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WEILER BROS.,

SUCCESSORS TO
JOHN WEILER,
MANUFACTURERS
OF FURNITURE.

LARGEST IMPORTERS IN B. C.

—OF—

CARPETS, LINOLEUMS, GROCERY,
GLASSWARE, WALL PAPER,
CUTLERY AND
HOUSE FURNISHING GOODS
OF EVERY DESCRIPTION.

Call and get our prices, and see our
Large Assortment.

51 TO 55 FORT STREET,
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Cor. Johnson and Government Sts.,

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LOGGERS AND CANNERIES SUPPLIED.

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ENQUIRIES SOLICITED.

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WHOLESALE GROCERS

—AND—

IMPORTERS

—OF—

California - and - Tropical

FRUITS.

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8 & 10 YATES STREET,

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AND HENSHAW,

Manufacturers' Agents & Metal Brokers.

Pig Iron, Bar Iron, Boiler Plates and
Tubes, wrought Iron Pipes, Black and Gal-
vanized Cast Iron Pipes, Canada Plates,
Galvanized Iron, etc., etc.

RAILWAY SUPPLIES.

Sole Agents in B. C.

For Otis Bros., N. Y., and Hale Elevator
Co., Chicago; Spang Chalfant & Co., Pitts-
burg, Wrought Pipes and Tubes; Abbott
& Co., Montreal, Nails, Spikes Bar Iron
etc.

Robt. Mitchell & Co., Montreal.

Brass Goods, Plumbers Supplies,
Gas and Electric Fixtures.

Drummond, McCall & Co., Montreal.

Pig Iron, Bar Iron.

Dusseldorf, Rohren & Eisen Walzwerke,
Dusseldorf Obepbilk, Wrought Iron
Pipes and Tubes.

John Brinton & Co., Kidderminster, Eng.,
Carpets.

John Hare & Co., Bristol, Eng., Linoleums
and Oil Cloths.

C. & J. G. Potter, Darwen, Eng. Wall Paper
Robt. Lamb & Co., Dundee, Jute and
Linen Goods.

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Commission Merchants

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Importers

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H. C. Beeton & Co., 33 Finsbury Circus,
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Indents executed for any description of
European or Canadian Goods.

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NORTH BRITISH AND MERCANTILE
INSURANCE CO., FOR MAINLAND.

BELL-IRVING

& PATERSON

VANCOUVER

SHIPPING AGENTS

Wholesale & Commission Merchants.

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AGENTS FOR THE

North China (Marine) Insurance
Company, Limited.

—

BELL-IRVING, PATERSON & CO.,

NEW WESTMINSTER.

THE BANK OF BRITISH NORTH AMERICA.

Incorporated by Royal Charter.

Paid up Capital... £1,000,000 Stg.
Reserve Fund..... £ 55,000

LONDON OFFICE:

3 CLEMENTS LANE, LOMBARD ST. E. C.

COURT OF DIRECTORS:

J. H. Brodie, E. A. Hoare.
John James Cater, H. J. B. Kendall,
Gaspari Farrer, J. J. Kingsford,
Henry R. 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. STANOE, Inspector.

Branches and Agencies in Canada.

London.	Kingston	Fredericton, N.B.
Brantford.	Ottawa.	Halifax, N.S.
Paris.	Montreal.	Victoria, B.C.
Hamilton.	Quebec.	Vancouver, B.C.
Toronto.	St. John, N.B.	Winnipeg, Man.
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New York—H. Stikeman and F. Brownfield, Agents.
SAN FRANCISCO—W. Lawson and J. C. Welsh, Agents.
LONDON BANKERS—The Bank of England; Messrs. Glyn & Co.
PORTUGAL AGENTS—Liverpool—Bank of Liverpool, Scotland—National Bank of Scotland, (Limited) and branches, Ireland—Provincial Bank of Ireland (Ld) and branches, National Bank, (Limited) and branches, Australia—Union Bank of Australia, New Zealand—Union Bank of Australia, India, China and Japan—Chartered Mercantile Bank of India, London and China—Agra Bank (Limited), West Indies—Colonial Bank, Paris—Messrs. Marechal, Krauss et Cie, Lyons—Credit Lyonnais.

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.

BOARD OF DIRECTORS:

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Hon. G. A. DRUMMOND, Vice-President.
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A. T. Paterson, Esq. W. C. McDonald, Esq.
Hugh McLellan, Esq. Hon. J. J. C. Abbott,
Charles S. Watson, Esq.

E. S. CLOUSTON, General Manager.
A. MACNIDER, Chief Inspector and Superintendent of Branches.
R. V. HEDDEN, Assistant Inspector.
A. B. BUCHANAN, Assistant Supt. of Branches

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Almonte, O	Hamilton, O
Belleville, O	Kingston, O
Brantford, O	Lindsay, O
Brockville, O	London, O
Calgary, N.W.T.	Moncton, N.B.
Charlton, N.B.	New Westminster, B.C.
Chatham, O	St. Mary's, O
Corwall, O	Ottawa, O
Goderich, O	Perth, O
Guelph, O	Peterboro, O
Halifax, N.S.	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.

BANKERS IN GREAT BRITAIN—London, the Bank of England; the Union Bank of London; the London and Westminster Bank, Liverpool, the Bank of Liverpool, Scotland, the British Linen Company and Branches.

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.

BANKERS IN THE UNITED STATES—New York, the Bank of New York, N.B.A., the Merchants' National Bank, Boston, the Merchants' National Bank, Buffalo, Bank of Commerce in Buffalo, San Francisco, the Bank of British Columbia, Portland, Oregon, the Bank of British Columbia, Seattle and Tacoma, Wash., the Bank of British Columbia.

GARESCHÉ, GREEN & CO.,

(ESTABLISHED 1873.)

