt this rule. So thoroughly is the principle carried out that members of the firm even have to buy their supplies from retailers. Thus there is no ground for suspicion that faith is broken with the trade. Such a method is the only one to put a stop to business between wholesalers and consumers.

It is right to say something from the point of view of the employes. The travelers, the office men, the warehouse men, no doubt have been taught by usage to look upon their standing as privileged customers of the firm as part of their remuneration. It pieces out the stipulated salary very considerably to add to it the discount of retailers profits on the goods they consume in a year. To take that suddenly off is to reduce salaries in effect. It means twice the retailers profits to them, for instead of having those profits on a year's bill added to their stated salaries, they are to have them taken off. A time-established

custom like that of regarding employes as retailers ought not to be revoked without compensation to the employes in the form of increased pay.

There are wholesale houses in the trade which are engaged in other commercial or industrial activities as well. Employes or associates in these other relations, as well as wholesalers in other departments of trade, are apt to expect favors that will make them independent of the retailer. An instance of a house that finds such claims as these embarrassing on account of a good reciprocal spirit on the other side, has also come under our notice. This house sends for some retailer who deals with it and is near the would-be preferred customer, and asks this retailer to deliver the goods as ordered, and take the margin. The retailer sends his delivery wagon to the warehouse, brings the goods to the man who ordered them and gets his profit the same as if he made the sale. Here the wholesale house gives a profit it does not get itself. It charges the customer the wholesale price and charges itself the retail price. The same house has been known to make the sale as ordered, deliver at its own expense, and forward the margin of profit to one of its customers who locally would be entitled to the order. This is scrupulous dealing. Is it appreciated always? A generous man cannot fail to be grateful for such treatment, but all men are not generous.

HON. MR. CHAPLEAU.

This gentleman, who apparently thinks himself the man of destiny, the Hon. J. A. Chapleau, has again been, it would appear, showing both his teeth and his heels. He thinks he is the destined political leader from the province of Quebec, and, as such, ought to have the pick of the portfolios in the cabinet. His chief, Hon. Mr. Abbott, also a Quebec man, does not appear to look upon matters in that way, and hesitates what to do. He has before him the record of the Secretary of State in the province of Quebec when Minister of Railways, and appears disinclined to allow him another opportunity. Besides, the department of the Secretary of State has not, during the recent investigations, come out altogether clean. Mr. Chapleau will do well to wait or he may have to go.

THE WORLD'S FAIR.

The newspapers in the east, both in the United States and Eastern Canada, are strongly advocating the necessity of something being done towards an adequate display of the products of the Dominion at the approaching World's Fair at Chicago. There is yet ample time to do something handsome, and British Columbia should not be behind the sister provinces or, indeed, any of the States similarly situated, in making herself known and felt. This Province can well afford to go considerably out of the ordinary way to show what she is and what she can produce. Her fishery and lumber products, particularly, have long been among the most notable features of many Canadian displays, and there can be no mistake about it that, if our producers only try, they can go at least one better at Chicago than ever they have done before.

ANNEXATION IMPOSSIBLE.

Under the title of "Impossibility of Canadian Annexation," the great and only Erastus Wiman has issued a pamphlet in which he says he is opposed to the annexation of the Dominion to the United States. He ought to have known long ago, after his repeated and almost humiliating experiences, that Canada wants neither him nor his sovereign helm for all the ills which he assumes that our people are laboring under. He appears in his pamphlet to assume that the United States—and thus some of its people most emphatically deny—is exceedingly anxious to enlarge its possessions to the northward, and that nothing would be more gratifying to the American than to take the Canadian brother in his arms. According to Mr. Blaine—if he is sincere in his announcement annexation would not open a market for another barrel of pork nor another bushel of wheat. Then why does not Mr. Wiman shut up and let the two countries decide their affairs without his interference? He is a national hermaphrodite, and ought to know that there are but few people who take any stock in lucubration having such an origin.

EDITORIAL NOTES.

RECENTLY, Collector of Customs Milne has paid back to several vessel owners a considerable amount of drawback in duties on imported material used in the construction of vessels built at this port.

LUMBERING on the Cowichan river and lake is expected soon to commence to "boom," the proprietor of the Cowichan saw mills having awarded the contract for getting out 15,000,000 feet of timber to A. C. Fraser.

INQUIRIES reach us as to what is being done as to the proposed new hotel, a project which was supposed to have been taken up by the Board of Trade. Has it been considered to be best to let a sleeping dog lie?

THE C. P. N. Co. are said to contemplate the purchase of a handsome new steamer, for which purpose Captain Irving will shortly proceed to Great Britain. The new steamer is to go on the Alaskan service, which it is contemplated to cultivate and make most efficient.

AFFAIRS between Chill and the United States have, of late, assumed a threatening appearance, but there is every likelihood that there will be more smoke than fire. The Chillians are known to be full of pluck and, on what they regard a question of honor, would almost sooner fight than eat.

A WRITER in the *Contemporary Review* demonstrates, to his own satisfaction at least, by statistics carefully gathered in Australia, that men will accomplish more in the long run if confined to eight hours labor per day than when working longer hours. He claims that experience shows eight hours to be the most satisfactory working day, both to the employer and the employed.

DR. NORVIN GREENE, of the Western Union Telegraph Company, in a statement published in 1885, said that the income of Great Britain from her foreign investments was fully \$900,000,000 a year. The profits on commercial operations, or the earnings of her merchant marine, were not included in this. Late returns of the income tax show a steady appreciation in incomes, so the above figures must have been considerably augmented since 1885.

THE Lobster Fishery of Westmoreland, N. B., appears to have improved of recent years, doubtless due to the close season and other protective measures inaugurated by the Dominion Government, who, if they have not paid that attention to the Pacific Coast fisheries which they ought to have done, have given some consideration to those of the Atlantic. It would appear that in Westmoreland county there has been a gradual increase in the product. The number of factories has been augmented by 23, and the increase over the output of 1880 is 11,500 cases.

THE *New York Tribune*, to a certain extent an official paper, tells the American public that "the President acted wisely in postponing the Canadian reciprocity conference," because, it believes, "Canadian sentiment is undergoing rapid changes, and our policy is plainly to watch and to wait." But the writer forgets that unlimited reciprocity is not gaining ground in Canada, and if the Opposition came into office to-morrow, it would not be in its power to enforce the acceptance of unlimited reciprocity upon this country. Canada can afford to and will wait. She has no intention of accepting unlimited reciprocity; no party could carry such a measure, the electorate being decidedly hostile.

FROM a statistical review of the coast fisheries of the United States just issued by the fish commissioner, it appears that Washington has advanced from the fourteenth place in 1880 to the tenth in 1890. There has been a decided increase since the last census year in the fishery interests of Washington, notably in the oyster fishery, the yield of which has advanced from 15,000 to 60,903 bushels; in the salmon fishery, in which the catch in 1890 was reported to be 350,000 pounds and in 1888 was 16,319,736 pounds; in the vessel fishery for food species (including halibut and salt salmon), which has been established in recent years, and the product of which in 1888 amounted to 688,000 pounds. The fur seal fishery has declined considerably in value though to a less extent in the number of skins.

