



Vol. I.

VICTORIA, B. C., TUESDAY, SEPTEMBER 22, 1891.

No. 28.

FURNITURE
WEILER BROS.

NEW LINES OF
 Bedroom, Office and Library

FURNITURE

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

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HOUSE FURNISHING GOODS

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ENQUIRIES SOLICITED.

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WHOLESALE GROCERS

—AND—

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—OF—

California - and - Tropical

FRUITS.

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Crockery, Glassware,
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VANCOUVER, B. C.

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SHIPPING AGENTS

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NEW WESTMINSTER.

BANK OF BRITISH COLUMBIA*Incorporated By Royal Charter, 1862.*Capital Paid up (£200,000) \$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.

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Reserve Fund..... £265,000 "

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John James Cater, H. J. B. Kendall,
Gaspard Farrer, J. J. Kingsford,
Henry R. Farrer, Frederic Lubbock,
Richard H. Glyn, George J. Whatman.
Secretary, A. G. Wallis.HEAD OFFICE IN CANADA—St. James St.,
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R. R. GRINDLEY, General Manager.

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Paris, Montreal, Victoria, B.C.,
Hamilton, Quebec, Vancouver, B.C.
Toronto, St. John, N.B., Winnipeg, Man.
Brandon, Man.*Agents in the United States.*NEW YORK—H. Stikeman and F. Brown-
field, Agents.SAN FRANCISCO—W. Lawson and J. C.
Welsh, Agents.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.

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E. S. CLOUSTON... General Manager.

BRANCHES AND AGENCIES IN CANADA.

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Almonte, O Hamilton, O Quebec, O

Belleville, O Kingston, O Regina, Ass'n

Branford, O Lindsay, O Sarnia, O

Brockville, O London, O Stratford, O

Calgary, N.W.T. Moncton, N.B. St. John, N.B.

Chatham, N.B. New Westminster, O Toronto, O

Cornwall, O Ottawa, O Vancouver, B.C.

Goderich, O Perth, O Victoria, B.C.

Guelph, O Peterboro, O Wallaceburg, O

Halifax, N.S. Pictou, O Winnipeg, Man.

AGENTS IN GREAT BRITAIN—London, Bank
of Montreal, 22 Abchurch Lane, E. C.; C. Ash-
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Gillespie, Esq., Peter Redpath, Esq.AGENTS IN THE UNITED STATES—New York,
Walter Watson and Alex. Lang, 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 Travelling
Credits available in any part of the world.

Drafts issued. Collections made at all points.

CARESCHÉ, GREEN & CO.,

(ESTABLISHED 1873.)

BANKERS,

Government Street, Victoria, B. C.

A GENERAL BANKING business trans-
acted.

DEPOSITS received on liberal rates of interest.

DRAFTS, ORDERS, TELEGRAPH TRANS-
FERS and LETTERS of CREDIT issued direct
on over 10,000 Cities in the United States, Can-
ada, Europe, Mexico and China.

COLLECTIONS made at every point.

GOLD DUST purchased at highest market
rates.

AGENTS FOR

*Wells, Fargo & Company.***CASEMENT & GREERY
BANKERS**

And Financial Agents.

A General Banking business transacted.

Drafts issued on all points in Canada.

Dealers in Foreign and Domestic exchange

Money loaned on Notes, Real Estate,

Chattel Mortgages and all kinds

Of Negotiable Securities. Interest allowed

On time Deposits

Bankers: Bank of British Columbia.

OFFICE: COR. CAMBIE & CORDOVA STS.,
VANCOUVER.

— + FOR + —

Real Estate, Insurance,

Exchange, Mortgages,

Stocks and Shares,

— GO TO —

A. W. MORE & CO.,

TURNER BLOCK, DOUGLAS STREET

VICTORIA, B. C.

HALL, GOEPEL & CO.,

AGENTS:

The Liverpool & London & Globe
Fire Insurance Co.

The California (Marine) Insurance Co.

The Traveler's Life & Accident
Insurance Co.

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Risks taken at Moderate Rates and Losses
settled promptly and Liberally.**Findlay, Durham & Brodie
COMMISSION MERCHANTS**

AGENTS FOR

The Northern Fire Assurance Company
of London,The British and Foreign Marine Insur-
ance Company of Liverpool,The Royal Mail Steam Packet Com-
pany of London,The British Columbia Canning Com-
pany (Limited) of London.

CANNERIES:

Deas Island, Fraser River,
Naas River Fishery,Windor Cannery, Skeena River,
Rivers Inlet Cannery,Victoria Cannery, } Rivers Inlet.
Victoria Saw Mills, }

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. Ltd.

Union Marine Insurance Co.

London Assurance Corporation.

SOLE AGENTS:

Curtis' & Harvey's Sporting and Elastig Powder.

Joseph Kirkman & Son's Gold Medal, Inven-
tions Exhibition, 1875, 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

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**BRITISH COLUMBIA
PAPER MANUFACTURING CO'Y.**

THOMAS EARLE,
IMPORTER
 -AND-
Wholesale Grocer.

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

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 SOLE AGENT FOR
 The Toronto Radiator Mfg
COMPANY,

SOLE MANUFACTURERS OF
 Safford Patent Radiators

-FOR-
 HOT WATER AND STEAM HEATING.

Over 50,000 Radiators now in use.
 Send for Price Lists and Illustrations.

42 YATES ST., VICTORIA.
J. & T. BELL.

MANUFACTURERS OF
FINE BOOTS AND SHOES

WHOLESALE.
 1667 NOTRE DAME STREET,
 MONTREAL.

VICTORIA STEAM BAKERY.
 M. R. SMITH & CO.,
 WHOLESALE AND RETAIL
CRACKER BAKERS.

VICTORIA, - - B. C.
 Office: 57 Fort St. Factory: 91 Niagara St.

T.B. PEARSON & CO
 Manufacturers of Clothing,
 OVERALLS; : SHIRTS, : &c.
 Salesroom and Factory:
 YATES ST, NEAR ORIENTAL HOTEL,
 VICTORIA, - - B. C.

NICHOLLES & RENOUF
 -DEALERS IN-
**HARDWARE, BAR IRON, FARM
 AND MILL MACHINERY
 MINING SUPPLIES.**

Coach, Car & House Painters Supplies

S. E. COR. YATES AND BROAD STS.
 TELEPHONE 82. P. O. BOX. 86.

VICTORIA. - B. C.

REPRESENTED BY
 Welch & Co., San Francisco.

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. M'DERMOTT.

**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 507. Cable: Soule.

Vancouver, - - - - - British Columbia.

A. J. Langloy. T. M. Henderson.
 J. N. Henderson.

LANGLEY & CO.,

ESTABLISHED 1858.

Wholesale Druggists

21 & 23 YATES STREET,

VICTORIA, B. C.

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

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.

TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE.
 Tuesday Morning, September 22.

VICTORIA.

It is said that the extraordinary heavy rains during the past ten days have seriously impeded harvesting in Victoria district, and no doubt the damage to the unsaved crop will be considerable. It is further reported that one-third of the grain has been housed, while half of the remainder was in the sheaf in the fields when the first heavy rain fell.

Trade in the city has not suffered as much as might be expected from the wet weather, and the merchants report a steady volume of business. On the Fraser River, trade is reported generally quiet, the time of farmers being taken up with harvesting operations, consequently they cannot spare the time to come into town to make purchases. The outlook for the winter is decidedly hopeful. The crops are heavy and prices are sure to be high. The sugar question has absorbed the attention of provincial merchants the greater part of the week, and yet remains the topic of much discussion. The report spread by a Vancouver paper that a prominent wholesale firm of Victoria would start a branch in the Terminal City is denied. A person in a position to speak authoritatively says: "There is not the slightest truth in the rumor, and there never was in any shape or form, and I don't think there ever will be." The position of the monetary market remains unchanged.

DRY GOODS.

Trade in this line is steadily improving as the season advances. The country merchants are ordering freely for their fall stocks, consequently the city wholesale trade has been more than usually good during the week.

FLOUR AND FEED.

Late reports from Chilliwack are to the effect that crops in that district are coming in fine. The oat crop has been harvested, and farmers are now working on the wheat. Oregon bran and shorts have been advanced, bran being quoted at \$30 per ton and shorts at \$35. Manitoba bran is quoted at \$28 and shorts at \$30. The prices of flour have gone up in Oregon,

but no advance in Oregon brands has yet taken place here. It is noted in this connection that Oregon millers have always been willing to take from 25c. to 50c. less for their product here than in their own State. The British Columbia flour has completely knocked them out both in strength and quality. The rise advised last week came into effect. Quotations are: Enderby flour, for carload lots, Premier, \$6.00; XXX., \$5.70; Strong Bakers or XX., \$5.25; Superfine, \$4.25.

Delta, Victoria mills	.....	\$5 50 @ 0 00
Lion, " "	.....	5 50 @ 0 09
Premier, Enderby mills	.....	6 25 @ 0 00
XXX., " "	.....	5 95 @ 0 00
XX., " "	.....	5 50 @ 0 00
Superfine, " "	.....	4 50 @ 0 00
Ogilvie's Hungarian	.....	6 50 @ 0 00
Strong Bakers	.....	6 25 @ 0 00
Snowflake	.....	6 25 @ 0 00
Portland Roller	.....	6 25 @ 0 00
Royal	.....	6 00 @ 0 00
Oregon Superfine	.....	4 50 @ 0 00
Wheat, per ton	.....	\$10 00 @ 0 00
Oats	.....	30 00 @ 0 00
Oil cake meal	.....	35 00 @ 40 00
Chop feed	.....	37 50 @ 00 00
Shorts	.....	30 00 @ 35 00
Bran	.....	28 00 @ 30 00
California oatmeal	.....	4 50 @ 00 00
Rolled oats	.....	4 25 @ 0 00
California rolled oats	.....	5 25 @ 0 00
Tacoma rolled oats	.....	4 80 @ 0 00
Corameal	.....	3 00 @ 0 00
Cracked corn	.....	50 00 @ 55 00

WHEAT.