BANKERS.

Government Street, Victoria, B. C.

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.

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.

CHEAP RATES

— 0 —

DRAFTS ISSUED

On all parts of CANADA, EUROPE and the UNITED STATES at the Cheapest Rates

in the Province.

A. W. MORE & CO.,

EXCHANGE BROKERS,

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.

— 0 —

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

BANK OF BRITISH COLUMBIA

Incorporated By Royal Charter, 1862.

Capital Paid up..... (£800,000) \$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.

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 Blasting Powder. Joseph Kirkman & Son's Gold Medal, Inventious Exhibition, 1883, 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."

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— DEALERS IN —

HARDWARE, BAR IRON, FARM AND MILL MACHINERY MINING SUPPLIES.

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S. E. COR. YATES AND BROAD STS.

TELEPHONE 82. P. O. BOX. 86.

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

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— THE —

Albion Iron Works
COMPANY, [Ld.,]

Engineers, Iron Founders

—AND—

Boiler Makers.

W. F. BULLEN, MANAGER,

P. O. DRAWER 12.

VICTORIA, - - B. C.

Richardson &
Heathorn,
42 YATES ST., VICTORIA.
Importers Agents

—AND—

MANUFACTURERS

P. O. BOX 107.

Proprietors of the

West Bay Saw Mill,
Gambier Island, - - Howe Sound.

Findlay, Durham & Brodie
COMMISSION MERCHANTS

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,
Naas River Fishery,
Windsor Cannery, Skeena River,
Rivers Inlet Cannery,
Victoria Cannery,)
Victoria Saw Mills,) Rivers Inlet.

London Office:
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R. D. Welch & Co., Liverpool

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WHOLESALE * MERCHANTS.
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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.
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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

E. B. MARVIN & CO.,

Ship - Chandlers - and - Commission - Merchants

Importers and Dealers in Paints, Oils, Lime, Plaster, Cement, Tarred and Untarred Papers. Agents for Skidegate Oil.

Cable Address:
MARVIN VICTORIA.

WHARF ST., VICTORIA, B. C.

AMES, HOLDEN & CO., MONTREAL.

THE

AMES, HOLDEN CO.

MANUFACTURERS

AND WHOLESALE DEALERS IN

BOOTS & SHOES

41 LANGLEY STREET,

VICTORIA.

A. C. FLUMMERFELT, Victoria.

JAMES REDMOND, Winnipeg.

ESTABLISHED 1864.

TELEPHONE NO. 55.

A. J. Langley.

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J. N. Henderson.

HEISTERMAN & CO.

Real Estate and Insurance Agents.

FIRE - MARINE - LIFE.

Rents and Interest Collected. Money Loaned. Conveyancing

GENERAL AGENTS FOR BRITISH COLUMBIA

MUTUAL LIFE INSURANCE CO. OF NEW YORK,

Richard A McCurdy, Pres't. (Assets over \$147,000,000.)

TELEPHONE 488.

P. O. BOX 505.

DALBY, BALLENTYNE & CLAXTON,

REAL ESTATE,

Insurance : and : Financial : Brokers.

AGENTS FOR

The Yorkshire Guarantee and Securities Corporation, England.
The Royal Canadian Fire Insurance Company, Montreal.
The British Columbia Fire Insurance Company, Victoria.
64 YATES STREET, VICTORIA, B. C.

LANGLEY & CO.,

ESTABLISHED 1858.

Wholesale Druggists

21 & 23 YATES STREET,

VICTORIA, B. C.

NOTICE.

The Committee of Lloyd's beg to call the attention 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 Underwriters 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, insulating on the employment of surveyors appointed by Underwriters, 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 certificates of a Lloyd's Agent.
LLOYD'S, London, February, 1891.

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, June 16.

VICTORIA.

In the past week there has been only a moderate business, but the wholesale and jobbing trade seem to be convinced that we shall have our usual summer season which, at the end, will bring results of a highly satisfactory character. The farmers and the fruit growers are in excellent spirits over the prospect, and there is not likely to be any great mistake in the reading of the signs of the times. Our principal industries are in a flourishing condition, and there seems nothing lacking in existing conditions to warrant the statement often made that British Columbia is one of the most favored sections of the Dominion. There has been a good steady and satisfactory trade reported in all lines, and the outlook is most hopeful.

FINANCIAL.

A steady demand still continues for money for commercial and other purposes, with rates firmly maintained. Discounts have been taken up promptly, but collections with merchants are rather slow.

DRY GOODS.

There is little to say about this branch of trade, but merchants do not seem to complain much. Reports concerning the movement of goods appear satisfactory enough.

FLOUR AND FEED.

A fair trade with little features to note,

collections being slow. No. 1 millers' wheat advanced 3c per lb. Monday. Oregon bran is now quoted at \$25 per ton, and Manitoba bran \$28. Quotations are:

Delta, Victoria mills.....	\$5 25 @ 0 00
Premier, Enderby mills.....	6 55 @ 0 00
XXX., " ".....	6 00 @ 6 35
XX., " ".....	6 00 @ 0 00
Manitoba Hungarian.....	6 50 @ 6 65
Snowflake.....	6 35 @ 0 00
Portland Roller.....	6 35 @ 0 00
Royal.....	6 25 @ 0 00
C & C.....	5 50 @ 0 00
Oregon Superfine.....	4 50 @ 0 00
Wheat, per ton.....	\$00 0 00 @ 45 00
Oats.....	43 00 @ 45 00
Oil cake meal.....	35 00 @ 40 00
Chop feed.....	37 50 @ 40 00
Shorts.....	28 00 @ 30 00
Bran.....	25 00 @ 28 00
Saanich oatmeal, per sack.....	0 00 @ 00 00
California oatmeal.....	4 60 @ 00 00
Rolled oats.....	0 00 @ 0 00
California rolled oats.....	5 25 @ 00 00
Tacoma rolled oats.....	5 00 @ 00 00
Corrmeal.....	3 00 @ 3 25
Cracked corn.....	50 00 55 00

GROCERIES AND PROVISIONS.