A BLUE book recently issued by the Government of Newfoundland shows a steady decline in the value of imports during the past few years, the total during 1890 being \$6,308,855, \$238,210 less than 1889 and \$1,051,545 below 1888. The increase of population is about 22 per cent. each decade. Newfoundlanders are buying more goods from Canada and less from the United States. Canada is also a better customer of Newfoundland than formerly. During 1890, the Dominion purchased \$631,104 worth of goods in Newfoundland, compared with \$480,637 in 1889 and \$482,497 in 1888. To the United States Newfoundland sent

over \$33,000 less than the previous year. The value of exports, last year, was \$6,000,086, compared with \$6,122,085 in 1889 and \$6,582,013 in 1888. Newfoundland's staple products consist chiefly of fish and oils.

AGAIN there have been rumors in San Francisco and elsewhere that the Wellington (Dunsmuir) mines have been sold. The parties principally concerned affect to know nothing of any arrangements having been perfected, and they are more concerned than anyone else. The rumors on this subject have been variously discussed. That there have been negotiations in progress looking to a transference of the property, few affect to doubt, while others say that a sale would bring to an end the labor difficulty which broke out about a year and a-half ago, and which occasionally, in one form or another, persists in coming to the surface. Some people say that a change of ownership would result in a greater competition between the rival coal companies, induce a larger output, and have the effect of lowering present prices to consumers.

THE *Chicago Grocer*, which, by the way, is one of the most reliable of our trade exchanges, says: "Buyers of Pacific coast products will probably be favored by lower rates, before many days. At a meeting of the Transcontinental Association in New York the other day, it was proposed to reduce the rate on dried fruits from \$1.50 to \$1.40, and, on canned goods, from \$1.10 to \$1.00 per hundred. Only two lines are said to oppose the reduction and these are supposed to be western roads. Their identity is kept a secret for obvious reasons. The influence of the leading merchants and shippers on the Pacific coast is being brought to bear on the roads. At a meeting in San Francisco last week, all the principal cities in the state were well represented, and they evidently mean business. It is designed to give substantial encouragement to new and competing lines."

THE Kootenay people are loudly demanding that the Nelson and Fort Sheperd Railway shall be commenced at once, it being the only road that will give them connection during the winter. The latest news from the Ainsworth camp is of the most encouraging character, and large quantities of the best machinery are being brought in. It is said that nothing equal to the Kaslo-Slocan mines has been discovered since the finding of the Comstock ledge in Nevada, and the Carbonate ores of Leadville, Col. An extent of country probably fifteen miles in length and eight or ten miles in width, is known to be full of large and rich veins of galena and copper ores, carrying heavy percentages of silver. About fifty mines have been located, all assaying as well as the first one. Hundreds of tons of float ore are to be found on all of these claims, from masses as large as a man can lift down to fine, disintegrated pieces.

John Mahrer, the Nanaimo brewer, has completed the three-story brick addition to his brewery, 75 x 40 and 60 x 36, and expects to be ready for business in about three weeks.

DOMINION METHODS OF FINANCE.

A correspondent, writing from Liverpool, seeks information as to the method in which government accounts are kept, the amount and origin of the public debt, and the present and past history of Dominion finances. To answer these enquiries in detail would encroach rather seriously on the limited space at our disposal, but being of almost universal interest, and but seldom referred to in the public press, we will discuss the questions in a general way, suggesting the Statistical Year Book of Canada as a source of further information, if such be desired. This work is now in its sixth year of issue, and is published by the Department of Agriculture, being the compilation of Sydney C. D. Roper, one of the ablest statisticians in Canada. Government receipts from ordinary sources of revenue are paid into what is called the Consolidated Fund, and payments therefrom are made to cover the ordinary expenses. These receipts and payments, therefore, constitute what may be considered as the regular income and expenditure of the country; receipts and expenditure from loans and all other extraordinary transactions being excluded. The ordinary revenue is derived from a variety of sources, which may, however, be classed under two heads: Taxation and Other Sources. The amounts raised by taxation consist solely of customs and excise duties, aggregating about 80 per cent. of total revenue, while those raised from other sources consist of money derived from the postal service, government railways, public works and so forth. Ordinary expenditure provides for interest on the public debt, sinking funds, provincial subsidies, the cost of revenue collection and the current expenses of the country. In sixteen years out of the twenty-four since confederation, there has been a surplus of revenue, and in the remaining eight an excess of expenditure. The total amount of surplus during these years has been \$42,906,752, and of deficit \$16,851,849, being a net excess of revenue over expenditure of \$26,054,903. These figures are based on the assumption that the surplus for the fiscal year just closed (30th June, 1891) has amounted to \$6,779,450, as shown by returns at that date, but these figures will call for correction when the final returns are published. The largest revenue ever collected was during the previous year (1890), when a total of \$39,879,925 was reached, or an increase of \$26,191,897 over that of 1868, the first year of Confederation. For the now current year the estimated revenue is placed at \$37,500,000, a sum still sufficient to produce a satisfactory surplus in view of the avowed intention of the Government to confine expenditure within the narrowest limits consistent with the efficiency of the public service. The cause of this apparent decline in the revenue for 1891-92 is to be found in the recent removal of the duty on raw sugar, and does not proceed from any estimated falling off in the ordinary sources. The fact of such an important change being possible in the tariff, without any great readjustment, indicates very clearly that expenditure has been of less rapid growth than revenue, a truth that the figures at hand plainly demonstrate. Estimated by percentage, it can be shown that the expenditure of 1890 was 107 per cent.

larger than that of 1868, while the revenue increased 191 per cent.

Having thus briefly considered the method of Dominion accounting and the financial history of the years since confederation, we proceed to the question of the Public Debt. The gross debt of the Dominion as returned on the 31st August last (1891) amounts to \$290,508,093, against assets of \$53,988,418, making the net debt \$236,519,675, equal to 64 years of revenue. At Confederation, the gross debt amounted to \$93,016,051 and the net debt to \$75,728,611, so that recent figures show an average yearly increase approximating \$7,000,000. Of late years, however, there has been some sort of equilibrium maintained between expense and income, taking in capital expenditure as well as expenditure on Consolidated Fund account, as appears from the figures for 1890, which shows a mere nominal increase in the net debt of \$3,170. The increase during 1889 was somewhat larger, but this is to be accounted to the reduced surplus available from ordinary revenue, consequent upon the extraordinary charges incidental to the late elections and the taking of the census. As to the principal objects upon which the public debt has been expended, these may be summarized as follows:—The assumption by the Dominion of the debts of the various provinces on their entering the Confederation; the construction of the Intercolonial and Canadian Pacific Railways and other public works; the enlargement and improvement of canals, harbours and rivers; and the acquisition and management of the Northwest Territories. The total provincial debts assumed or allowed have amounted to \$109,430,148, leaving the sum of \$127,089,527 as the actual net liability created by the Dominion since Confederation. Of this amount the Canadian Pacific Railway absorbed \$61,910,581; the Intercolonial and connected railways, \$12,727,031, and canals, \$33,868,296 (figures to end of fiscal year 1890), a grand total of \$108,505,908, which actually exceeds the net liability, apart from provincial debts assumed. The excess has been drawn from surplus revenue, to which also all other public works must be assigned. In all, the amounts expended on public works in Canada to 30th June, 1890—by the Dominion since Confederation (including expenditure charged to revenue), and by the provinces prior to 1867—aggregate \$251,867,814, of which \$128,212,722 was disbursed by the Dominion Government. At that date the total expenditure in excess of increase of debt since Confederation was \$21,076,505. Space will not permit of greater detail than the above, interesting though the subject matter be. We have endeavored to give as brief a resume as was possible of the objects of this comment, and may refer to the subject again as opportunity offers. If by thus summarizing the main features of the financial history of the Dominion we have satisfied the enquiry of our English correspondent, and have at the same moment made of greater interest to the general reader the monthly Government returns which have found and will continue to find space elsewhere in these pages, one of the aims we seek to attain will have been successfully accomplished—to satisfy by accurate information any enquiry of general financial interest, and to enable the general

reader to study with increasing interest the otherwise dry figures which engross the attention of financial men.—*Merchants' Magazine and Financial Review.*

BRITISH COLUMBIA.