The Hungarian government has issued an estimate of the world's grain harvest, based upon consular reports from all parts of the world. The yield of wheat is estimated at from 725,000,000 to 739,000,000 hectolitres, and rye at from 350,000,000 to 360,000,000 hectolitres—being from 44,000,000 to 50,000,000 hectolitres below the average for rye. Austria requires to import from 10,000,000 to 12,000,000 hectolitres of wheat, and 6,000,000 hectolitres of rye, Germany, 10,000,000 hectolitres of wheat and 23,000,000 to 26,000,000 hectolitres of rye; and France, 30,000,000 hectolitres of wheat. Hungary has a surplus of 12,000,000 to 13,000,000 hectolitres of wheat, but in rye there is a large deficit. In Russia, the wheat surplus amounts to 10,500,000 hectolitres and the rye deficit amounts to 40,000,000 to 45,000,000 hectolitres. Much of the grain that will be needed will doubtless be drawn from the abundant harvests of the Canadian and United States northwest,

The Nanaimo Realty and Investment Agency.

CHAS. DEMPSTER & CO

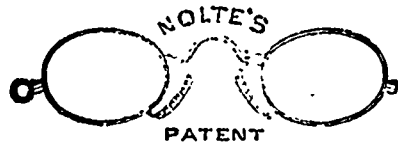
COMMERCIAL STREET, NANAIMO.
 REPRESENTING

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.

F. W. NOLTE & CO.



Practical and Manufacturing OPTICIANS

Will open their new store on or about Sept. 25th, with the finest and most complete stock of Spectacles and Eye-Glasses in British Columbia. Grinding of complicated lenses our specialty. All work pertaining to the business done by ourselves.

62 GOVERNMENT STREET.

and, therefore, they need have no fears of being compelled to dispose of their stocks at a bare margin of profit.

RICE.

The Victoria Rice Mills quote whole sale:

Japan rice, per ton	.....	\$90 00
China rice	.....	70 00
Rice flour	.....	70 00
Chit rice	.....	25 00
Rice Meal	.....	17 50

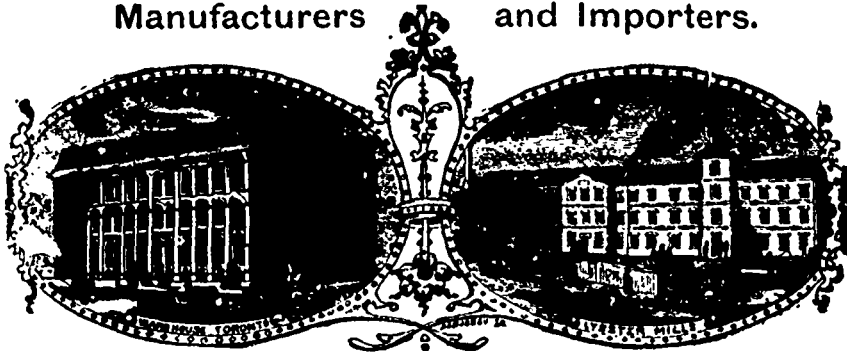
FRUITS AND VEGETABLES.

There is a serious deficit in the local fruit crop, especially in apples, plums and pears. Last year, large quantities remained on the trees to decay, but this year it is said that in the Chilliwack district there will not be over 1,000 pounds of plums, all told, while the apple crop is very light. Large quantities of Oregon apples, plums and pears are being shipped to New Westminster and district. This is regarded as very strange, in view of the fact that New Westminster district has, in past years, produced a surplus. The imports, this week, have been exceedingly heavy, on account of the large demand created by the exhibition at New Westminster. There is said to be a large crop of potatoes, on the Upper Fraser, of a superior quality, while on the Lower Fraser, the crop is not nearly so good in quality. Quotations are: Peaches, \$1.25; pears, (bartlett's), \$1.65; plums, 90c.; grapes, (white), \$1.65; grapes, (black), \$1.50; apples, (green), \$1.25; apples, (gravenstein), \$1.25; Santa Barbara oranges, \$5.25 to \$5.50; California Messina lemons, \$7.25 to \$7.50; bananas, \$3.25; cantalopes, \$4.50; nutmeg, melons, \$1.50; watermelons, \$5.50 a crate; nectarines, \$1.50; crabapples, \$1.25; silverskin onions, 1 1/2c. per lb.; native potatoes, \$18 per ton; island apples, \$1.25 per box; tomatoes, \$1.00; cucumbers, \$1.00; sweet pota-

GORDON, MACKAY & CO.

TORONTO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

E. W. WHIFFIN & CO.,
Auctioners, Commission, Real
Estate and Insurance

AGENTS.

NANAIMO, B. C.

Morrow, Holland & Co.,

REAL ESTATE BROKERS,

Notaries Public, Conveyancers, &c.

MONEY TO LOAN.

46 BROAD STREET, VICTORIA, B. C.

10cs. 24c. per lb.; sweet corn, 25c. per doz.

GROCERIES AND PROVISIONS.

Last winter's cure of canned meats has been sold out. A small quantity of new meats is offered at a slight advance on old prices; but there will not be much offered until some time after harvest, when the new harvest fed hogs are cured. Lower prices than at present need not be looked for until about December. There is no probability of butter lowering this season. The export from eastern points to the English market is nearly three times the usual amount already. The feeling in Montreal is that the price of butter is liable to get away out of sight. The latest Montreal quotations are: 25c. for August and 27c. for September make of creamery. Good dairy is in fair demand, but low grades are a drug on the market. The eastern markets have been cleared out of the early makes of cheese, caused by large exports to England. The later makes are being held in the hands of large concerns in the east, who have fixed the price for this season. In some quarters, it is believed that the unusual drain may have the effect of making higher prices. Sugar prices are still on the decline. An agent of a Vancouver wholesale house was in the city during the week, and is said to have offered dry granulated (from the B. C. Refinery) at 5c. net, in sacks, C. & F. Victoria. Hong Kong refined was sold at 7c., and is in good demand among merchants. It is a superior grade of sugar.

SALMON.

The ship Serica will finish loading on the arrival of the Islander from the Northern canneries, and the bark Callao will complete her cargo by the end of the month. The Lebu, which arrived last week, will load salmon for Liverpool. The Rothesay Bay and Wanlock are the next to arrive, and chartered to load salmon. Last week, the bark City of Carlisle, now 101 days out from Liverpool for this port, was chartered for a return cargo of salmon and naval stores to London. The market is reported quiet, but firm. Fraser River brands are quoted at \$1.60 a case, while, last year, they fetched \$1.75 and \$1.80 a case. The short pack, in all probability, will send the prices higher, as the season advances, and

already it is noted that the market is hardening in England. Shipments to Eastern Canada, this year, are fair, and it is expected will reach about 60,000 cases for the season. The following are the actual shipments that have been made to the eastern markets for the last three years:

1888.....	45,487 cases.
1889.....	22,261 "
1890.....	78,566 "

The New York Commercial Bulletin says: An official report is that English buyers are in negotiation for the purchase of the entire unsold balance of this season's pack of British Columbia salmon, estimated at about 75,000 cases. It looks well for the "combine" across the border, and should the deal be completed, there may be a livelier export interest in Columbia River and Alaska fish.

It seems generally understood that the pack will not more than fill existing contracts so it does not seem likely that any such quantity as 75,000 cases, mentioned above, will be available for sale. In the issue of THE COMMERCIAL JOURNAL of Sept. 1, was shown the latest estimate of this year's pack amounting to 263,000 cases. Below are the actual packs for a few years past:

1885.....	108,517 cases.
1886.....	161,261 "
1887.....	204,083 "
1888.....	184,040 "
1889.....	414,291 "
1890.....	409,461 "

Although the arrivals of Alaska salmon up to date at San Francisco are 25 per cent. larger than at the same time last year, it is well known that preparations were made to put up a smaller pack than last year so that the ultimate figures will probably show a decline.

LUMBER.

The notable event of the week was the sailing of the steamer H. W. Jarlsberg, with the largest cargo that was ever cleared from the Pacific Coast, consisting of 2,043,269 feet. It is expected that some of the vessels now loading will sail during the week. It is reported that the Chemainus Mills have received orders for shipments to Valparaiso. The position of the market remains unchanged. 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, \$10; dressed flooring, \$17; pickets, \$9; laths, 4 feet, \$2.

The local mills report that they have all they can do in the face of recent cutting. One result of the cutting has been that the Vancouver mills are not bidding actively for trade in this city at present prices; and it has been shown that no single mill can control the trade. Chemainus Mills are quoting \$9 for rough. The Rock Bay Saw Mill quotes:

Rough lumber, per M.....	\$10 00
Best quality dressed lumber, per M.....	00 00
Second " " " " " " " " " " " "	00 00
Laths, per M.....	2 50
Shingles, " " " " " " " " " " " "	2 25

BUSINESS CHANGES.

E. Percival contemplates starting a roller skating rink in Nanaimo.

John Kurtz, senior partner of the firm of Kurtz & Co., cigar makers Victoria, died last week.

Alex. McDonald, proprietor of the Windsor Hotel, Victoria, has sold out to John H. Simpson.

W. Sharp, late of the Union Mines, has bought out A. McDonald's interest in the Elk Hotel, at Union.

Minnie Whitehead has opened a boot and shoe store in Nanaimo. Her husband was formerly in the same line.

The Immigration, Investment and Improvement Company of British Columbia was incorporated last week. The running of excursions to the World's Fair will be one of the principal features of the company; also excursions from eastern points to this city.