The special feature during the past week has been the large shipments of supplies by the Danube for the sealing fleet in Behrings Sea. There is little to note. There seems to be a more settled feeling in regard to sugars, and the market holds firm at the same prices as quoted last week. The fruit business is steadily increasing, and fruits are selling freely. Local strawberries are quoted at 15c per lb; California peaches, \$2.25 per box; apricots, \$2.00; and cherries \$1.25@1.50. Consignments of Manitoba and Northwest dairy butter of good quality

are being received, and quoted at 23 to 25c; ranch butter, 35c per lb.

RICE.

The Victoria Rice Mills quote wholesale:

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

LUMBER.

A couple of charters—Burrard Inlet to West Coast points—were noted during the past week. The first of the fleet for the Ross-McLaren mill at Westminster has arrived there, and two vessels went on the berth to load at Vancouver. The Australian market is reported exceedingly dull. Importations have been extremely light, and dealers show an inclination not to force the market and sacrifice their stock. The local trade is steady. The Rock Bay

Saw Mill quotes:

Rough lumber, per M.....	\$12 00
Best quality dressed lumber, per M.....	20 00
Second " ".....	17 50
Laths, per M.....	2 50
Shingles, ".....	2 50

with a discount of 5 per cent. if paid within 30 days.

VANCOUVER.

Business generally for the past week is reported as being fairly good, although there is a complaint in some quarters of a scarcity of ready money. Dry goods dealers and grocers report business well up to expectations. Flour has gone down about 25 cents per barrel all round, the decline

JOHN DOTY ENGINE CO., LTD.

520 CORDOVA ST., VANCOUVER, B. C.

MANUFACTURERS OF

Triple Expansion, Compound and High Pressure, Marine

ENGINES AND BOILERS

Curtiss 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 : . . 408 CORDOVA STREET, . . . VANCOUVER

T. B. PEARS ON & CO

Manufacturers of Clothing,

OVERALLS, : SHIRTS, : &c.

Salesroom and Factory:

YATES ST., NEAR ORIENTAL HOTEL,

VICTORIA, . . B. C.

Morrow, Holland & Co.,

REAL ESTATE BROKERS,

Notaries Public, Conveyancers, &c.

MONEY TO LOAN.

46 BROAD STREET, VICTORIA, B. C.

C. GARDINER JOHNSON

612 CORDOVA ST., VANCOUVER.

Forwarder and Commission Merchant,

Customs Broker for C. P. R. Co.

MARINE NOTARY

For Canadian Pacific Steamship Co.
CONVEYANCER, ETC.

AGENT FOR

Henry & Albert Submarine Wrecking and Mining 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 337

A. E. PLANTA & CO

REAL * ESTATE,

AND INSURANCE AGENTS,

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

—) AGENTS FOR (—)

Commercial Union Assurance Co., of London, England.

Equitable Life Insurance Society of New York.

Accident Insurance Co. of North America.

F. W. NOLTE & CO.,

PRACTICAL OPTICIANS,

The above firm will shortly open a first-class Optical Store. All work guaranteed and done in Victoria, including the grinding of special lenses. Mr. Nolte, the well known American optician, will take the management and give his personal attention to the business.

being due more to local competition than to any outside drop. Oats, oatmeal and cornmeal remain steady and at unchanged prices. In the general breadstuff market there is a decided lull just now owing to a disposition among dealers to anticipate the crop yield.

NEW WESTMINSTER.

Crops all over the district have been benefitted by the showers experienced in the early part of the week. The lumber mills are running full time, and are still shipping heavy bills to interior points. Paints, oils and wall papers are selling very briskly, although no very large transactions are reported. Beef cattle have been received in great numbers, but the price of butchers' meat shows no tendency to fall. The sales for the past week have been comparatively quiet on account of the hot weather. Native strawberries are offered for sale, and command a high price. Apples are being freely received from Californian points, and retail at from 6 to 8 cents per lb. Flour is plentiful at \$6.50 @ 6.75 per sack. No very heavy shipments have been received, but local dealers are carrying a heavy enough stock to meet all possible calls for some time to come. Some large sales of manufactured tobacco have been made by a local jobbing house to district points. The week shows a trilling improvement over last, and has been fairly profitable to all lines of trade.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending June 8th:

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
1-	Commodore, sp., Wilmington, Cal.	3,085
3-	Queen, ss, Tacoma, Wash.	605
4-	Tacoma, ss, Port Townsend	57
Total		3,747

The following are the shipments for the week ending June 13th:

Date.	Vessel and Destination.	Tons.
8-	Mexico, ss., Portland	600
9-	San Benito, ss., San Francisco	4,850
9-	Brittain, ss., Whatcom, Wash.	208
10-	America, shp, Wilmington, Cal.	3,120
10-	Oregon, bk, San Francisco	2,250
10-	Bertha, ss., San Francisco	684
12-	Ericsson, shp, San Francisco	2,164
12-	Mogul, ss., Port Townsend	50
12-	Sea Lion, ss., Port Townsend	52
Total		13,057

WELLINGTON SHIPPING.