Like the rest of Canada, the Pacific Province has been making wonderful strides during the past years. In an interview recorded in one of the London papers, Hon. John Herbert Turner, the Provincial Minister of Finance and Agriculture, gives a wonderful account of this development. The building of the Canadian Pacific; the promotion of steamship lines to the east; the increase of trade; the growth of population and the expansion of its cities are cited as proofs of this progress. Mr. Turner points out that:

In 1871 the assessed value of real estate owned in the province, outside of cities, was.	\$ 3,673,000 00
In 1889 it is	20,000,000 00
In 1881 the assessed value of real estate in the city of Victoria was about	6,000,000 00
In 1891 it has risen to	17,000,000 00
The personal property in the province, assessed in 1881 at	3,880,000 00
Has risen in 1891 to	18,000,000 00
The total debt of the province, as shown by the Public Act, to June 30 last is, per head of population,	12 50
The value of real and personal property owned by the people is assessed, per head, at about	516 00
The revenue in 1881 was	97,035 00
The revenue in 1891 was	908,291 00
The expenditure in public works, such as roads and bridges, and surveys for the opening up and development of the province, has in the last five years been	960,967 00
And in 1891 the expenditure on education in the province, which is entirely free and unsectarian, was	122,984 00

The exports of the province have increased from \$1,858,000 in 1872 to \$5,785,000 last year, and its imports from \$1,790,000 to \$1,442,471. Trade has decreased with San Francisco, which is now a competing port, not a market, while there is a "large and rapidly growing trade" with Eastern Canada. Speaking of external relations, the Minister observed that:

"Years ago, before the bargain of Confederation was carried out, and the Canadian Pacific line was completed to the Pacific coast, there was, undoubtedly, a feeling of unrest. I won't say there was much of a desire for annexation, for, with the exception of the few who may be found in any community to favor a policy of that nature, we were always attached to British institutions, but whatever that feeling once was, there is nothing of the kind now. The railway has given us the outlet we need, and our future is assured."

Mr. Turner may well speak in glowing terms of British Columbia. Like Canada at large, it has prospered exceedingly under the wise railway and fiscal policy of our Government, and nothing remains now, that a substantial and assured basis for its present welfare and future greatness is laid, but to continue along those lines and help the rest of the Dominion in promoting general prosperity and national power.—*Toronto Empire.*

THE ST. CLAIR TUNNEL.

An international work of great value to the commercial interests of the Dominion, and reflecting no little glory on the technical skill of Canadian engineers, has just been completed in the tunnel which connects Port Edward with the sister town across the St. Clair River. Engineering difficulties of considerable moment have been overcome, and Canada now claims the only tunnel in the world 26 feet in diameter, so constructed as to carry a railway under a river. To Mr. Joseph Hobson, an engineer, who "has never been outside of Canada to profit by advantages and education," as Sir Henry Tyler said—as if the Dominion, with its vast public works, offers no sufficient school of education—is due the credit of bringing this important work to a successful issue, an issue that was finally crowned a few days since with imposing international ceremonies. The total length of the tunnel and its approaches is 11,553 feet, the actual tunnel under the river being 6,025 feet long. It is lined throughout with solid cast-iron plates, bolted together in segments—each segment being five feet long, eighteen inches wide and two inches thick, with flanges five inches deep, the whole lining weighing together 28,000 tons. The bolts and nuts for connecting the segments together weigh 2,000,000 pounds. The permanent way through the tunnel is laid with steel rails weighing one hundred pounds to the lineal yard. The interior diameter of the tunnel is 20 feet, and ample means have been provided for thorough ventilation and for lighting it throughout, when required, by the electric light. The road is practically level under the river, with approaches at each end on gradients of 1 in 50. The greatest depth of water over the top of the tunnel is 4½ feet, and the minimum depth is 15 feet. At the ends of the approaches are junctions with the Grand Trunk Railway on the Canadian side and the Chicago and Grand Trunk Railway on the American side of the river. In connection with these junctions ample ground has been levelled and prepared, and shunting sidings to the extent of ten miles have already been laid on each side of the river. The tunnel was constructed by means of heavy wrought-iron shields, with sharp edges, fifteen feet three inches long, and twenty-one feet six inches in diameter. Each shield was pushed forward by 24 hydraulic rams, the barrel of each ram being eight inches in diameter, with a stroke of a little more than eighteen inches. Each ram exercised a force of 125 tons. From the date when the shields were first lowered in position at the portals to the meeting of the shields in the tunnel—one quarter of an inch astray—the time occupied in constructing the tunnel was twelve months. The cost of the tunnel proper was \$1,400,000. The opening ceremony was somewhat marred by the introduction of political sentiment, unwarranted by the occasion. Mr. Wiman, who represented the commercial interest of the city of New York, exposed himself unwisely to severe criticism at the hands of Mr. Harper, who, in voicing the needs of the majority of the Canadian people, did so in a manner which drew its greatest force from the aptness of the language in which it was couched.

THE SEALING FLEET—VESSELS IN PORT.

VICTORIA.