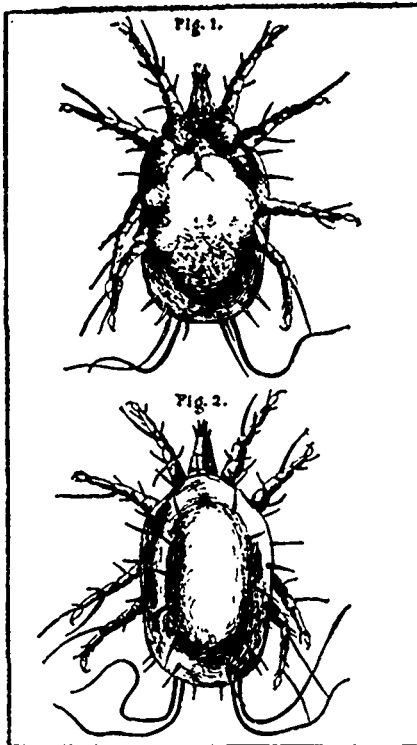
J. McIvor has been appointed by the courts as receiver and manager of the firm of McArthur, Stevenson & McIvor, general merchants, Kamloops. The decision to go into liquidation was made voluntarily between the two remaining partners and Catharine McArthur, administrators of the late Jas. McArthur.

CHINESE SUGARS.

WHAT IT IS WE MAY BE EATING!

IN VIEW OF THE INTRODUCTION TO THE PROVINCE RECENTLY OF CONSIDERABLE quantities of Chinese Sugars, it may be as well that the public should be informed, on the very highest possible authority, of the danger that may be attendant upon their use.

Professor Cameron, Public Analyst, Dublin, a gentleman who has made it his special business to examine all kinds of Foreign Sugars, Refined and other, says that certain kinds of them should never be used. He states that they contain a great number of DISGUSTING INSECTS, which produce a DISGUSTING DISEASE. Their shape is very accurately shown in the accompanying cut, which is magnified two hundred diameters. Figure 1 is under side and Figure 2 the upper. The Professor's description is as follows:



DRAWN FROM LIFE FROM INSECTS FOUND IN GROCERY

"This insect ('the Acarus Sacchari') is a formidably organized, exceedingly lively, and decidedly ugly little animal. From its oval-shaped body stretches forth a proboscis terminating in a kind of scissors, with which it seizes upon its food. Its organs of locomotion consist of eight legs, each jointed and furnished at its extremity with a hook. In the Sugar its movements from one place to another are necessarily very slow, but when placed on a perfectly clean and dry surface, it moves along with great rapidity." He adds that the number of "Acari" found in Unrefined Sugar is "sometimes exceedingly great, and in no instance is the article quite free from either the insects or their eggs." He further says: "The 'Acarus Sacchari' do not occur in Refined Sugar of any quality, because they cannot pass through the charcoal filters of the Refinery, and because Refined Sugar does not contain any nitrogenous substance upon which they can feed."

COOLIE MADE AND ALL UNREFINED SUGARS SHOULD NEVER BE USED!

Besides its being impossible for Canadian Labor to compete with Coolie Labor, rice fed and underpaid, it is well known that Eastern Countries have always been the breeding ground for leprosy and all other loathsome and horrible human diseases, and hand labor there is so cheap that there is no inducement to employ machinery. Home Refined Sugar, on the contrary, is never touched by the human hand from the moment it reaches the refiner until it leaves him a perfectly safe and purified article.

Use, Therefore, Only Home Refined Sugars.

THEY ARE ABSOLUTELY UNADULTERATED, PURE & CHEAP

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COMMERCIAL SUMMARY.

It is said a combine is being formed by the type founders of the United States, with a capital of \$10,000.

The annual exhibition of the Inland Agricultural Association of British Columbia opens at Kamloops on Thursday, October 8th, and continues to Saturday 10th.

The August returns of British trade, according to a brief cable, show a falling off in the exports of £2,150,000, that is, over \$10,000,000. In July, the decline in exports was £2,300,000. The primary cause of the trouble is hostile foreign tariffs.

To move Manitoba's wheat crop, this year, estimated at 20,000,000 bushels, it would take 32,000 cars of 625 bushels to the car, or 1,230 engines drawing 26 cars each. The whole would extend over 220 miles in a line. At the rate of one train every two hours, it will take 3½ months to transport the entire crop.—*Winnipeg Tribune.*

One of the deepest coal mines in the world is at St. Andre du Poirier, France, and yearly produces some 300,000 tons of coal. This mine is worked with two shafts, one of which is a little short of 3,000 feet deep, and the other nearly 3,000 feet, the intention being to deepen the latter shaft to 4,100 feet. A remarkable feature in this mine is the comparatively low temperature, which seldom exceeds 75 degrees.

The United States' Treasury Department has received a letter from Messrs. Moore & Sons, of Woodstock, Canada, who are engaged in the lumber business in Maine, complaining of hardship in being required to pay duty on the horses used in the business, every time they are driven across the border into the United States. They state they have at four different times paid duty on these horses. The Treasury Department has informed them the law requires duty to be paid on horses imported from Canada, and the question of having paid duty on the same horses many times before does not enter in the controversy and the department can afford no relief in the matter.

The bureau of the American Republic is informed that the Republics of Columbia and Ecuador have concluded a treaty by which, in order to encourage their carrying trade and industry, all duties are removed from all goods imported from one country into the other by the land frontier.

The secretary of the United States' treasury has decided to make a further withdrawal of 2,000,000 from depositors' banks. The call will be made in the first instance upon banks which the Secretary thinks have too large an amount of Government funds in proportion to the security furnished.

Referring to the Fire Insurance experiences of Canada from 1899 to 1890, the New York *Monitor* has this to say: "Nothing can be plainer than the fact, which the figures prove, that the 'rates are too low.' For twenty-two years, the losses paid have equalled 70 per cent. of the premiums received. Insurance has been sold at or below cost. These facts ought to make the public and the legislatures lenient towards fire insurance, but they will not. The remedy will rest with the companies, where it always rests."

Lady Aberdeen has been telling an emissary of the New York *Tribune* several interesting particulars connected with the lace making industry of Ireland. This is a subject in which the earnest Scotch woman is well known to have a strong interest, and of so influential a kind, into the bargain, that many English women are now following in her train. In Irish laces, some of the designs, which are very beautiful, are taken from old books and manuscripts by the nuns. Hitherto, the demand for the laces has not been brisk, but under the energetic guidance of Lady Aberdeen, the Irish Industries Association is making its name and purpose known. Arrangements have been made for an exhibit at the Chicago fair by Lady Aberdeen. The Earl came to New York, by the way, arrayed in a suit of Irish homespun to show that he is not lacking in sympathy with his wife's good work.

SAGE ADVICE TO DEALERS.

The live, wide awake merchant does not buy all his goods from traveling salesmen, but visits the large jobbing markets at least twice a year. It is useful and beneficial, both to the retail merchant and to the jobber, that the former should visit the house where he does most of his buying. Personal intercourse establishes trade relations on a firmer and more intelligent basis, and more consideration, other things being equal, is likely to be shown from each to each, when personal acquaintance is a factor. The chances for undue exactions and unfortunate misunderstandings are largely eliminated by such intercourse. We are glad to note that the northwestern merchants are recognizing the truth of these statements and that their visits each year are becoming so much more numerous. There is another factor which ought not to be ignored in this matter and that is the retail merchant buys to better advantage (we do not refer so much to prices as to some other features of buying), when he buys directly in the house, and it is a duty that the buyer owes not only to himself but to those who give him credit that he should buy to the best of his ability.

MAKE PROPER PACKAGES.

Every merchant should see that the packages which go out of his store are done up carefully and properly, and if he is a progressive business man he will generally have his name and advertisement of his goods on the paper enveloping it plainly exposed to view. Some merchants show great taste in having a special mark or brand on their package paper, so that every one can see from whom the goods were bought. Leading dry goods stores of this city have their names with their trade marks upon all packages put up. The moment anyone sees these packages they know where the shoppers made their purchases. This affords a good means of advertising, provided the packages are done up by skillful hands.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

ISSUED EVERY TUESDAY AT VICTORIA, B. C.

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D. M. CARLEY EDITOR
L. G. HENDERSON BUSINESS MANAGER.
Office—No. 77 Johnston Street.

VICTORIA, TUESDAY, SEPT. 22, 1891.

A NEWSPAPER PEDANT.

The *News-Advertiser*, in its issue of September 17th, defines, according to its lights, the sphere and scope of a commercial newspaper. We are indebted to the editor of that paper for his "considerate" advice; but at the same time we feel constrained to remark that if he devoted a little more attention to the subject of daily newspapers, the *News-Advertiser* might be made a better paying enterprise than it is now, and the intelligent, well read public, might occasionally turn their eyes to the columns of that paper with the hope of stumbling over something that was really news.

The *News-Advertiser* assumes that our reference to the discriminating manner in which the officials of the Vancouver Sugar Refinery have been conducting their business was inspired by a feeling of jealousy, because the Refinery is situated on the Mainland and not on the Island. We have no doubt that the editor believes his accusation to be true; but the only evidence he can advance in support of his argument is that evolved from his own inner consciousness. The experience gained in publishing a newspaper conducted on the lines of our contemporary has evidently given rise to the belief that malice and jealousy are the leading elements of success. Therefore, nothing is more reasonable than to expect that the editor of the *News-Advertiser* should attribute to others that which he feels within himself.