Date.	Vessel and Destination.	Tons.
1-	Parthia, ss., Hong Kong	1,300
1-	West Indian, ss., San Francisco	200
1-	Lakme, ss., San Francisco	040
1-	Challenge ss., Behring Sea	10
4-	City of Topeka, ss., Sitka	250
4-	Mexico, ss., Port Townsend	200
5-	Eliza Edwards, ss., Behring Sea	65
8-	Hounslow, ss., San Diego	4,350
8-	Holyoke, ss., Port Townsend	80
10-	Costa Rica, ss., San Francisco	2,400
13-	Wellington, ss., San Francisco	2,500

EAST WELLINGTON SHIPPING.

Date.	Vessel and Destination.	Tons.
1-	Gen. Fairchild, bk, San Fran'co.	2,500
9-	Empire, ss., San Francisco	950

NANAIMO.

Merchants are satisfied with the state of business, although it is not as brisk as might be expected.

A leading financial man says: "Money does not seem to be as plentiful, now that the New Vancouver Coal Company pay fortnightly. The saloons seem to be getting the most benefit from the change." The past week has seen large foreign shipments of coal. The New Vancouver Coal Company's shipments for the week amounted to 13,967 tons, as against 3,747 tons for the previous week. There is still a great demand for stores and dwelling houses.

The Esquimalt and Nanaimo Railway Co. are going to sell 100 lots in the Newcastle townsite, by auction on Saturday 20th. This property is just outside the city limits, and brisk bidding is anticipated.

It is expected that local people will take up the greater part of the tramway shares. During a three days' canvass about \$25,000 was subscribed. The promoters are highly pleased with their success, and with a little enthusiasm, push and local capital, the tramway should be completed this summer and add another step to the industrial advancement of the coal city.

VICTORIA'S PROSPERITY.

Among the transient visitors in Winnipeg last week was Mr. Crow Baker, ex M. P., of Victoria, who is now on a trip to England. Speaking of Victoria to a Winnipeg *Free Press* representative, Mr. Baker said: "Our beautiful city is at present making gratifying progress. Fine business blocks and handsome residences are being erected in all parts of the city, and real estate commands a good price—a legitimate price, remember; there is no inflation, no boom there, like you Winnipeggers once experienced. Perhaps you will be surprised to learn that many of the monied men of the Puget Sound cities are building residences in Victoria, because they find it a more pleasant place to live, as they escape the dry, hot atmosphere of the summer, and the excessive humidity of the winter."

SIR GEORGE STEPHEN.

Sir George Stephen, the Canadian who has just been created a peer by Her Majesty the Queen, was in early life the apprentice of a draper in Aberdeen, Scotland. Learning his business thoroughly, he, in 1850, emigrated to Canada, entering the service of his cousin, the late Luther Stephen, of Montreal, with whom he afterwards formed a wholesale dry goods partnership under the style of Wither, Stephen & Co. His business ventures proved successful, so much so that in 1876 he was elected vice-president of the Bank of Montreal, later on becoming president. His connection with the C. P. R. is well known, of which line, in 1881, he was elected president. In 1887, he and his cousin, Sir Donald Smith, gave a million dollars to build the Royal Victoria hospital in Montreal. In 1896, he was created a baronet, this being a special mark of royal favor as a recognition of his great services in furthering the interests of the C. P. R. He is supposed to be worth six or eight million dollars.

CONSUMPTION OF RAW SILK.

While the fact is admitted that silk has not been a fashionable material of late, the consumption of raw silk does not seem to have decreased in consequence. The eighteen largest silk conditioning works on the continent of Europe have registered in the first three months of 1891 over three and one-half million kilos of silk. This is more than the average for the same quarter in the five preceding years. Although cotton and wool are now largely used in admixture with silk this has no effect on the consumption of the dearer raw material. Cotton and wool when used together with silk cheapen to a certain extent the tissue, so that it comes within the reach of a larger number of consumers than is the case with the pure all silk articles. While, however, this cheapening process does not affect consumption of raw silk it interferes with the consumption of the better class of goods and even hurts the reputation of the latter. The final consumer classifies all as silk goods, and extends to the better grades the disfavor which may have been rightly caused by the bad results obtained in buying the cheap stuff. If silk is again taken hold of as a fashionable material,

which is most probable at no distant date, the cheap stuffs which now seem to be the most favored will be placed where they properly belong, bringing to the front standard fabrics capable of being worn on more than one occasion.

FAILURE OF A NEW YORK FIRM.

Russell & Co., of China, with offices at No. 60 Wall street and No. 107 Grand street, New York City, and in London, have suspended. The firm did a general import and export business, the head of the establishment being in Hong Kong, China. They dealt largely in oil and cotton, which they shipped to China, sending back silks and teas. The present result has been expected for some time in the trade. The house, it is believed, will come out all right from its trouble.

FALSE BRANDS ON PICKLES.

Reference was made some time ago in these columns to a fraud that was practised upon the public and the trade by certain Canadian pickle manufacturers. The fraud consisted in the use of labels which represented native-made pickles to be of English manufacture. The perpetrators of it appear to have had enough discretion to avoid the exact counterfeiting of the label used on any well known British brand, but they did about as much as they dare. They have probably made themselves liable for legal action both for false pretences and for violation of the canned goods law, under which every manufacturer is required to have his name put on every label covering his goods. Proceedings would no doubt have been taken before this if importers of genuine foreign and makers of Canadian stamped goods were assured the transgressors were financially responsible parties.

A brand of pickles is being sold here under a label stamped J. P. Keeler, Mile End Road, London, E. C. This pickle is of Canadian make. There is no J. P. Keeler at Mile End Road, London, as a letter sent by the *Grocer* to that address was returned by the Postmaster with the information that there was no such person there. The general claim that the goods are imported is supposed to enhance their salableness, as since they are not imported, and therefore having no duty to pay, they can be sold at a much lower figure than the genuine imported pickle. But the fiction of their being imported is not all that is pressed into the service of the fraud: the general get-up of the label approaches as closely as it safely can to an imitation of J. T. Morton's London. From the same source, it is supposed, as this spurious imported pickle, there has lately issued another, marked "produit francais." This is represented to be a French pickle.