ARRIVED.	NAME.	TONNAGE.	AGENT OR OWNERS.
July 14	Maggio Mac	71	R. P. Hithet & Co. (Limited)
July 27	Zinoko	75	Capt. Grant
July 27	E. H. Marvin	114	E. H. Marvin & Co.
July 27	Walter L. Rich	79	C. N. Cameron
July 28	Annie E. Paint	82	Robert Irving
July 29	Mary Ellen	69	Capt. Victor Jacobson
August 1	Thistle, (steamer)	147	M. Manson
August 1	Sea Lion	50	Geo. Collins
August 3	Minnie	46	Capt. Victor Jacobson
August 5	Triumph	98	E. H. Marvin & Co.
August 11	Winnifred	13	C. Spring
August 11	Aurora	46	Thos. Harold
August 13	C. H. Tupper	99	Capt. C. J. Kelly
August 14	Henrietta	31	C. Spring
August 21	May Bell	58	Capt. Douglas
August 22	W. P. Sayward	60	Morris Moss
August 24	Laura	19	J. H. Jones
August 24	Labrador	30	— Stevenson
August 29	Mary Taylor	43	Carno & Munsie
August 29	Mountain Chief	16	Nawassan
August 29	Rosalie Olsen	39	Andrew Gray
August 30	Carlotta G. Cox	76	E. H. Marvin & Co.
August 30	Annie C. Moore	113	C. Hackett
August 30	Genova	92	Hall, Gocpel & Co.
August 31	Boreal	37	Thos. Hendry
September 2	Walter A. Earle	68	Thos. Earle
September 2	Sapphire	124	E. H. Marvin & Co.
September 2	Carmolite	99	J. W. Peppett
September 7	Ariel	91	J. C. Provost
September 9	Umbrina	98	J. W. Peppett
September 14	City of San Diego	46	Carno & Munsie
September 15	Viva	93	Carno & Munsie
September 17	Pioneer	66	Carno & Munsie
September 17	Wanderer	25	Harry Paxton
September 17	Venture	48	Morris Moss
September 18	Favorite	80	Chas. Spring
September 22	Oscar and Hattie	81	J. L. Penny
September 23	Ocean Belle	83	Hall, Gocpel & Co.
September 24	Katherine	81	J. L. Penny
September 26	Maud S.	97	Brown Bros.
September 27	Beatrice	66	Capt. Wm. Grant
September 27	Terisa	63	P. A. Babbington
September 27	Otto	87	Walter Barnes
September 28	Kate	58	C. Spring
October 3	Penelope	69	Morris Moss

VANCOUVER.

.....	Eliza Edwards	37	Pacific Trading and Navigation Co.
.....	Vancover Belle	75	Vancover Shipbuilding, S. & T. Co.
.....	C. D. Rand	42	B. I. Sealing and Trading Co.
August 29	Beatrice	49	C. G. Doering

COMMERCIAL SUMMARY.

Wild animals have killed several head of cattle along the Gananoque river.

The elections in Chili have resulted in an overwhelming defeat of the clerical party.

W. J. Somerville & Co., dry goods merchants, Toronto, have assigned. Assets nominally \$25,000.

A. M. Burgess is back in the Department of the Interior, performing the duties of Deputy Minister.

The North German Lloyd Steamship Company have opened an experimental steamship line from New York to Genoa, Italy.

The work on the addition to the Legislative Assembly building in this city, has been commenced and will be completed as soon as possible.

Mr. J. B. Preston, an old Caribooite, and who lived in Victoria from 1883 to 1886, died on the 18th instant at Santa Clara, California.

The Federal Bank has redeemed its circulation and paid of its depositors, amounting in round numbers to about \$5,000,000. A further dividend has also been declared to the shareholders. This is equal to a return of 50 per cent. on their capital, so far. Whatever loss there may be will fall on the shareholders, and that is not so bad as at one time seemed probable.

A rich deposit of fire-clay has been discovered near Toronto across the Don. Fire-clay has not, so far, been discovered in Canada or to any extent in America.

Patrick McDermott, the McCarthyite candidate, was elected to the seat in the House of Commons for North Kilkenny, rendered vacant by the death of Sir John Pope Hennessy. Michael Davitt declined the nomination.

The merchants in the Chilian trade, so a despatch says, are moving every influence at their command to bring about British interference in behalf of Chili in the present misunderstanding between Chili and the United States.

The British papers to hand are lugubrious over the September trade returns, but the free traders hasten to say that in comparing the figures with those for September, 1890, it is only fair to remember that the trade in that month was swollen unduly by the approaching enforcement of the McKinley law, which caused an unusual rush of goods to America. Even allowing them this crumb of comfort, the facts are somewhat disheartening. For the first nine months of 1891, British exports have fallen off over \$60,000,000 as compared with last year, and the imports over \$20,000,000. In imports, the chief decline is in raw material, showing that the manufactures of the country are less active. In exports, the decline is noticeable in nearly every leading line of manufactured goods.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1891.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Serica	913	Smythe	Sept. 29	Victoria	London	38,623	\$200,782	
Br bark	Callao	978	James	Oct. 6	Victoria	London	41,610	\$212,000	
Br bark	Lehu	726	Worrall		Victoria	Liverpool			
Br bark	Rothsay Bay	750	Partridge		Westminster	Liverpool			
Br bark	Wanlock	715	Cooper		Victoria	Liverpool			

BRITISH COLUMBIA LUMBER FLEET 1891.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br ship	Stamboul	1248	Weston	Jan 3	Vancouver	Callao	960,300	\$ 9,600	April 2	50s
Chil bark	India	953	Funke	Feb 1	Moodyville	Valparaiso	751,396	8,348	April 20	65s
Br bark	Nineveh	1174	Broadfoot	Feb 23	Vancouver	Sydney	855,352	9,335	April 21	owners ac
Br bark	Formosa	915	Kain	Mar 21	Vancouver	Arica	744,000	6,000	July 5	55s
Am bkt	Catharine Sudden	368	Thompson	Mar 31	Moodyville	Tientsin	427,539	5,177	June 19	77s 6d
Am ship	Geo F Manson	1353	Crack	May 11	Moodyville	Sydney	868,151	9,752	Aug 5	55s
Br ss	Eton	1746	Newcomb	May 15	Moodyville	Port Pirie	1,765,714	13,891	June 26	Private
Am sch	Olga	478	Atwood	May 22	Moodyville	Shanghai	534,133	5,900	Aug 7	65s
Am sch	Golden Shore	964	Henderson	June 3	Moodyville	Sydney	799,658	8,063	Aug 7	55s
Br ship	Forest King	1602	Morris	June 3	Vancouver	Callao	1,224,846	14,224	Sept. 1	47s 6d
Am ship	Exporter	1312	Kezer	June 7	Vancouver	Melbourne	899,132	8,802	Oct. 2	65s
Am bark	Spartan	749	Anderson	June 14	Vancouver	Melbourne	592,000	5,276	Sept 27	60s
Am bark	Hesper	661	Sodergren	July 4	Moodyville	Shanghai	688,544	8,365	Aug 22	62s 6d
Swed bark	Svea	603	Afzells	July 5	Vancouver	Callao	438,913	4,709		47s 6d
Am ship	Great Admiral	1497	Rowell	July 18	Vancouver	Melbourne	919,586	8,716	Oct. 2	63s 9d
Chil bark	Luisa Marta	715	Meyer	July 19	Westminster	Sydney	554,780	5,596	Oct. 9	52s 6d
Chil bark	Leonor	801	Harken	July 22	Westminster	Melbourne	600,333	5,705	Oct. 6	60s
Nor bark	Borghild	757	Haugeland	July 25	Vancouver	Melbourne	564,536	6,000	Oct. 6	65s
Br ship	Duke of Abercorn	1096	McDougall	July 29	Vancouver	Adelaide	688,393	8,213	Oct. 10	62s 6d
Ger bark	Cassandra	733	Stehr	July 31	Vancouver	Iquique	545,619	6,917		47s 6d
Br ship	Leading Wind	1280	S B Savory	Aug 6	Moodyville	Melbourne	763,443	8,430		60s
Chil bark	Antonietta	935	Stack	Aug 8	Moodyville	Valparaiso	643,244	9,631		owners ac
Br bark	Ordovic	825	Austin	Aug 9	Vancouver	Callao	613,300	6,546		50s
Chil ship	Hindostan	513	Welsh	Aug 14	Moodyville	Valparaiso	1,200,419	11,869		owners ac
Br bark	H B Cann	229	Foot	Aug 24	Moodyville	Sydney	1,041,172	12,214		50s
Nor ship	Saga	413	Altedahl	Sept 3	Moodyville	Sydney	960,254	8,774		50s
Nor bark	Lotus	718	Sarven	Sept. 25	Vancouver	Adelaide	528,824	5,035		65s
Per bark	Pisagua	980	Benvenuto	Oct. 10	Moodyville	Pisagua	483,557	4,648		owners ac
Am bark	Newsboy	559	Johnson	Oct 1	Westminster	Sydney	645,792	6,540		52s 6d
Nor ss	H. W. Jarlsberg	1938	Hague	Sept. 20	Moodyville	Port Pirie	2,043,269	18,389		Private
Chil ship	Ema Luisa	1480	Beascoe	Oct. 9	Moodyville	Valparaiso	909,868	8,187		52s 6d
Br bark	Alfred Hawley	412	Llewellyn	Oct. 2	Westminster	Port Pirie	300,931	2,858		57s 6d
Nor bark	Flora	743	Anderson		Vancouver	Melbourne				62s 6d
Nor bark	Dominion	1256	Eriksen		Vancouver	M. A. or P. P.				50s
Am bkt	Willie R. Hume	632	Brigman		Vancouver	Callao				45s
Am ship	Benj. Sewell	361	Sewall		Vancouver	Valparaiso				44s
Am sch	Olga	478	Atwood		Moodyville	Sydney				