THE COMMERCIAL JOURNAL is just as much interested in the prosperity and industrial advancement of the Mainland as the Island, and we dare the *News-Advertiser* to point to an instance in which we have criticized unjustly a Mainland enterprise. For months complaints have been made to us reflecting upon the "business-like" methods of the officials of the Vancouver Sugar Refinery, but, the industry being a local one and entitled to the encouragement of the merchants and others interested in the welfare of the Province, we refrained from making public the matters complained of. But the time has now arrived, when in the interests of legitimate business we must speak plainly or shirk our duty. If we have in any way done the Refinery an injustice, we are ready and only too willing to place it right with the business community. The editor of the *News-Advertiser*, who assumes to speak for the Re-

finery people, has failed to convince us or the public, by any tolerable appearance of argument, that we were not right in every statement made by us.

With regard to the remarks of the Vancouver paper, concerning our reference to the neglect of Mr. Van Horne and Lord Mount Stephen to visit Victoria, while on this coast, we might say that Victoria people would care but little, if Mr. Van Horne or Lord Mount Stephen never set their foot in the city; and for that matter the people are beginning to feel that in future they will have to act independently of the Canadian Pacific Railway and the clique who would stifle the growth of this place.

We are anxious to see Vancouver prosper. We have always contended that her natural advantages must make her a great and thriving city. She is now passing through a season of hard times, but will recover, and flourish in the near future. We cannot help saying, however, that there are many things which might retard the growth of the city even under more favorable conditions. We do not go so far as to say that the *News-Advertiser* style of journalism is prehistoric, but it certainly would be better suited for the mound building age, than for a modern, wide-awake city, like Vancouver. The *World*, when it can afford to be truthful, is better, and, perhaps, the *Telegraph* is the best of the three journals of that city.

OUR INDIAN SEALERS.

Within a few days past several missionaries have arrived from the West Coast and have made out a strong case in behalf of the Indian seal hunters resident at Hesquet and elsewhere who have been deprived of their most important means of subsistence by the carrying into effect of the sealing restrictions provided for in the agreement which has been entered into between the Governments of Great Britain and the United States. These Indians have been accustomed to earn large sums of money in Behring's Sea from which the vessels on which they had shipped were this year warned by American and British men-of-war. They are seated upon territory that is practically unproductive, to which they have been and are obliged to bring the supplies essential to their subsistence, and the probabilities are that, if the present state of things continues, misery and starvation will be their lot.

The Aleuts who used to be employed by the American Company, were specially cared for in the arrangements, and the neglect of our own people reflects severely upon the men who, while they recognized what was necessary for the American hunters, were blind to the requirements of the people here. The case of these Indians ought to be strongly represented to the British authorities, in order that they may afford them the compensation which is not only due them, but of which, it would appear, they are in great need. Something must be done, and compensation awarded to them and to the owners of the sealing schooners which have been peremptorily prevented from following their legitimate pursuit.

CHINESE SUGARS.

On page 6 of this issue of THE COMMERCIAL JOURNAL will be found an announcement concerning Chinese sugars. It is needless to state that the announcement is an advertisement. It does not read like news. For years the same objection has been raised against unrefined sugar; and doubtless the analysis of Professor Cameron, of Dublin, applies with as much force to unrefined sugar in Canada as it does in China. The process by which sugar is refined is nearly the same in Hong Kong as it is in Vancouver. There is nothing in the analysis that should deter the people of Canada from using the Chinese article. Further, it is nonsense to suppose that the Hong Kong refiners would permit men suffering from leprosy to handle their sugar.

No doubt great consideration should be made for a home industry, but the employment of half-a-dozen Chinese more or less either in British Columbia or China cuts no figure.

HUDSON BAY CO'S FURS.

During the last four years respectively the following fur skins were received at and distributed from the Hudson Bay Company's warehouse in Montreal:

	1887.	1888.	1889.	1890.
Bear	1,399	2,223	2,037	1,900
Beaver	22,848	22,174	18,787	20,000
Fisher	1,498	1,120	1,377	1,500
Ermine				1,000
Fox	669	756	1,150	1,900
Lynx	2,655	3,830	4,107	4,400
Marten	19,261	18,066	16,708	17,000
Mink	10,002	7,757	6,420	7,000
Mus-quash	81,103	75,572	55,285	72,000
Otter	2,768	2,550	3,010	3,000
Skunk	228	420	478	600
Wolverine	21	24	27	30
Wolf				16

Total 142,157 133,714 109,380 130,346

The figures themselves afford sufficient for those who are in any way posted to form their own conclusions as to the prospects of the fur trade of the future.

DECISIONS IN COMMERCIAL LAW.

Gaerdes vs. Bucknam. This was an action brought by John H. Gaerdes against Capt. S. W. Bucknam to recover amount due on "advance notes" made by Capt. Bucknam in favor of Dalton and others and by them endorsed to the plaintiff. These notes were as follows: "Five days after the final sailing of the British schooner 'Ariel' from Royal Roads, pay to the order of—the sum of—dollars, being an advance of wages, provided he proceeds to sea in said vessel."

Signed S. W. BUCKNAM.

These notes were to the plaintiff indorsed by the respective parties. Three days after sailing, the said schooner was wrecked and the voyage abandoned, and as the amounts had not been earned by the sailors, the defendant refused to pay the said notes.

His Lordship, the Chief Justice, Sir Matthew Baillie Begbie, after argument on both sides, held that the plaintiff was not entitled to recover and accordingly delivered judgment in favor of the defendant.

EXHIBITIONS.

This week there is being held a number of exhibitions under the auspices of the different agricultural societies. Among them that at New Westminster stands forward very prominently, and between it and that of Victoria, next week, there will be a generous rivalry for excellence of products and number of exhibits. On Saturday, the Cowichan Society hold their annual display at Duncan's, and shortly thereafter the Saanich show should come along. The benefits which have been derived from these shows are abundantly manifest in the improved stock, products, implements and agricultural surroundings that are to be found on all hands. There can be no question about it that it would be to the general benefit were there some kind of a permanent display at some central point, say Victoria, for instance, where the products of all parts of the Province might be centred and where resident farmers could be posted as to what is actually doing in their own line.

The Provincial Museum, at James Bay, has done good service, and, were it enlarged so as to include the articles of which we speak, or a separate establishment were inaugurated for the object here specially referred to, the advantages could not fail to be immense. The fact of the Dominion Government having inaugurated an experimental farm at Agassiz is a pledge that they are prepared to do their duty in this respect and were our own people and the Provincial Government to take vigorous action, success would be assured. In this connection, it might be well to state that during his recent visit to this Province, Professor Saunders of the Agricultural Department at Ottawa, made arrangements with the director of the Agassiz farm to visit as many of the British Columbia fairs as possible to secure samples of grain products shown, ascertain all particulars regarding them, and to pursue the same course next season, in order that there might be a fair representation of what the province is capable of and prevent all possibility of saying that there is anything exceptional in any one year. It is hoped that the shows of which we speak will materially contribute to the collection. These samples will, it is said, be gathered in lots of 50 pounds, and stored at Ottawa, and from them selections will be made to be forwarded to the Royal Agricultural Show in England and exhibitions elsewhere abroad.

RAILWAY AND STEAMBOAT.

The deputation from the Board of Trade which waited on the Messrs. Dunsmuir, on Friday last, discussed with those gentlemen, among other matters, improved railway and steamboat connection with Comox, and also more favorable rates of freight. These matters were talked over with a considerable amount of fullness and frankness, the feeling after the discussion had been concluded, being that the Government ought to subsidize the steamboat service, the traffic now being done being insufficient to make the route a source of profit. We must all be aware

that the objects of such enterprises are not philanthropic, though indirectly they do a considerable amount of work that may fairly be classed in that category. To any one it will be readily apparent how small is the subsidy \$1,500 per annum paid for the carriage of H. M. mails by railway and steamboat, and it may have surprised some to have the hard figures laid before them so conclusively proving that the rates for freight and passengers compare in a remarkably favorable manner with those of any line on the continent. Moreover, the fact must not be lost sight of that the E. & N. Railway is not a through line, almost its entire business being transacted between local points, whereas, it is the through traffic upon which the great continental lines so much depend. For the present it would appear that no improved service can be expected unless more encouragement is offered by way of increased trade or augmented subsidy, the latter of which it would be well for the Board of Trade to advocate and impress upon the authorities.

THE CANADIAN ROUTE.

In view of the importance which has been attached to recent diplomatic communications and the personal relations of certain of the European sovereigns, together with a British Naval display made somewhat ostentatiously in the vicinity of the Dardanelles and Black Sea, the old Eastern question which has perplexed so many statesmen again looms up. When the Franco-German war broke out, Russia gave notice that she would not be bound by the treaty which excluded her fleet from the Black Sea. This was conceded by the powers, but the right to pass these war ships through the Dardanelles was denied. Russia has, however, with the connivance and consent of Turkey, lately sent armed war ships through the straits and now arises the question of what the powers are going to do about it?

When the Crimean war was fought, Great Britain's highway to India was the stake which she had. She has now the all water route via the Suez Canal whose security Russia may jeopardise unless her advances be resisted. Russia has, however, been getting towards India as fast as it has been possible to carry on railway construction, so that some day it may happen that the issue between these two nations may have to be fought out in India itself. In view of this consideration, it is, as we have previously said, well to remember the part that Canada may have to play is not an unimportant one. As concerns shortness of distance, the route from China and Japan via the C. P. steamships, C. P. Railway and across the Atlantic Ocean is twelve days shorter than that by the Suez Canal. Naturally the subject is attracting much attention abroad and no less an influential exponent of public opinion in the Mother Land than the London Times recently declared that the route across the American continent ought to be entirely through British territory. The railway communication necessary already exists, but a rapid line of Atlantic steamers in connection with it is a question of money.

It is suggested that an experimental mail should be sent from England to Japan and China, by way of Canada, to ascertain

whether the superiority of this route in point of time can be maintained both ways, the recent rapid service of twenty-one days from Japan to Great Britain via the C. P. R. and New York having demonstrated what can be done with the service one way. It is admitted that for the carrying of troops and munitions of war the Canadian route is superior to any other, and, therefore, the people of this country have to congratulate themselves upon the importance to the world of Canada as a national highway, which, besides improving their status as a country, must be a source of pecuniary benefit.