It is extraordinary that wholesale grocers should be found so indifferent to the rights of genuine importers and honest labellers as to keep such goods in stock. By so doing they are helping along one of the worst kinds of fraud. Goods that have to be sold under a disguise ought not to find room in a reputable house, and when the disguise does injury to the trade in worthy goods it ought to be not only excluded but denounced.—*Canadian Grocer*.

BRITISH COLUMBIA MINES.

Mr. John Miller, of Glasgow, Scotland, who represents a great deal of Scotch capital, and who is an expert whose opinion is regarded highly, has spent over a month in the Kootenay district. This he pronounces a great mining country, but one that will require a great deal of capital to develop. There are many excellent prospects, especially in the Toad Mountain, Warm Springs and Whitewater creek districts, but there has been but little development work. The Silver King mine, owned by Hall and others, is a very fine claim, and is undoubtedly very rich. Mining speculators from Butte, Helena and other American mining camps, are up in the Kootenay country, and every miner that has a prospect hole seems to think he has a bonanza.

Mr. Miller says that the ore is abundant, but will probably run a low grade as the miners get deeper. The great difficulty is lack of transportation facilities. Freight rates are very high and everything else in accordance. Mr. Miller will return to the mines in about three weeks to prosecute his examinations further before returning to Scotland.

THE CANADIAN CONSTITUTION.

Sir Charles Dilke in the *June Forum*: The Canadian constitution yields a federalism far more close or centralized than that of the United States. The lieutenant-governors of the Canadian Provinces are named by the Viceroy on the advice of the Dominion cabinet. The central government of Canada possesses all powers which are not definitely allotted by act of parliament to the Provinces. In this and other ways Canada is more one country than is the United States. The historic growth of many of the commonwealths which compose the United States, such as the commonwealth of Massachusetts, explains the jealousy with which in the United States the federal power has been viewed. In Canada, Quebec and Ontario and some of the Maritime Provinces had a somewhat similar, although a shorter history, but seemed to have been welded together into a single country by jealousy of their great neighbor. In Australia there was no historic reason making against national unity; but local interests, which have grown up under the protectionist policy of the majority of the colonies, have weakened the idea of Australian unity.

SILK IMPORTS FOR APRIL.

The Silk Association of America report the value of imports of silk manufactures at the port of San Francisco during the month of April at \$2,134,075 against \$2,582,661 during April, 1890, a falling off of \$448,586. The decrease is chiefly in plushes and velvets, laces and gloves, and silk and cotton mixtures. Silk piece goods are only \$18,649 less than during the corresponding month last year. The increases are in crepes, pongees, handkerchiefs, cravats, thread and yarn, silk and worsted and silk and linen mixtures. The imports of raw silk at New York and the Pacific Coast ports were 5,090 bales, valued at \$2,851,968, and of waste silk and pierced cocoons 117 packages, valued at \$12,799.—*San Francisco Herald of Trade*.

COMMERCIAL SUMMARY.

An English syndicate has purchased the Omaha stock yards; price \$300,000.

Murray, Watt & Co., dry goods merchants, San Francisco, have assigned. Liabilities, \$37,000; assets, \$11,000.

Captain Alexander McLean, of the sealer Hamilton Lewis, ex San Francisco, had caught 680 seals up to May 28th last.

Rome dispatch: Official statistics, in regard to the condition of the wheat crop, indicates that the harvest will be the most abundant for four years.

The Royal society of Canada, through its hon. secretary, Mr. George Stewart, has written the city clerk accepting the council's invitation to hold its 1891 convention in Toronto.

The National Electric Light association of the United States has conferred honor upon Canada by selecting the city of Montreal as the location of its next semi-annual convention.

It is said that ninety-five per cent. of all the rum made in the world is the product of seven distilleries in and around Boston. They are all old establishments, some of them running back to the old Colonial days.

There has been a marked falling off in the number of prospectors going up the Yukon this year as compared with last. This is probably owing to a small pay made by those who braved the hardships of the interior of Alaska, in search of the yellow specks, last summer and also owing to the high price of provisions in that out of the way place.

Bradstreet's, June 7: Telegrams from Montreal and Toronto report general trade throughout the regions tributary to these cities as dull, or of a moderate sorting up variety. Rains have favored the crops and collections are a little more satisfactory. Exports of wheat and flour from Montreal have grown quite noticeably within a few weeks. The Dominion Reports 11 business failures this week against 26 last week and 27 this week last year. The total number from January 1st to date is 889 as against 807 last year.

The highest priced shares in the world, says the *Bankers Magazine*, are those of the New River Company, of England. An eighth part of a share of this stock was recently sold at the rate of £100,000 per share. This company was formed by Hugh Middleton, in 1699, for the purpose of supplying London with water, to be brought a distance of twenty miles. The stock was of such little value in 1633 that Charles I. gave thirty-six shares owned by him to Middleton's heirs, on condition that they pay to the Crown £550 yearly.

A telegraphic dispatch from Ottawa says: The Government has decided to impose a quarantine of 15 days upon sheep and swine imported from Europe. The United States recently made the quarantine regulations against these animals applicable to Canada, although the desire of the American authorities was stated to be to prevent the introduction of diseases from Europe via the Dominion ports. By making the Canadian regulations uniform with those of the States it is expected the American restrictions against Canadian sheep and swine will be cancelled.

The balance sheet of the liquidators of the Barings shows that house to be liable for £7,000,000, with assets of £8,750,000.

The output from the mines of the Alberta Railway and Coal Company is now over 1,000 tons per day, about 400 tons of which is consumed in Canada, the balance going to the various business centres in Montana.