A—Also 360,900 laths. B—Composed of 45,000 feet telegraph poles, 440,000 feet rough lumber, 151,000 feet flooring, and 108,000 feet ties. C—Composed of 357,871 feet rough lumber, 39,668 feet dressed lumber, and 587 bundles laths. D—Composed of 23,355 feet dressed and 844,799 feet rough. Also 22,916 feet pickets and 231,216 feet laths. E—Also 2,875 bundles laths. F—Composed of 1,144,296 feet rough, 80,560 feet t & g flooring, 21,000 feet box shooks, (5,000 boxes.) G—Also 1,078 bundles pickets, 1,446 bundles laths. H—Also 1,715 bundles laths. I—Also 68,078 feet t & g flooring. J—47,029 feet is on deck. K—Of which 78,615 feet is on deck; also 11,925 feet pickets and 2,094 bundles laths. L—Also 3,500 bundles laths. M—Also 1,653 bundles laths and 463 bundles pickets; deck load 72,032 feet. N—Also 90,411 feet dressed, 2,488 bundles pickets and 1,131 bundles laths. O—Comprising 182,638 feet t & g flooring. P—Also 2,500 bundles laths and 8,679 bundles pickets, deck load 76,879 feet. Q—Also 13,161 t & g flooring, 1,429 bundles laths and 47 spars, deck load 41,942 feet. R—Composed of 484,966 feet rough and 128,304 feet flooring; deck load 53,729 feet rough. S—Also 2,091 bundles laths, deck load 106,197 feet. T—Also 2,138 bundles staves and 1,131 bundles laths. U—Also 22,461 feet t. and g. flooring, 2,272 bundles staves and 1,414 bundles laths; on deck 111,437 feet rough. V—Deck load 245,866 feet; sailed from Nanaimo Sept. 21. W—Also 712 bds laths and 1,463 bds pickets. X—Also 315 bds laths and 1,780 bds pickets. Y—Also 21,757 feet pickets and 56,000 feet lath. Z—Deck load 32,366 feet rough. AA—Also 148,000 feet rough.

SHIPPING INTELLIGENCE.

The Norwegian ship *Dremman*, 1,346 tons, has been chartered to carry redwood to the United Kingdom at 65s.

American barkentine *Willie R. Hume*, 632, Capt. Bergman, loading lumber for Callao, to finish end of this week.

Norwegian bark *Flora*, 766 tons, Capt. Anderson, loading lumber for Melbourne, is expected to be ready for sea by the end of the week.

The cargo of the ship *Hecla*, consisting of 2,551 tons of tea, comprising 28,216 packages, was discharged in forty-five hours by Manager Yorke for the Puget Sound and British Columbia Stevedoring Co.

The American ship State of Maine, 1,407

tons, Capt. Nickels, from Shanghai, Sept. 10, arrived at Port Townsend Oct. 27, chartered prior to arrival to load wheat at Tacoma for the United Kingdom.

The British ship *Thermopylae*, 948 tons, Capt. Wilson, from Nanaimo Aug. 14, arrived at Hong Kong Oct. 17. She goes to Bangkok this week to load a cargo of rice for Victoria direct for her owners, the Victoria Rice Mills Co.

British bark *Rothsay Bay*, 750 tons, Capt. Partridge, is expected to finish loading salmon at English's cannery, Stevenson, by the end of this week for Liverpool, on account of the Anglo-British Columbia Packing Co.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending October 31:

Date.	Vessel and Destination.	Tons.
26	J. C. Brittain, ss., Pt. Townsend	194
26	Wanderer, ss., Port Townsend	43
28	Mogul, ss., Port Townsend	38
29	Sea King, bark, San Pedro	2,322
30	Bundaleer, bk., San Francisco	1,440
31	Jeremiah Thompson, ship, San Pedro	2,229
	Total	6,266

The German bark *Woonsung*, 745 tons, Capt. Rubarth, sailed for Honolulu Oct. 17 for Royal Roads for orders. She is chartered to load at Seattle, and will arrive about the 15th November.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES.	DAYS OUT.
Br bark	City of Carlisle	823	Kendall	June 13	C Liverpool	Victoria	R. P. Rithet & Co. (Limited)	143
Br ship	Titania	879	T W Selby	July 16	D London	Victoria	H. B. Co. and Bell-Irving & Paterson	110
Br bark	Glenbervie	860	Groundwater	August 19	A London	Victoria	R. P. Rithet & Co. (Limited)	76
Br bark	Lizzie Bell	1036	Adam	Sept. 28	A Liverpool	Victoria	R. P. Rithet & Co. (Limited)	361
Br bark	Argyleshire	1208	LePago	Sept. 15	A Glasgow	Victoria	Jas. Crawford	49
Br bark	Hawthornbank	1288	Porter	August 3	B Java	Vancouver		92
Chil bark	Infila	963	Funko	July 30	B Valparaiso	Moodyville	Moodyville Sawmill Company	96
Chil bark	Katinka	816	Kobler	August 21	M Rio Janeiro	Moodyville	Moodyville Sawmill Company	74
Am bark	Colorado	1036	Gibson	July 25	P New York	Chenainus	Victoria Lumber and Manufacturing Co	102
Port bark	Quiteria	355	Leito	July 5	B Rio Janeiro	Victoria		121
Chil ship	Atacama	1235		Sept. 13	Q Valparaiso	Moodyville	Moodyville Sawmill Company	51
Br ss	Sussex	1620	Holt		Hong Kong	Victoria	F. C. Davidgo & Co	62
Br ss	Landana	985	Bales	September 3	Liverpool	Victoria		125
Nor bark	Czar	1314	Ch'stopherson	July 1	T Cardiff	Vancouver		82
Br ship	Aristomeno	1750	Jones		Java	Vancouver		38
Br bark	British India	1194	Lines	Sept. 26	Java	Vancouver		
Br ship	Mount Carmel	1596	Livingstone		London	Victoria	Robt. Ward & Co.	
Br bark	Ariadno	1213	Croot	October	B Melbourne	Vancouver		57
Nor ship	Morning Light	1316	Johansen	Sept. 7	K Melbourne	Vancouver		
Nor ship	Orion	1234			U Melbourne	Vancouver		46
Br bark	Nineveh	1174	Brondfoot	Sept. 18	U Shanghai	Royal Roads		45
Br bark	Zebina Goudey	1088	Manning	Sept 19	Hong Kong	Victoria	Victoria Rice Mills	
Br ship	Thermopylae	949	Wilson		Bangkok	Victoria		12
Br bark	Irvine	665	Jones	Oct. 22	Liverpool	Royal Roads		50
Br ship	Celeste Burrill	1761	Haines	Sept. 14	Rio Janeiro	Victoria	F. C. Davidgo & Co	
Br ss	Zambesi	1560	Edwards		Hong Kong	Vancouver	Canadian Pacific Railway Company	
Br ss	Empress of China	3003	Tillett	Nov. 10	Hong Kong	Vancouver	Bell-Irving & Paterson	
Br bark	Hanfshiro	829			Liverpool	Royal Roads		17
Gr bark	Woosung	745	Rubarth	Oct. 17	H Honolulu	Royal Roads		