EDITORIAL NOTES.

THE people of Tacoma will have an opportunity of seeing the celebrated whale-back steamer, Charles W. Wetmore, before long. Last week she was at Philadelphia, completing her cargo, preparatory to sailing for Tacoma.

ALTHOUGH not altogether unexpected, the decease of Mr. A. A. Green, of the well known banking and financial firm of Gareschie, Green & Co., Victoria, will be a shock to many who, knowing him and the qualities of which he was possessed, recognize that a man has been removed who, as long as his health permitted, made his mark in business circles. Mr. Green was sick for a considerable time and lingered for many months without hope of recovery.

THE marked decrease in British trade for the month of August—a falling off in exports of £2,150,000—it appears is due to the decline in the tin-plate and textile trades. These, as has been previously noted, are suffering severely from the effects of the recent high tariffs of foreign nations. These are not the only manufacturing industries of Great Britain which are now in a depressed condition, and all because of the imposts aimed especially at Great Britain. It would not be surprising, therefore, as a correspondent of THE COMMERCIAL JOURNAL remarked a few weeks ago, if the commercial question were forced prominently to the front at the next general election.

THE Canadian Trade Review, of Montreal, remarks that "English capital seems to be readily finding its way to British Columbia. Besides the purchase of the canning establishments, which has proved very profitable to English investors, and other recent sales of properties there to British syndicates, it is reported that the Wellington collieries, the property of R. Dunsmuir & Sons, will be purchased by English capitalists." There are ample opportunities for British men of money to profitably invest their capital in enterprises others than those specially named. Our railroads and our mines would be found, while affording abundant security, to present prospects that are almost unrivalled. The cattle and fruit-growing industries have most promising futures before them; all we want and all which they require being men of enterprise and financial resource to take them up and develop them. It is satisfactory to know that so much attention is being directed this way, since the more that is known regarding us the better we are thought of.

THE SEALING FLEET—VESSELS IN PORT.

VICTORIA.

ARRIVED.	NAME.	TONNAGE.	AGENT OR OWNERS.
July 14	Muggle Mac	71	R. P. Ritch & Co. (Limited)
July 27	Amoko	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. Palmt	82	Robert Irving
July 29	Mary Ellen	69	Capt. Victor Jacobson
August 1	Thisle, (steamer)	147	M. Munson
August 1	Sen 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. B. Jones
August 28	Labrador	30	Stevenson
August 29	Mary Taylor	43	Carnie & Munsie
August 29	Mountain Chief	16	Nawassan
August 29	Rosie Olsen	39	Andrew Gray
August 30	Carlotta G. Cox	76	E. H. Marvin & Co.
August 30	Annie C. Moore	113	C. Hackett
August 30	Geneva	92	Hull, Goepel & Co.
August 31	Borealis	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	Umbria	98	J. W. Peppett
September 14	City of San Diego	46	Carnie & Munsie
September 15	Viva	93	Carnie & Munsie
September 17	Pioneer	66	Carnie & Munsie
September 17	Wanderer	25	Harry Paxton
September 17	Venture	48	Morris Moss
September 18	Favorite		Chas. Spring

VANCOUVER.

.....	Eliza Edwards	37	Pacific Trading and Navigation Co
.....	Vancouver Belle	73	Vancouver Shipbuilding, S. & T. Co.
.....	C. D. Rand	52	B. I. Sealing and Trading Co.
August 29	Beatrice	49	C. G. Doering

MANIFEST TO ARRIVE.

Wanlock, 745 tons, C. R. Cooper, master, sailed May 12, 1891, from London to Victoria, Turner, Beeton & Co., consignees: 100 cs order; 21 crates, R P Rithet & Co; 2 qr csks, 50 cs, Fell & Co; 100 cs, H Saunders; 50 cs B Gordon; 25 cs A B Gray & Co; 15 cs Langley & Co; 20 cs, order; 32 bales, M W Waitt & Co; 160 csks, Naval storekeeper; 43 cs Fell & Co; 27 cs, 1 qr csk, B Gordon; 102 cs, order; 50 cs, Fell & Co; 30 cs, H Saunders; 40 csks, order; 4 qr csks, 110 cs, H Saunders; 5 cs, G A McTavish; 50 cs, order; 10 cs, 10 cs, order; 100 cs, Turner, Beeton & Co; 2 vats, 3 hhds, 40 octaves, 1 cs, Boucherat & Co; 5 hhds, B Gordon; 4 qr csks, 198 cs, Crosse & Blackwell's goods, order; 100 cs, S Leiser; 1,120 sash weights, order; 1 cs, J E Oliver; 4 qr csks, 4 csks, B Gordon, 2 csks, H Saunders; 10 csks, 9 cs, 5 csks, 1 csk, 1 drum, T Shotbolt, 50 cs C P R Co; 2 csks, 3 bales, Capt Irving; 300 cs, Boucherat & Co; 4 qr csks, Dixie H Ross & Co; 100 cs, order; 1 cs, H C Robinson; 222 cs, Royal City Planing Mills; 2 tanks, 20 cs, 40 ca, 1 cs, Cowan & Wilson; 276 cs, 20 tanks, 3 octaves, 000 bxs, J H Turner; 120 drums, Boucherat & Co; 14 iron chains, order; 96 pkgs, 1,000 bxs, Cowan & Wilson; 1,000 csks, 150 csks, 3,980 sashweights, 20 bbls, 20,000 fire bricks, 100 tons pig iron, Turner, Beeton & Co; 2 cs, N P Snowden, 305 cs, 5 hhds, Geo Powell & Co, 51 cs, J D Rae; 142 cs H Saunders; 26 cs, Baker Bros & Co; 61 cs Fell & Co, 1 bale, C Russell & McDonald; 6 bales, R Lettice; 3 hhls, Turner, Beeton & Co, 5 csks, Geo Powell & Co; 10 crates, T B L; 4 csks, McLennan & McFeely; 1 csk, J K Worsfold; 1 crate, 1 tank, 14 cs, Turner, Beeton & Co; 3 cs, A Vidler, 2 baths, 1 cs, Grolls, Braden & Stamford; 2 pkgs, C Rouvorthy;

5 cs, H Saunders; 4 qr csks, 2 octaves, 75 cs, 10 octaves, Turner, Beeton & Co; 1 cs, 1 pkg, 24 cs, C Morley; 100 cs, 27 csks, Turner, Beeton & Co; 100 cs, A B Gray & Co; 250 cs, Boucherat & Co; 500 csks, order; 15 hhds, Boucherat & Co; 6 qr csks, A B Gray & Co; 345 csks, order; 17 cs, 1 hhd, D R Harris; 2 rolls, 1 keg, 19 csks, 25 anvils, 1 csk, 85 bxs, 7 lengths, 128 grindstones, 1,350 sashweights, 2 bags, 681 bars, 890 bars, 124 bbls, 61 bbls, E G Prtor & Co; 40 tons coal, order;

ESQUIMALT.

25 cs, 1 qr csk, 161 csks, Naval store-keeper.

INSOLVENCY LEGISLATION.

The *Canadian Gazette* published in London in the interests of the Dominion, refers regretfully to the fact that this session of the Dominion Parliament is not to inaugurate any legislation on the important subject of Insolvency. That journal refers to difficulties which seem to exist as to the respective jurisdictions of the Dominion and Provincial Legislatures. There might be a cause of difficulty in regard to many of the subjects respecting which these Legislatures sometimes come into contact, but in so far as concerns that of Insolvency and Bankruptcy there can be little difficulty, as the British North America Act of 1867, by section 91, declares that the exclusive legislative authority of the Parliament of Canada extends to all matters coming within the classes of subjects next therein enumerated. On reference to those subjects we find "Bankruptcy and Insolvency," so that there need be little difficulty in regard to these subjects, provided the constitution of the Provincial courts is not interfered with. By section 92 of the same Act it is provided that the

administration of justice in the Province, including the constitution, maintenance and organization of Provincial Courts, both of civil and criminal jurisdiction, and including procedure in civil matters in those courts is the exclusive right of the Provincial Legislatures. An Insolvent Act may be so framed as not to interfere with the right of the provincial legislatures, and no man in the present House of Commons knows better than the Honorable Mr. Abbott how such a bill, to be effective and operative, should be drawn. We, therefore, reproduce with pleasure the article referred to. The *Canadian Gazette* says: "It seems that, after all, there is to be no insolvency legislation during the current session of the Dominion Parliament. On many grounds, this is to be sincerely regretted. The laws of the several provinces so clash as to leave the trader and particularly the British trader, in considerable doubt and difficulty, especially in regard to the preferential assignments which are permitted to take place under some of the Provincial statutes. No doubt the question is full of difficulty, especially seeing the doubt which still seems to exist as to the respective jurisdiction of the Dominion and Provincial Legislatures. But the matter is too important to Canadian commerce to be neglected much longer, and we hope the Dominion Ministry will listen to the appeal which is made in the *Shareholder* of Montreal, and endeavor to elicit the views of authorities in all parts of Canada as to the necessary changes in the law. The Dominion Government is sending out a series of queries in regard to the revision and consolidation of the criminal laws of Canada, and this precedent might be followed in the case of insolvency legislation."

—The Shareholder.

RUSSIA'S BID FOR WAR.