The shipments of live stock from Montreal during May were 17,009 cattle and 234 sheep, distributed as follows: Liverpool, 6,063 cattle and 234 sheep; London, 1,013 cattle; Glasgow, 4,805 head; Dundee, 1,075 head; Bristol, 1,321 head; Newcastle, 2,004 head; and Aberdeen, 411 head. For the same period last year the shipments were 15,948 cattle and 100 sheep.

In the accident to the Winnipeg express on the Canadian Pacific road at Straight Lake, the sum of \$20,000, which had been mailed from two Ottawa banks to Winnipeg, was destroyed. One package of \$10,000 was entirely destroyed, but there was enough of the second bundle left to enable the bank to recover several thousand dollars. What the actual losses will be is not known, but it is likely to fall on the banks shipping the money.

The Canada Northwest Coal and Lumber Syndicate is opening up the Brinkerhoff claim at Canmore. The output from this mine has been about 80 tons per day, but a tunnel is being constructed which intersects four seams of coal, enabling them all to be worked, and materially increasing the output. These seams are of various qualities, so that a variety of requirements can be met. The company intends, it is stated, to open coking ovens, this coal being valuable for the production of coke and gas. Their mines at Cochrane are not now being worked.

A Rome dispatch says that considerable excitement prevails in regard to the financial affairs of the Pope. It is said that His Holiness is not satisfied with an examination by a committee of cardinals, and proposes to have an expert accountant go through the books of the Papacy back as far as his own accession to the Papal throne. It now appears that one of the Pope's trusted employees has been a persistent speculator in Argentine securities and had to go to the wall when the Republic failed to meet its obligations. Another was guilty of the still less pardonable offence of investing in Italian bonds, although as he acted through a broker, the Papacy was not compromised.

Mr. Campbell Sweeney, manager of the Bank of Montreal, has received the plans and elevation from Montreal for the building to be erected for the business of the bank on the corner of Granville and Dunsmuir streets, Vancouver. The bank owns 100 feet on Granville street, and the building for its own use will be erected on the corner, with a frontage of 50 feet on that street and 65 on Dunsmuir street. The design shows a handsome elevation of three full stories, with basement and lofty attic. A tower on the corner and gables on either front break the outline, while a porch and other details are richly ornamented. The material to be used will be stone. On the remaining 50 feet on Granville street a building of two stories and basement will be erected for rental for office or business purposes, provision being made in the design for adding one or more stories in the future.

A NEW INDUSTRY.

Messrs. Hardman & Co., New Westminster, have lately erected a factory and are engaged in the manufacture of refrigerators, a business which has never before been attempted in this Province. They have a large number of men employed, and turn out about thirty refrigerators weekly. The *Columbian* says that the enterprise has been well rewarded so far, many orders having already been received from Victoria, Vancouver, Nanaimo and other parts of the Province. The goods are acknowledged to be equal in every way to those manufactured in the east, and owing to the high freight charges, the home manufactured refrigerators can be sold at a considerably lower price than the imported ones.

THE JOHN DOTY ENGINE CO.

One of the surest signs of Vancouver's commercial importance is shown by the fact that two of the leading factories in the Dominion have established branch offices in that city. The Wm. Hamilton Manufacturing Co., of Peterborough, Ont., opened an office some weeks ago at 408 Cordova street, and now the *News-Advertiser* notes the establishment of a branch of the John Doty Engine Co. This company has taken a store on Cordova street, opposite the station, and has appointed Mr. O. P. St. John to the position of manager of the branch. Estimates will be furnished for triple expansion, compound, and other marine boilers, as well as for any sort of engine. In the store will be found a full supply of engineers' and mill supplies, from an oil flask up to a steam pump or an anchor. They will carry a full line of railway and ship lamps, as well as all kinds of oil. They have a full supply of hose of all descriptions, life buoys, pulleys, blocks, and, in fact, everything required by engineers. The John Doty Engine Co. is well known throughout Canada, and everywhere its manufactures are to be found. The company have made a wise choice in appointing Mr. St. John to the position of manager at Vancouver, and there is no doubt but that a large business will be the result.

SOUTHERN RR. TRAIN SERVICE.

People at New Westminster are beginning to wonder when the train service over the Southern Railway is going to begin. For the last two months frequent promises have been made that the road would soon be opened, but still the trains do not move. It is understood that the service will not be inaugurated until the arrival of Mr. J. J. Hill, president of the Great Northern Railway, who has been expected almost any day since April 1st. He has been delayed in coming west, and consequently matters are at a standstill. General disappointment is felt at the failure of the company to commence the service, and every one is anxious to learn from official sources just when the road will be operated.

The Bell Telephone Company directors have declared a regular dividend of 3 per cent. and an extra dividend of 6 per cent.

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VICTORIA, TUESDAY, JUNE 16, 1891.

THE POLITICAL SITUATION.

The crisis through which the Dominion of Canada is now passing, caused by the death of her veteran Premier, is one of a most serious character. In addressing the public in his last formal campaign deliverance, Sir John Macdonald referred to his own increasing years, and to a movement that had been persistently carried on—that for Unrestricted Reciprocity—which could not have any other effect than that of undermining the attachment of the people to the cherished institutions of the Mother Land. During that campaign it was abundantly shown that the benefits of the Cartwright-Wimanostrum—manufactured for the occasion at Washington—would be all to the advantage of the American people, and not at all to our own. The trade situation, as between the two countries, relieved of all the glamour and exaggeration which have been made to surround it by the American-Canadians, is thus stated:

"In order to get free access to United States markets for our barley, which, every year, is becoming less needed in that country; for our heavy horses, for which the demand is rapidly decreasing, owing to changes in motive power on street railways; for our stock cattle and our young sheep which we ought to fatten at home; for our eggs for which we are opening up a market in England; for our hay, which ought to be fed on the farm, we are asked to admit American flour, Indian corn, oats, fruits, etc., free. So far, the interchange is about equal. But we are asked to exclude from our markets about forty million dollars worth of manufactured goods now purchased from European countries, and confine ourselves to the dearer manufactures of the United States. The extra price paid for these goods alone would amount to several-fold more than all the additional prices obtained, under this unrestricted reciprocity, on our exports to that country. We are to imperil our political and commercial relations with Great Britain, abandon our growing commerce with other foreign countries, desert our young and flourishing manufacturing industries, and confine our sphere of labor to the production of raw material for American mill-owners and iron-masters."