B. To sail in October with general cargo for Victoria direct. C—Spoken July 15 lat. 11 N., long. 25 W.; July 31, lat. 16.30 S., long. 32.56 W. chartered by Robt. Ward & Co. for a return cargo of salmon and naval stores, etc., to London. D—Spoken Aug. 14, lat. 5 N., long. 19 W.; September, latitude 34.50 N., longitude 44.40 W.; chartered by Bell-Irving & Paterson to load salmon at Fraser River. K—Chartered to load lumber at Burrard Inlet for Melbourne wharf at 57s 6d. L—Coming in ballast under charter to load for M. A. or P. P., at 60s., option Sydney 50s. 1—Passed Holyhead September 17. J—Cargo of sugar. M—To load a return cargo to Valparaiso on owner's account. N—Via Iquiqui, chartered for M. A. or P. P., rate 62s 6d, option Sydney 52s 6d. P—Sept. 16, put into Bahia leaking in upper works. Cargo of blacksmiths' coal for San Francisco, thence to load lumber. Q—To load a return cargo on owner's account. T—Via Rio Janeiro, chartered for M. A. or P. P., at 57s 6d, option Sydney 47s 6d. U—Spoken Oct. 8, lat. 40 N., long. 10 W. U—To load for Sydney on owner's account. E—To sail about the end of November. H—Expected to arrive Nov. 15, for orders, chartered to load at Seattle.

VESSELS IN PORT.

(October 31st, 1891.)
VICTORIA.

British bark Lebu, 726 tons, Capt. Worral, loading salmon for Liverpool, R. P. Rithet & Co., consignors.

British bark Wanlock, 745 tons, Capt. Cooper, loading salmon for Liverpool, Turner, Beeton & Co., consignors.

NEW WESTMINSTER.

British bark Rothesay Bay, 750 tons, Capt. Partridge, loading salmon for Liverpool, Bell-Irving & Paterson, consignors.

British bark Noddleburn, 1,053 tons, Capt. Hall, in ballast for Tacoma to load wheat for U. K.

VANCOUVER.

American schooner Olga, 478 tons, Capt. Atwood, loading lumber for Sydney at the Moodyville saw mills.

Norwegian bark Dominion, 1,256 tons, Capt. Eriksen, loading lumber for Melbourne or Adelaide.

American barkentine Willie R. Hume, 672 tons, Capt. Brigman, loading lumber for Callao.

Norwegian bark Flora, 743 tons, Capt. Anderson, loading lumber for Melbourne.

American ship Benj. Sewall, 1,361 tons, Capt. Sewall, loading lumber for Valparaiso.

NANAIMO.

NEW V. C. CO'S SHIPPING.

Am. ship J. B. Brown, 1,551 tons, Capt. Cameron, to load for San Pedro.

Am. ship Wilna, 1,483 tons, Capt. Slater,

to load for San Pedro.
Am. bark Oregon, 1,364 tons, Capt. J. McCarty, to load for San Pedro.

Am. ship Wachusett, 1,519 tons, Capt. Arey, waiting to load.

Am. ship Ericsson, 1,568 tons, Capt. Reed, loading.

Am. ship America, 1,052 tons, Capt. Harding, waiting to load.

WELLINGTON SHIPPING.

Am. ship Richard III., 955 tons, Capt. Conner, waiting to load.

Han. ss. Costa Rica, 1,274 tons, Capt. McIntyre, loading.

EAST WELLINGTON SHIPPING.

Am. bark Melrose, 943 tons, Capt. Kalb, loading.

Am. bark Southern Chief, 1,219 tons, Capt. Svensen, waiting to load.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	2	1,471
New Westminster	2	1,803
Vancouver	5	4,470
Nanaimo	10	13,828
Total	19	21,572

Empress of Japan, Capt. Lee, arrived from Yokohama November 2.

The American ship Hecla, 1,475 tons, Capt. Cotton, cleared from Vancouver Oct. 31 for Tacoma, to load wheat for the United Kingdom.

C. Gardiner Johnson, agent for the Shire Line from Glasgow to B. C. ports, is booking freight for a vessel shortly to go on the berth at Glasgow to sail in November.

THE UNION BREWING CO.

A representative of THE COMMERCIAL JOURNAL made a visit to the Union Brewing Company (Limited), Nanaimo. The officers of the company are:—Thos. Wall, president; W. E. Norris, secretary; J. Marwick, treasurer; and Max Hoelle, managing brewer. They are now ready to brew. The buildings are three and a half stories solid brick, on stone foundations. The boilers and engines are from the well-known works of John Doty & Co., Toronto. The plant is complete in every department. On the ground floor the office, storage and engine rooms are located. The storage room has 14 vats, with a capacity of 23,000 gallons; the steam beer kettle, 750 gallons the mash tub, 18,000 gallons; hot water tank, 2,000 gallons; fermenting rooms, 12 tubs, 750 gallons each. On the top flat is located the cooling room. The company are putting in a refrigerator and ice-making plant, and will be able to manufacture two tons of ice per day, and a 15-ton refrigerator capacity. They will be able to turn out 2,000 gallons per day of beer, ale, porter and lager. They expect to have ale on the market in a couple of weeks, and lager by the end of December.

A Haslam, Nanaimo, reports the local demand for lumber brisk.

W. T. Heddle & Co. have purchased a lot on the corner of Albert and Milton Streets, and will build at once and open out in teas and groceries.



REGISTERED TRADE MARK.

*The Largest Factory of its Kind
in the Dominion.*

LION 'L' BRAND Pure Vinegars,

Manufactured Solely under the Super-
vision of the Inland Revenue Dept.
Mixed Pickles, Jams, Jellies
and Preserves

—PREPARED BY—

**Michel Lefebvre & Co
MONTREAL.**

*Established 1849. Gold, Silver
and Bronze Medals. 20 1st
Prizes.*

JOHN DOTY ENGINE CO., LTD.