Emperor William, of Germany, says that war is to be expected; but the observation hasn't as yet affected European markets, because every one knows that war is always expected in Europe just so long as five or six millions of able bodied men are kept in perfect drill and liable to shoot for some very trivial cause. The immediate occasion of the Emperor's remark, however, is the Franco-Russian implied alliance, the subjection of the Porte to the Russian machinations to have an open waterway to the Mediterranean, and the uncertainty as to England's action. It has always been England's policy to keep the outlet from the Black Sea to the Mediterranean, closed to Russian naval operations. But the same old treaty of Paris required Russia to keep no navy in the Black Sea. Russia has now a big naval establishment there and England and the other powers have done nothing to prevent it. But the transportation of munitions of war through the Bosphorus and Dardanelles brings the Russian audacity too close to Egypt for England's comfort. In the Russo-Turkish war of 1877-78, England sent a squadron up the Dardanelles against the protest of Turkey, and so violated the treaties herself.

It is, after all, only a question of power. If Russia feels able, she will fulfil her desire of two centuries and occupy Constantinople, so nearly acquired in 1878.

COMMERCIAL LAW.

GROUNDING OR STRANDING UNDER LLOYD'S POLICY.

(Liverpool Journal of Commerce.)

Judges Day and Lawrence, in the Queen's Bench Division, gave judgment on a point relating to grounding (the steamship Auckland Castle, Mordey, Jones & Co., v. the Great Britain Steamship Small Damage Indemnity Association, Limited). The steamer was insured by Messrs. Mordey, Jones & Co., for twelve months from February 20, 1888, to February 20, 1889, to secure indemnification against small damages, and subject to the rules endorsed upon the policy. Rule 2 provided that (a) all steamers entered in this association shall be deemed to be fully insured either by the usual form of Lloyd's policy warranted free of particular average under 3 per cent., unless stranded, sunk, or burnt, and (or) (b) by policies effected with Mutual Marine Insurance Associations." On November 25, 1888, the Auckland Castle grounded at Bilbao, and incurred damage in respect to which Messrs. Mordey, Jones & Co. made a claim against the association, which was rejected on the ground that the Lloyd's policies by which the ship was insured at the time the grounding occurred were not in the usual form of Lloyd's policies within the meaning of the rules of the association; but by an agreement dated March 8, 1890, the matters in dispute were referred to arbitration under the 13th rule of the said association. The ship was insured for £1,000 by mutual insurance clubs, and for £10,000 under Lloyd's policies by various insurance corporations and indemnity members of Lloyd's Attached to £9,500 of Lloyd's policies a slip was gummed to them reciting the clause "1888 clauses," and the grounding clause therein was worded as follows:—Grounding in the Suez Canal or in the rivers Parana, Danube, Demerara, Bilbao or on the Yenikale or Bilbao bars shall not be deemed to be a stranding." Mutual marine insurance clubs had a clause to the same effect; and the policy for £1,000, issued by the association which insured the Auckland Castle, had that clause in it. The arbitrators found, from evidence of brokers and underwriters in London, that at the date when the Auckland Castle was insured, and throughout the year of membership, about 40 per cent. of Lloyd's policies had the "Grounding Clause" attached. That clause is not, however, in the statutory form prescribed by schedule to the Act of 1867, 30 Vic., cap. 23. This construction of the policy was objected to on behalf of the association on the plea that rule 2 (a) of the rules of the association expressly provided that where the insurances in hull were done at Lloyd's, or on a Lloyd's form, that they were to be "warranted free from particular average under 3 per cent., unless stranded, sunk or burnt;" and it was contended that the evidence tendered would go to contradict the express terms of the contract, and to import a qualification on the word "stranded" in the clauses which it was expressly agreed should be deemed to be inserted in the policies on hull. But the arbitrators took a different view of construing the clause,

and held that though the majority of policies had the grounding clause attached it was customary to specially stipulate for its embodiment. Or, in other words, the "1888 clause" was left open for adoption. Admitting that the clause were not compulsory, it was argued that according to policies issued by Mutual Marine Insurance Associations a grounding at Bilbao would not be a stranding within the meaning of such policies; that if the steamer had, in fact, been wholly insured in Mutual Marine Associations, the Great Britain Steamship Small Damage Association would have been liable under the policy in question: and that, in fact, the association had paid the proportion of Messrs. Mordey, Jones & Co's claim appertaining to the £1,000 of insurance which was affected with Mutual Marine Insurance Associations. There was, however, a further liability for small damage, and the association (defendants) disclaimed their liability for that percentage. The Court ruled that the policy which gave rise to the action was not an ordinary Lloyd's policy, and judgment was entered against the plaintiffs. This action is remarkable for divergencies between Lloyd's, the Mutual Insurance Associations and the small damage societies. The decision turned on the fact that when a Lloyd's policy is agreed upon it implies that the ordinary printed form contains the terms of contract, and that the many outside clauses, which may or may not be accepted, do not govern the conditions. With respect to the stranding clause, we may refer to pages 124 and 146, "Shipping and Commercial Hints." Lord Tenterden, in *Wells vs. Hopwood*, laid down a precept which has been acted upon. His lordship held that, "when a vessel takes the ground in the ordinary and usual course of navigation and management in a tidal river or harbor, upon the ebbing of the tide, or from natural deficiency of water, so that she may float again upon the flow of tide or increase of water, such an event shall not be considered a stranding within the memorandum." Chief Justice Tindal defined stranding, as distinguished from common grounding, as consisting of accident from extraneous cause. A heavy swell setting into a dock and carrying away hawsers and thus casting a ship adrift, or the violence of the elements driving a vessel on to the ground, would be treated as extraneous. This subject cannot, however, be exhaustively disposed of unless the negligence clause is spoken of; but we confine our remarks to the signification of an ordinary Lloyd's policy, and not to all the superfluities.

HE MADE THE SALE.

"Have you got any buff trimming to go with this stuff?" asked a flashily-dressed woman of an assistant in a large draper's near Regent street the other day. "I think so, miss," answered the polite young man, taking down a piece of goods and spreading it on the counter. "Buff! Do you call that buff?" exclaimed the woman. "That's too dark for a buff." "But, miss, that is—" "It's too dark! I can see it it." "Why, of course it's dark, madame," persisted the man. "It's blind-man's buff—the new shade, you see." He sold the goods.

SACRIFICE THE SLOW SELLERS.

The dealer should not let his money be locked up in unsalable goods on his shelves or in drawers. It is well to keep up prices so as to make fair profits, but rather than carry over goods from one season to another he should mark them down in time and make the proper effort to sell them. Goods out of fashion are out of date, and the quicker they are disposed of the less will be the loss. It is far better to meet the loss on stock of that character at first than a greater one later on. Money put in goods having a ready sale is like money out at compound interest—it soon doubles up.—*Herald of Trade and Grocer.*

TIMBER.

The lumber market is beginning to assume more activity, and a rise has occurred this week on spruce, 10s. per standard being the advance at Liverpool, where there has been a great run on white wood recently, and where stocks are abnormally low. Smaller shipments were being not long since advised; now there is an amount of grumbling at the emptiness of the decks and the breadth of quay unoccupied, while the drain from pile continues. In London, auctions have been small and thinly attended, and the prices realized have been anything but cheering, a lot of stuff going at what must be a loss after charges paid. All over the country reports are of prospective good trade with improved weather and a fair autumn business may be looked for.—*Montreal Trade Bulletin.*

VICTORIA IMPORTS.

The returns of stock imported into British Columbia at this port for the half-year ending June 30 were:

	Sheep.	Horses.
January.....	1,390	9
February.....	2,756	18
March.....	1,985	72
April.....	2,502	78
May.....	4,000	71
June.....	154	23
Total.....	12,787	276

For the months of July and August the returns were:

	Sheep.	Horses.
July.....	3,132	72
August.....	3,790	63
Total.....	6,892	135

A large number of the sheep imported were distributed throughout the Province. The horses imported were of a superior class, and will be used for draught purposes.

A decision has been rendered by Chief Justice McDonald, of Nova Scotia, in the case of the Farmers' Loan and Trust Co. vs. the Nova Scotia Central railway, ordering the foreclosure and sale of the road. The road was originated and constructed by New York and Boston capitalists who put \$400,000 into the undertaking. The Dominion and Provincial Governments gave \$700,000 in subsidies and \$400,000 was advanced by the Halifax Banking Company upon bonds for which the Farmers' Loan and Trust Company are trustees. The foreclosure by the bond holders will give them the road at a nominal figure, and the Americans who put their money into it stand a chance to lose every dollar.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1890-91.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Wanlock	745	Cooper	Sept 17	Victoria	London	11,000		Feb 27
Br ship	Titania	879	Norman	Nov 19	A Westminster	London	34,017		May 24
Br bark	Menock	787	Robertson	Dec 18	Victoria	Liverpool	30,892		May 17
Br bark	Brodlek Bay	753	Wakeman	Dec 22	Victoria	London	32,000		May 7
Br ship	Melville Island	1429	Ritchie	Jan 19	B Tacoma	London	42,138		June 17
Am ship	Henry Villard	1553	Perkins	Feb 3	Victoria	London	65,318		June 17
Br bark	Irvine	655	Jones	April 20	Victoria	Liverpool	28,311		
Br ship	Serica	913	Smythe		Victoria	London			
Br bark	Callao	978	James		Victoria	Liverpool			
Br bark	Lebu	726	Worrall		Victoria	Liverpool			

A—Sailed from Victoria Nov. 21. B—Sailed from Port Townsend Jan. 19.