And it is just at this time, when all this is at issue, when, as it were, the national life of Canada hangs in the balance, that the great Canadian who has been fittingly called "the father of his country," has been called away and his most important place has to be filled by others. There can be no doubt that the man will arise when the requirements of the country demand; but who is he? The material in the present cabinet appears to be hardly of the

quality that is required. What is wanted is a man of peculiar tact, special skill, and possessed of an almost infinite amount of knowledge and adaptability. The new Premier, Hon. Mr. Abbott, may be—but he has not had credit for being—a strong man, and has been, some say, merely called to the head of the Government until Sir Charles Tupper, who is regarded by many as the man of destiny, can arrange to assume the duties and responsibilities of office. He is a strong man—an exceptionally strong man—but for that reason many of his own party hate to trust him. Indeed, it has been said that while with Sir John Macdonald there was no money for him in politics, everything Sir Charles touches turns to gold. Moreover, there is said to be a strong Conservative element which would chafe under Sir Charles' dictation—he, with all his strength, not being possessed of their confidence.

Sir John Thompson is undoubtedly clever, and but for the religious somersault which he made, some years ago, might have forged to the front. But as it is, the element to which he now belongs are not content that all the honors should go to one who is not really one of themselves, and upon whose motives for making the change various interpretations have been placed. On the other hand, they, his connection with whom Sir John has severed, have no confidence in what they term a pervert. Hence, according to the reports, he has himself compelled to decline the honor which Her Majesty's representative was disposed to bestow upon him.

Sir Hector Langerin is an utter impossibility. He is possibly the best Departmental officer of the entire outfit at Ottawa, and has more political experience than any of them; but the McGreevy case has destroyed him.

Finance Minister Foster is neither heavy enough nor sufficiently experienced for the situation, and therefore does not appear to be available. Moreover, the auspices under which he made his political debut do not commend him to an influential section of the community, while many of his earlier patrons hold that he has played fast and loose with the prohibition principles to which he had committed himself; and therefore is not to be trusted.

Hon. Mr. Bowell is not a leader of men, and the rest of the holders of portfolios are nowhere. Meantime, it would seem that the best possible temporary arrangement has been made by the Ministerial party in placing Hon. Mr. Al'ott at their head. He is an able lawyer, an experienced politician, a man of personal popularity, and, loyally supported by his colleagues, may, at least, be considered a safe man.

There can be no question that the Opposition—hungry for office—as most Oppositions are—will at the first convenient opportunity sweep down with a rush and endeavor to capture the Ministerial seats. Moreover, it is more than likely that, advanced as he is in years, Hon. Mr. Mowat may also remove to Ottawa and, leading the hope which has been a forlorn one for both Mr. Laurier and Sir Richard Cartwright, put in some of the most effective work he ever did. Tall fighting is unquestionably ahead all along the line, and the situation is undoubtedly serious.

STRIKES AND LOCK-OUTS.

The result of the recent conflicts in this Province and the State of Washington, between the employers of labor and the laborers, must convince any one of ordinary reasoning powers that to resort to a strike, or a lock-out, as a means of settling a difference of opinion between the employer and the employee is a measure so illogical in its principles and tendencies and so unprofitable in its expectations and results that it is a matter of no small wonder that a strike could under any circumstances be resorted to by intelligent workmen or a lock-out by shrewd men of business. That the object contended for involved greater loss to one of the parties concerned than to the other, was no excuse for either to waste their time and money in keeping up a fight that must eventually prove disastrous to both.

Labor organizations are good and proper institutions when used in justice, moderation and self-defence, but when their power is invoked in malice or to extort more than a fair and reasonable wage, they become disciplined instruments of tyranny. Labor organizations are of recent growth, and as such should not be judged too harshly in those cases where their tremendous power has been called forth to the detriment of the general public's comfort and welfare,—for instance, strikes among postmen, railway employees, cab-drivers and the like. We may be certain, however, that when these labor organizations better understand the reason why workmen should league themselves together their action will be to avoid friction with employers of labor. On the other hand, it is fair to conclude that when the latter better understand the aims and objects of an intelligently conducted labor organization they will not be unduly hasty in precipitating a conflict with organized labor. The time has come when employer and employee should realize the fact that all classes are mutually dependent upon one another, and that there is no further need of strikes, lock-outs or boycotts. With a thorough conception of this truth, communities will not suffer so much in a commercial way as they have in the past.

MISLEADING INVESTORS.

Count De Lesseps, who built the Suez canal, and later tried to build that of Panama, is to be brought to trial in Paris for "misleading investors." The trial will be interesting to all countries because of the world wide reputation of the principal defendant, his age and the profound respect which his success has commanded. Since the building of the Suez canal, the French people have had unbounded faith in his ability as an engineer and financier, and the world generally has not been behind them in its admiration. Any undertaking he recommended would have commanded support, and the Panama scheme has depended upon him solely. He secured the amount that was at first supposed to be sufficient for the work without difficulty. When this was exhausted, he applied for more and got it, and subsequent appeals were not without results. The immense money producing

power of France supplied millions and hundreds of millions, and people doubted the success of the dominant spirit in the enterprise only when failure was demonstrated. Great as De Lesseps has been he must now pay the penalty of failure, and a rigorous penalty it promises to be. But aside from the interest felt in the great defendant, the world will watch the trial with curious interest, because it is not a usual thing to see men tried for misleading people.