520 CORDOVA ST., VANCOUVER, B. C.

MANUFACTURERS OF

Triple Expansion, Compound and High Pressure, Marine

ENGINES AND BOILERS

Corliss Engines, Armington & Simms' Engines, Hoisting Engines, Gas Engines,
(1 to 10 h. p.), Vertical Engines and Boilers.

A COMPLETE STOCK OF ENGINEERS' AND MILL SUPPLIES.

Belting, Brass Goods, Globe Valves, Packing, Rubber Hose, Safety Valves,
Steam Fittings, Rubber Valves, Signal Lamps, Black and Galvanized
Iron Pipe, all sizes up to 6-inch.

Estimates for Marine and Stationary Engines furnished on application.

P. O. Box 174. Telephone 368.

O. P. ST. JOHN, Manager.

THE WM. HAMILTON MFG. CO., (LD.)

OF PETERBOROUGH.

Saw : Mill : Shingle : Planing : and : Mining : Machinery.

Mill Supplies always on hand.

BRANCH OFFICE AND WAREROOM. 121 & 123 WATER ST., VANCOUVER, B.C.

McLEAN & STEWART,

General -- Outfitters

And Importers of

GENTLEMEN'S AND BOYS' CLOTHING

SCOTCH HOUSE,

1 FORT STREET, VICTORIA, B. C.

COLONIAL

METROPOLE

Headquarters of the Theatrical Profession.

31 & 33 JOHNSON ST., VICTORIA.

The very best moderate priced Hotel in the City
Rates, \$1.00 to \$1.50 per Day.

THOS. TUGWELL, PROPRIETOR.

THE WAVERLEY HOTEL,

Cor. Seymour and Georgia Sts.,

Close to New Opera House, VANCOUVER,

PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc. JOHN WHITTY, Propr

A. E. PLANTA & CO

REAL * ESTATE,

AND INSURANCE AGENTS,

P. O. BOX 167. NANAIMO, B. C.

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Commercial Union Assurance Co., of
London, England.

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York.

Accident Insurance Co. of North America.

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Just received a full line of choicest
Brands of Tea. Try them.

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Auctioners, Commission, Real
Estate and Insurance

--- AGENTS. ---

NANAIMO, B. C.

C. B. LOCKHART & CO.

Funeral Directors * *

* * and Embalmers.

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P. O. Box 531.

Telephone

THOMAS HOOPER ARCHITECT,

Over Spencer's Arcad

GOVERNMENT STREET, VICTORIA.

Room 10, TURNER BLOCK,
VANCOUVER.

C. GARDINER JOHNSON

612 CORDOVA ST., VANCOUVER.

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For Canadian Pacific Steamship Co.

CONVEYANCER, ETC.

AGENT FOR

Henry & Albert Submarine Wrecking and Min-
ing Divers. Complete outfit always on hand.
Prices on application.

Union Marine Insurance Co.

W. H. Dodd, Shipping Agents, Melbourne,
Australia.

CORRESPONDENCE SOLICITED.

P. O. Box 415.

Telephone 357

NOTICE.

The Committee of Lloyd's beg to call the at-
tention of merchants to the fact that, in all
cases when they may have to make claims for
loss or average on their Policies, it would very
much facilitate a settlement by their Under-
writers if they would instruct their consignees,
in the absence of special provision in the Policy,
to call in Lloyd's Agent at the port of arrival,
with a view to his conducting the necessary
surveys and assessing the damage sustained.

It is believed that a clause, insisting on the
employment of surveyors appointed by Under-
writers, has been inserted in the policies of most
American and Continental Marine Insurance
Companies. While English Underwriters do
not make this measure compulsory, consignees
should be aware that claims will probably be
settled in this country with greater readiness
if they are properly supported by the certifi-
cates of a Lloyd's Agent.

LLOYD'S, London, February, 1891.

Esquimalt & Nanaimo R'y

TIME TABLE NO. 15,
To take effect at 8.00 a.m. on Tuesday, October 20th, 1891. Trains run on Pacific Standard Time.

STATIONS	GOING SOUTH READ UP		GOING NORTH READ DOWN	
	No. 1 Passenger Daily	No. 3 Passenger Saturdays Sundays	No. 2 Passenger Daily	No. 4 Passenger Saturdays Sundays
VICTORIA	Ar 12.24	Ar 5.58	De 8.00 a.m.	De 2.30 p.m.
RUSSELL'S VIC. W.	" 12.20	" 5.54	" 8.04	" 2.24
ESQUIMALT	" 11.45	" 5.19	" 8.14	" 2.44
GOLDSTREAM	" 10.50	" 4.24	" 8.39	" 3.06
SHAWNIGAN L'E	" 10.40	" 4.14	" 9.34	" 4.04
COBBLE HILL	" 10.27	" 3.50	" 9.57	" 4.29
MCPHERSON'S	" 10.17	" 3.49	" 10.07	" 4.39
KOKSILAH	" 10.12	" 3.44	" 10.12	" 4.44
DUNCAN'S	" 10.02	" 3.31	" 10.22	" 4.54
SOMENOS	" 9.36	" 3.12	" 10.48	" 5.16
CHEMAINUS	De 8.34	" 2.14	Ar 11.50	" 6.14
NANAIMO	De 8.25	" 1.50 p.m.	De 11.59	" 6.20
WELLINGTON	De 8.10 a.m.		Ar 12.14 p.m.	

On Saturdays and Sundays
Return Tickets will be issued between all points for a single fare, good for return not later than Monday.
Return Tickets for one and a half ordinary fare may be purchased daily to all points good for three days, including day of issue.
No Return Tickets issued for a Single Fare, where such fare is twenty-five cents. Through rates between Victoria and Comox.
A. DUNSMUIR, JOSEPH HUNTER,
President. Gen'l Supt.
H. K. PRIOR,
Gen. Freight and Passenger Agent.

Union Steamship Co., B. C., L'td.)
Head Office and Wharf, Vancouver, B. C.

Vancouver and Nanaimo Daily.
SS. CUTCH Leaves C. P. R. Wharf at 1:00 p. m., returning from Nanaimo at 7 a. m. Cargo received at Union S.S. Co's wharf, Vancouver, until noon.

TOURISTS' TICKETS
Are issued for round trip from Vancouver and return via Nanaimo, Esquimalt & Nanaimo Railway to Victoria, and return by E. & N. Ry or by C. P. R. Co's steamers from Victoria to Vancouver. Fare, Round Trip, \$6.00.

VANCOUVER AND PORTLAND, ORE.
Carrying Freight and Passenger.

SS. TAICHIOW (1300 tons). This steamer or makes fortnightly trip between Vancouver and Portland, via Victoria, Sound ports and Astoria.

Small steamers and scows always available for excursion, towing and freighting business. Ample storage accommodation on Co's wharf. Contracts taken. All particulars on application to office.

Union S.S. Co., B. C., Vancouver.
William Webster, Manager.
TELEPHONE 94. - P. O. Box 217.

VICTORIA RICE MILLS,

STORE STREET, VICTORIA, B. C.
-MILLERS OF-

CHINA AND JAPAN

Rice, Rice Meal,
Rice Flour, Chit Rice, Etc.