BRITISH COLUMBIA LUMBER FLEET 1891.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	RATE.	ARRIVED.
Br ship	Stamboul	1218	Weston	Jan 3	Vancouver	Callao	960,300 \$	9,000	50s	April 2
Chil bark	India	953	Funke	Feb 1	Moodyville	Valparaiso	751,396	8,318	65s	April 20
Br bark	Nineveh	1174	Broadfoot	Feb 28	Vancouver	Sydney	A 855,352	9,315	owners ac	April 24
Br bark	Formosa	915	Kain	Mar 24	Vancouver	Arica	B 744,000	6,000	55s	July 5
Am bkt	Catharine Sudden	368	Thompson	Mar 31	Moodyville	Tientsin	C 427,539	5,177	75s	Gal June 19
Am ship	Geo F Manson	1333	Crump	May 14	Moodyville	Sydney	D 868,151	9,752	55s	Aug 5
Br ss	Eton	1746	Newcomb	May 15	Moodyville	Port Pirie	E 1,765,714	15,881	Private	June 26
Am sch	Olga	478	Atwood	May 22	Moodyville	Shanghai	F 531,133	5,990	65s	Aug 7
Am sch	Golden Shore	961	Henderson	June 3	Moodyville	Sydney	F 790,638	8,063	55s	Aug 7
Br ship	Forest King	1602	Morris	June 3	Vancouver	Callao	F 1,224,816	14,224	47s	Gal
Am ship	Exporter	1312	Kezer	June 7	Vancouver	Melbourne	G 509,132	8,892	65s	
Am bark	Spartan	749	Anderson	June 14	Vancouver	Melbourne	H 562,000	5,276	60s	
Am bark	Hesper	661	Sodergren	July 4	Moodyville	Shanghai	I 688,514	8,365	62s	Gal Aug 27
Swed bark	Svea	603	Afzelius	July 5	Vancouver	Callao	J 438,913	4,709	47s	Gal
Am ship	Great Admiral	1167	Rowell	July 18	Vancouver	Melbourne	K 919,356	8,716	65s	Gal
Chil bark	Luisa Marta	715	Meyer	July 19	Westminster	Sydney	L 454,780		52s	Gal
Chil bark	Leonor	801	Harken	July 22	Westminster	Melbourne	M 628,000		60s	
Nor bark	Borghild	757	Haugeland	July 25	Vancouver	Melbourne	N 561,556	6,000	65s	
Br ship	Duke of Abercorn	1066	McDougall	July 29	Vancouver	Adelphi	O 688,363	8,213	62s	Gal
Ger bark	Cassandra	733	Stehr	July 31	Vancouver	Iquique	P 545,619	6,917	47s	Gal
Br ship	Leading Wind	1280	S B Savory	Aug 6	Moodyville	Melbourne	Q 763,443	8,430	60s	
Chil bark	Antonicetta	966	Stack	Aug 8	Moodyville	Valparaiso	R 643,244	9,681	owners ac	
Br bark	Orlovic	825	Austin	Aug 9	Vancouver	Callao	S 1,200,419	11,865	owners ac	
Chil ship	Hedonstan	1543	Welsh	Aug 14	Moodyville	Valparaiso	T 1,011,172	12,214	50s	
Br bark	H B Cann	1259	Foot	Aug 24	Moodyville	Sydney	U 960,251	8,777	50s	
Nor ship	Saga	1113	Aftedal	Sept. 3	Moodyville	Sydney			65s	
Nor bark	Lotos	718	Salvesen		Vancouver	Melbourne			owners ac	
Per bark	Pisagua	980	Benvenuto		Moodyville	Pisagua			52s	Gal
Am bark	Newsboy	559	Johnson		Westminster	Sydney			Private	
Nor ss	H. W. Jarlsberg	1938	Hugue		Moodyville	Port Pirie			52s	Gal
Chil ship	Emma Louise	1180	Besseco		Moodyville	Valparaiso			57s	Gal
Br bark	Alfred Hawley	412	Llewellyn		Westminster	Port Pirie				

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 37,714 feet rough lumber, 39,968 feet dressed lumber, and 387 bundles laths. D—Composed of 23,355 feet dressed and 84,799 feet rough. Also 22,916 feet pickets and 231,210 feet laths. E—Also 2,875 bundles laths. F—Composed of 1,144,236 feet rough, 80,560 feet t & g flooring, 21,000 feet box shooks, 15,000 boxes. G—Also 1,678 bundles pickets, 1,446 bundles laths. H—Also 1,715 bundles laths. I—Also 68,978 feet t & g flooring. J—17,039 feet is on deck. K—Of which 78,615 feet is on deck, also 11,925 feet pickets, and 2,691 bundles laths. L—Also 3,116 bundles laths. M—Also 1,053 bundles laths, and 463 bundles pickets; deck load 72,632 feet. N—Also 90,411 feet dressed, 2,458 bundles pickets, and 1,131 bundles laths. O—Comprising 182,658 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 454,356 feet rough and 123,304 feet flooring, deck load 53,229 feet rough. S—Also 2,001 bundles laths, deck load 106,197 feet. T—Also 2,153 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.

PROVINCIAL TRADE NOTES.

W. J. Macaulay has left for Chili, on business.

Wm. Tufts & Son, manufacturers' agents and general commission agents, have opened an office in Victoria.

The Canadian Pacific Railway Co. have leased the corner store of the Five Sisters' Block, and will have the same elegantly fitted up.

"The British Columbia Fishing and Trading Company, (Limited Liability)," has been incorporated under the Companies' Act, with a capital of \$100,000, divided into 2,000 shares of \$50 each. Silas Fader, Alfred W. Wright and Albert Fader are the trustees and the head office of the company is in the city of Vancouver.

Last year, the assessment of the City of Victoria amounted to \$9,538,000. This year, it amounts to \$17,500,000.

At Warner's wharf, Mr. H. R. Foote has the frame up for a new steamer for the San Juan Fishing Co. The machinery, including 16 h. p. engine, has been manufactured by the John Doty Co., of Toronto, and is now en route west.

The Oriental Traders' Company of Vancouver, will shortly open a warehouse in Toronto, where they already have an agent, which will be the distributing point for their trade in the eastern provinces. They also contemplate establishing a branch warehouse in Victoria, which is deemed necessary to secure the advantages of shipping by the Upton Steamship Line to and from the Orient.

President Cornwall, of the Bellingham Bay and British Columbia Railway, has gone to Montreal. It is said the object of his trip is to sell his road to the C. P. R.

The Yosemite, Tuesday morning, carried away two carloads of sealskins for London, from Messrs. John L. Penney and M. Moss, comprising about 4,000 skins.

The memorandum of association of "The Royal Canadian Packing Company, Limited Liability," has been filed. The principal place of business of this company is at Claxton, on the Skeena River, and the capital stock is \$100,000, divided into 1,000 shares of \$100 each. The objects of the company are to carry on lumbering, fish packing and oil manufacturing and re-fining. John Alexander Carthew, Roderick Finlayson and William Daiby are the trustees for the first three months.

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	Wanlock	745	Cooper	May 12.	B London.	Victoria.	Turner, Beeton & Co.	133
Br bark	City of Carlisle.	823	Kendall	June 13	C Liverpool	Victoria	R. P. Rithet & Co. (Limited)	101
Br ship	Titania	879	T W Selby	July 16	D London	B. C. Ports	H. B. Co. and Bell-Irving & Paterson	68
Br bark	Glenbervie	800	Groundwater	August 19	London	Victoria	R. P. Rithet & Co. (Limited)	34
Br ss	Empress of China	3063	A Tillett	July 15.	E Liverpool	Vancouver	Canadian Pacific Railway Company	69
Br bark	Lizzie Bell	1036	Adam		F Liverpool	Victoria	R. P. Rithet & Co. (Limited)	
Br ship.	Hoddesay Bay.	750	Partridge	April 30.	G Glasgow	B. C. Ports	Jas. Crawford	145
Br bark.	Noddleburn.	1053	Hull	May 18.	H Glasgow	Westminster.	D. McGillivray	127
Br bark	Argyleshire	1208	LePugo		I Glasgow	Victoria		
Br bark.	Hawthornbank.	928	Porter.	August 3.	J Java	Vancouver		50
Chil bark.	India.	953	Funke.		L Valparaiso	Moodyville.	Moodyville Sawmill Company	
Coer bark.	Katinka.	816	Kohler	May 13	M Rio Janeiro	Moodyville.	Moodyville Sawmill Company	
Nor bark	Flora.	766	Anderson		N San Pedro.	Vancouver.	Hastings Sawmill	132
Am bark.	Colorado.	1033	Gibson	July 25.	P New York	Chicamias.	Victoria Lumber and Manufacturing Co	60
Am ship	Benjamin Sewell.	1361	Sewell.	August 15.	Q Yokohama.	Vancouver.	Canadian Pacific Railway Company	38
Am ship	Hecla	1475	Cotton		R Kobe	Vancouver.	Canadian Pacific Railway Company	
Port bark.	Quiteria.	355	Leite	July 5	S Rio Janeiro	Victoria		79
Chil ship.	Atacama	123			Q Valparaiso	Victoria	Moodyville Sawmill Company	
Br ss	Sussex	1620	Holt		T Hong Kong	Moodyville.	F. C. Davidge & Co	
Br ss	Empress of India	3003	Marshall.		U Hong Kong	Vancouver.	Canadian Pacific Railway Company	
Am bark.	Annie Johnson	897	H. Miller		V Honolulu	Victoria	A. Crawford & Co.	19
Br ss	Landana	683	Hales	September 3.	W Liverpool	Vancouver		39
Br ship	Geo. Thompson.	1128	Barneson	August 20	X Shanghai	Vancouver	Hastings Sawmill	110
Nor bark	Dominion.	1256	Eriksen	June 4.	S Newcastle	Vancouver	Hastings Sawmill	83
Nor bark	Czar	1314	Ch'stopherson	July 1.	T Cardiff.	Vancouver		
Br bark	Sarah.	1142	Greenhalgh		U Manila			
Am sch.	Olga.	478	Atwood.		V Yokohama			

B Passed Dover May 13, passed Portland May 15, spoken May 17. lat. 47 N., long. 7 W., June 9 N. lat., long 27 W.; will be loaded at Victoria by Turner, Beeton & Co., for U K. C—Spoken July 15 lat. 11 N., long. 25 W.; chartered by Robt. Ward & Co. for a return cargo of salmon and naval stores, etc., to London. D Chartered by Bell-Irving & Paterson to load salmon at Fraser River. July 20, passed Torquay. E—Arrived Hong Kong August 22. F—August loading. G—Chartered for salmon to U. K., direct port, 43s 6d. H—Supplies for Westminster water works; spoken May 23, lat 49 lon. 10 W.; May 23, lat. 33 N., long. 15 W. I—On berth. J—Cargo of sugar. L—To load a return cargo to Valparaiso on owners' account. M—Chartered for Melbourne, A. or P. P., rate 62s 6d, option Sydney 52s 6d. N—To load for Melbourne, A. or P. P., rate 62s 6d. P—Cargo of blacksmiths' coal for San Francisco, thence to load lumber. Q To load a return cargo on owner's account. R—To load for Sydney. S—Via San Diego, thence to load for Melbourne, A. or P. P.; spoken Sept. 1, lat. 33.2 N., long. 134.49 W., 81 days out. T—Via Rio Janeiro to load for M., A. or P. P.

SHIPPING INTELLIGENCE.

The American bark Memnon, 849 tons, Capt. Anderson, sailed from Honolulu Sept. 11 for Nanaimo.

The American schooner Olga, 478 tons, Capt. Atwood, which cleared from Moodyville May 22 for Shanghai, is reported on the way from Yokohama to this port.

The British steamship Hounslow, 1,799 tons, Capt. Norman, now on the way from Iquiqui, is expected to arrive this week. She will load coal at Nanaimo for San Diego.

The Norwegian bark Dominion, 1,256 tons, Capt. Eriksen, was spoken Sept. 1 at lat 38 26 N. lon 131.49 W. Nor. bark Dominion, 86 days from Newcastle, for San Diego. She has been chartered to load at Hastings mill for Australia.

The steamship Batavia, 1,628 tons, Capt. Hill, from Hong Kong August 20 arrived in port September 18. She left Kobe on the 30th and Yokohama in September 3. Her cargo consisted of 1,615 tons distributed as follows: Victoria, 205 tons, which comprises 5,815 mats of rice and merchandise and 10 tons for Vancouver and New Westminster; Sound ports, 100 tons, which will be distributed from here; Portland and San Francisco, 450 tons; overland, 650 tons. It is made up of 7,000 packages of tea, a quantity of rice and 550 tons of sundries. After discharging, she goes to Portland and will return here to clear for the Orient.

The British bark Sarah, 1,142 tons, Capt. Greenhalgh, is reported on the berth at Manila for this port.

The American ship Benjamin Sewell, 1,361 tons, from Yokohama August 15 for Vancouver, with a cargo of tea for the Canadian Pacific Railway, is expected to arrive this week.

The British bark City of Carlisle, 823 tons, Capt. Kendall, from Liverpool June 13, for this port, with a general cargo for R. P. Rithet & Co., has been chartered for the return passage to London by Robert Ward & Co. and will be loaded with salmon, naval stores, etc.

The Norwegian steamer, Herman W. Jarlsberg, 1,958 tons, Capt. Hague, sailed from Moodyville September 20, and after coaling, from Nanaimo September 21, for Port Pirie, with a cargo of mining timber for George Wells & Co., of Adelaide, proprs. of the Broken Hill coal mines. The total cargo consisted of 2,043,269 feet, of which 245,806 feet was on deck, and is valued at \$18,330. There is also 51 barrels of salted salmon on board. This is the largest cargo that has ever been shipped from either Burrard Inlet or Puget Sound mills. The steamer Eton which sailed May 15, took the next largest cargo which consisted of 1,765,714 feet—also of mining timber. The Jarlsberg was given the quickest dispatch, the immense cargo having been loaded in 10 working days, and is a most creditable record for the Moodyville Saw mills and the B. C. Pioneer Stevedoring Co.

FREIGHTS.

Lumber freights are extremely nominal, at recent quotations. From Burrard Inlet or Puget Sound to Sydney, 45s to 47s 6d; Melbourne, Adelaide or Port Pirie, 55s to 57s 6d. Grain freights are difficult to quote. Both exporters and ship owners are holding off awaiting developments. From San Francisco, 50s for iron vessels and 45s for wooden for orders for United Kingdom, Havre or Antwerp, are asked. Coal freights: Nanaimo or Departure Bay to San Francisco, \$2.50; to San Diego and San Pedro, \$2.50 to \$2.75.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending September 19th:

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
13-	Mogul, ss., Port Townsend	46
18-	Remus, ss., San Francisco	4,062
19-	Montserrat, ss., San Francisco	1,336
Total		5,644

The Chilean ship Pisagua, 880 tons, Capt. Benvenuto, has completed her cargo of lumber at the Moodyville Sawmill, and will clear for Pisagua, Chili, this week. While in port she has been generally overhauled and refitted.

The British ship Serica, now on the berth loading salmon for London, will complete her cargo shortly after the arrival of the Islander from the Northern canneries. The British bark Callao, for Liverpool, will complete loading by the end of the month.

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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.

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

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

Mill Supplies always on hand.

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SCOTCH HOUSE,
1 FORT STREET, VICTORIA, B. C.

COLONIAL

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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.
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THE WAVERLEY HOTEL,

Cor. Seymour and Georgia Sts.,
Close to New Opera House, VANCOUVER,
PRIVATE AND FAMILY HOTEL.
Choice Wines, Etc. JOHN WHITTY, Propr.

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London, England.

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Accident Insurance Co. of North America.

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Insurance Agents.

Commission - Brokers.

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Booksellers and Stationers

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The Original and only One Price

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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-
cate of a Lloyd's Agent.
LLOYD'S, London, February, 1891.

Esquimalt & Nanaimo R'y

TIME TABLE NO. 13,
To take effect at 8.00 a.m. on Saturday,
May 9th, 1890. Trains run on Pa-
cific Standard Time.

GOING SOUTH READ UP		STATIONS		GOING NORTH HEAD DOWN	
No. 3 Passenger Saturdays Mondays	No. 1 Passenger Daily	VICTORIA	RUSSELL'S VIC. W.	No. 4 Passenger Saturdays Mondays	No. 2 Passenger Daily
Ar 6.58	Ar 12.24	VICTORIA	RUSSELL'S VIC. W.	De 3.30 P.M.	De 8.00 A.M.
" 6.54	" 12.20	ESQUIMALT	ESQUIMALT	" 3.34	" 8.04
" 6.41	" 12.10 P.M.	GOLDSTREAM	GOLDSTREAM	" 4.00	" 8.30
" 6.10	" 11.45	SHAWNIGAN L.	SHAWNIGAN L.	" 5.04	" 9.34
" 5.24	" 10.50	COBBLE HILL	COBBLE HILL	" 5.14	" 9.44
" 5.14	" 10.40	MCPHERSON'S	MCPHERSON'S	" 5.29	" 9.57
" 4.40	" 10.27	KOKSILAH	KOKSILAH	" 5.39	" 10.07
" 4.44	" 10.17	DUNCAN'S	DUNCAN'S	" 5.44	" 10.12
" 4.34	" 10.02	SOMENOS	SOMENOS	" 5.54	" 10.22
" 4.12	" 9.36	CHEMAINUS	CHEMAINUS	" 6.10	" 10.48
" 3.14	De 8.54	NANAIMO	NANAIMO	Ar 11.50	Ar 11.50
" 2.50 P.M.	De 8.25	WELLINGTON	WELLINGTON	De 11.50	De 11.50
	Ar 8.10 A.M.			Ar 12.14 P.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 ordi-
nary 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
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. N. 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 steam
ship makes fortnightly
trips between Vancouver and Portland, via
Victoria, Sound ports and Astoria.

Small steamers and scows always avail-
able for excursion, towing and freighting busi-
ness. Ample storage accommodation on Co's
wharf. Contracts taken. All particulars on
application to office.

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

W. J. PENDRAY,
BRITISH COLUMBIA
SOAP WORKS.

(Established 1875.)

25 + HUMBOLDT + STREET,
VICTORIA, - - B. C.

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Laundry and Toilet Soap,
Extract of Soap,
Sal Soda,
Laundry Blue,
Liquid Blue,
Stove Polish,
Shoe Blacking
and Vinegar.

DEALER IN

CAUSTIC SODA AND ROSIN.
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 West-
minster 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 Land-
ings, 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, Ecol
Uclulet, and Sound ports, the 27th of each
month.

Bute Inlet Route.

Steamer Rainbow leaves every alternate Fri-
day 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 Saw Mill,

(ESTABLISHED 1858.)

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.

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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 3:30 a.m
1:30 p.m. " Pt Townsend " 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 Townsend " 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. " Schome " 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. " Muckelto " 10:45 p.m
12:00 m. " Marysville " 9:30 a.m
2:00 p.m. " Lowell " 8:00 a.m
3:00 p.m. Ar Snohomish " 7:00 a.m

STEAMER EDITH.

Pt Townsend 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 m
6:00 a.m. Ar Pt Townsend " 10:00 a.m

* Daily ex. Sunday. † Daily ex. Saturday.
For further information apply to

C. G. CHANDLER,
G. E. & 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.

THE NANAIMO COAL.

(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL.

(Steam Fuel.)

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, MAN.

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

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OGILVIE'S HUNGARIAN.

OGILVIE'S STRONG BAKERS.

The Sehl-Hastie-Erskine Furniture Co.,

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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.

NANAIMO SAW MILL

Rough and Dressed Lumber,

Shingles, Laths and Pickets,

Doors, Windows and Blinds,

Moulding, Turning, Scroll Sawing,

And all kinds of Wood Finishing.

ALL ORDERS EXECUTED PROMPTLY.

ANDREW HASLAM, PROPR. ;

NANAIMO, B. C.