VICTORIA

ROLLER FLOUR MILL.

Delta Brand Family Flour,
Superfine Flour, Bran & Shorts

NOS. 64 & 66 STORE ST.

VICTORIA.

CANADIAN PACIFIC NAVIGATION CO.

(LIMITED.)

TIME TABLE No. 14.
Taking effect June 23, 1891.

Fraser River Route.

Leave Victoria for New Westminster, Ladner's Landing and Lulu Island, Sunday at 23 o'clock; Wednesday and Friday at 7 o'clock. Sunday's steamer connects at New Westminster with C.P.R. train going east. For Plumper Pass Wednesday and Friday at 7 o'clock. For Moresby Island Friday at 7 o'clock.
Leave New Westminster for Victoria, Monday at 13 o'clock; Thursday and Saturday at 7 o'clock. For Plumper Pass Saturday at 7 o'clock. For Chilliwack and Way Ladings, Tuesday, Thursday and Saturday at 7 o'clock.

Burrard Inlet Route.

Leave Victoria for Vancouver daily, except Monday, at 2 o'clock, a.m. For Moodyville, Saturday at 2 o'clock. Steamers "Premier" and "Eastern Oregon," for all Sound ports, connect daily at New Whatcom with train leaving Vancouver at 9 o'clock.
Leave Vancouver for Victoria daily, except Monday, at 13 o'clock, or on arrival of C.P.R. No. 1 train.

Northern Route.

Steamships of this Company leave for Fort Simpson and intermediate ports on the 1st and 15th of each month. When sufficient inducements offer, trips will be extended to Queen Charlotte Islands.

Barclay Sound Route.

Steamer Maude leaves for Alberni, Ecole Uclulet, and Sound ports, the 27th of each month.

Bute Inlet Route.

Steamer Rainbow leaves every alternate Friday for New Westminster, Burrard Inlet, Nanaimo and Logging Camps, extending trips to Bute Inlet when inducements offer.

G. A. CARLETON, General Agent.
JOHN IRVING, Manager.

ROCK BAY SAWMILL

(ESTABLISHED 1868.)
32 Constance St., Victoria, B. C.

WM. P. SAYWARD,
Manufacturer and Dealer in

ISLAND LUMBER AND SPARS.

Importer and Dealer in
Doors, Windows and all kinds of Dressed Lumber, Etc.

CONSTANTLY ON HAND A GOOD SUPPLY OF BUILDING LUMBER.

Prepared to Cut Lumber to Order at Short Notice.

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VICTORIA

Lumber & Manufacturing Company.

PROPRIETORS OF THE

CHEMAINUS SAW MILL.

E. J. PALMER, Manager.

x + x + x + x + x + x + x + x + x + x

Puget Sound and Alaska Steamship Co

TIME CARD.

STEAMSHIP CITY OF KINGSTON. Victoria Route.

8:00 a.m. Lv Tacoma Ar..... 5:15 a.m.
10:15 a.m. " Seattle Lv..... 3:00 p.m.
1:30 p.m. " Pt Towns'd "..... 12:00 p.m.
4:30 p.m. Ar Victoria "..... 8:30 p.m.

STEAMSHIP CITY OF SEATTLE. Whatcom Route.

6:45 p.m. Lv Tacoma Ar..... 4:30 p.m.
9:00 p.m. " Seattle Lv..... 2:30 p.m.
12:15 a.m. " Pt Towns'd "..... 11:30 a.m.
2:45 a.m. " Anacortes "..... 9:00 a.m.
6:45 a.m. Ar Fairhaven "..... 7:30 a.m.
6:15 a.m. " Sehome "..... 6:30 a.m.
4:30 a.m. " Whatcom "..... 6:00 a.m.

Snohomish River Route.

7:00 a.m. Lv Seattle Ar..... 2:00 p.m.
8:45 a.m. " Edmonds Lv..... 12:30 p.m.
10:30 a.m. " Muckletco "..... 10:45 p.m.
12:30 " " Marysville "..... 9:30 a.m.
2:30 p.m. " Lowell "..... 8:00 a.m.
3:00 p.m. Ar Snohomish "..... 7:00 a.m.

STEAMER EDITH.

Pt Townsends Mail Route.

11:00 p.m. Lv Seattle Ar..... 5:00 p.m.
..... Kingston Lv.....
12:30 a.m. Lv Pt Madison "..... 4:10 p.m.
3:00 a.m. " Pt Gamble "..... 1:00 p.m.
4:00 a.m. " Pt Ludlow "..... 12:00 p.m.
6:00 a.m. Ar Pt Townsends "..... 10:00 a.m.
* Daily ex. Sunday. † Daily ex. Saturday.

For further information apply to
C. G. CHANDLER,
G. F. & P. A., Tacoma, Wash.
E. E. BLACKWOOD, Agt., 82 Gov't Street.

COAL. COAL. COAL.

The New Vancouver Coal Mining and Land Company, Ltd.
(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST.

<p>THE NANAIMO COAL. (Used principally for Gas and Domestic Purposes.)</p>	<p>THE SOUTH FIELD COAL. (Steam Fuel.)</p>
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THE : NEW : WELLINGTON : COAL.
(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

THE "NANAIMO" COAL

Gives a large percentage of Gas, a high Illuminating power, unequalled by any other Bituminous Gas Coals in the world, and a superior quality of Coke.

THE "SOUTH FIELD" COAL

Is now used by all the leading Steamship Lines on the Pacific.

THE "NEW WELLINGTON" COAL,

Which was introduced early in the present year, has already become the favorite fuel for domestic purposes. It is a clean, hard coal, makes a bright and cheerful fire, and its lasting qualities make it the most economical fuel in the market. The several Mines of the Company are connected with their Wharves at Nanaimo and Departure Bay, where ships of the largest tonnage are loaded at all stages of the tide. Special dispatch is given to Mail and Ocean Steamers.

SAMUEL M. ROBINS, Superintendent.

OGILVIE MILLING CO.,

WINNIPEG, - - - MANITOBA.

(REPRESENTED BY G. M. LEISHMAN.)

	Daily Capacity	7,500 Barrels.
ROYAL - Montreal.....	2,500 Barrels	SEAFORTH - Seaforth, Ont..... 500 Barrels
GLENORA ".....	2,500 " "	GODERICH - Goderich, Ont..... 1,000 " "
	WINNIPEG MILLS.....	1,500 Barrels.

STANDARD BRANDS:

OGILVIE'S HUNGARIAN, OGILVIE'S STRONG BAKERS

THE SEHL-HASTIE-ERSKINE NANAIMO SAWMILL

FURNITURE COMPANY.

—IMMENSE STOCK OF—

Furniture, Carpets, Linoleums, Crockery,
Glassware and General

HOUSE FURNISHING GOODS.

WHOLESALE AND RETAIL. CORRESPONDENCE SOLICITED.

OFFICE AND SALESROOM:

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FACTORY:

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Rough and Dressed Lumber,
Shingles, Laths and Pickets,
Doors, Windows and Blinds,
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And all kinds of Wood Finishing.

ALL ORDERS EXECUTED PROMPTLY.

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