AN IMPORTANT WARNING.

In his statement made at the recent annual meeting of the Bank of Montreal, General Manager Clouston said:

"If we were only satisfied that the commercial community were fully alive to the necessity for greater economy and curtailment of credit, we could look forward with more confidence to the future. I cannot help feeling, however, that they are in no position to stand a succession of bad seasons, arising from indifferent harvests or other causes—there are too many in business with insufficient capital, and their stability is honeycombed by too much and too long credit. Naturally banks must suffer in sympathy sooner or later, unless a decided change for the better takes place. It is best to be silent, and while preparing for the worst, hope for the best."

These expressions are pregnant with meaning. They are not the idle, ill-considered words of a mere tyro; but of the gentleman who is at the head of one of the most influential and soundest financial institutions in the world. Credits, he says, must be reduced. This means as near an approach as possible to the cash system, upon the trite old motto that "a bird in the hand is worth two in the bush." There are numerous uncertainties in business life for which alone can provision be made by the reduction of credits, thereby placing each individual's affairs more under his control than they otherwise can be. Our readers will do well to bear in mind all that is contained in the above quotation, for although in this Province, except with eastern houses, the account current system prevails, it has its own disadvantages and is influenced for evil by the agencies referred to just as much as is the other.

A gentleman of prominence in the East said to the writer, the other day, "financial and commercial affairs are better on this Pacific coast than anywhere I know of, and if you people are only wise, you will see to it that the introduction of Eastern methods is not allowed to interfere with and prejudice your prosperity."

Business here is solid. It may strike some Eastern authorities that we are a trifle slow; but as the fable of the hare and the tortoise aptly demonstrated, it is by no means the hare which despite her speed always comes in first.

A WASHINGTON dispatch announces that U. S. Secretary Foster has had a conference with the president regarding the seal fisheries, and it was decided to take immediate steps for the enforcement of the agreement with Great Britain for a closed season, and have revenue steamers and other available vessels co-operate with the English fleet in establishing an effective patrol of the sealing grounds.

EDITORIAL NOTES.

Now that Hon. Mr. Abbott has established a government at Ottawa which, there are many who say, will not be a mere temporary expedient, it will be well for British Columbia to press upon the Dominion authorities those matters that especially interest them, and some of which, it is understood, the Provincial Premier has gone east to present.

The editor of the *Monetary Times*, Toronto, in a recent interview with a *Colonist* reporter, remarked that the city of Victoria rather resembled that of Halifax, as well from its lay-out as the remarkably English characteristics of the majority of its people. To this some of Victoria's inhabitants have taken exception; but they are particularly vexed because the Toronto journalist has described its citizens as being less enterprising than those of the Terminal City. Opinions, of course, differ, but Editor Trout seems to have had his spectacles tinged with the powerful color peculiar to anything that appears to pertain to the Canadian Pacific Railway.

Four loan by-laws, aggregating \$200,000, have been placed before the ratepayers of New Westminster for their approval on July 10th prox. The following are the by-laws with the respective sums sought to be borrowed: Waterworks debenture by-law No. 2, for the purpose of completing the city waterworks, \$180,000; Electric Light loan by-law, for the purpose of paying the cost of procuring and establishing an electric plant for lighting the city, \$61,000; Fire Loan by-law, for the purpose of procuring additional appliances for the fire department, \$12,000; Steam Ferry by-law, to establish and regulate a steam ferry between the city of Westminster and the municipality of Surrey, and to raise by loan the sum of \$7,000 for the purpose of improving the ferry.

It would appear as if it were impossible for the people of the Mainland and Island—not alone of the city of Vancouver—to be other than in every way jealous of and antagonistic to Victoria and the Island of Vancouver. In the recent elections of senators for the contemplated University of British Columbia they had an overpowering vote, and did not allow the Capital City the poor satisfaction of having so much as one representative. This only goes to show, despite all the contradictions which have been made, that the *Vancouver World* did represent a considerable portion of the Mainland sentiment when it struck the city of Victoria and the Island of Vancouver out of the map with which its extra number was adorned. What can be expected of the future, if petty sectionalism like this is to prevail? If it has not killed the University project it would appear to be very strange.

CUSTOMS RETURNS

The following is the official statement of the customs collections at the port of New Westminster for the month of May, 1891:

Duties.....	\$2,494 23
Other Revenues.....	65 30
Total.....	\$2,560 53

PROVINCIAL TRADE NOTES.

The by-law authorizing a grant of \$25,000 to the B. C. Agricultural Association has been endorsed by vote of the Victoria ratepayers.

A. E. Planta & Co., the leading real estate and insurance agents, of Nanaimo, have been appointed agents for the Equitable Life Insurance Society of New York, and the Accident Insurance Co. of North America.

Oppenheimer Bros., wholesale grocers, Vancouver, are building an extension of 50 feet to their present warehouse. The new addition will be three stories in height with basement. The present building will be raised one story, and a hydraulic elevator put in.

Close & Johnson, Victoria, will bottle the celebrated Bay View lager for British Columbia trade. Their works will employ at the start five men, and 90 gallons of beer a day is put up. Large ice houses and steam tanks are included in the equipment of the works.

The Nanaimo Equitable Pioneer Society are going to erect a two story, 36x72, brick building alongside of their present frame warehouse, this summer. The new building will be devoted to the dry goods, dress-making, millinery and boot and shoe departments, and, when completed, will cost about \$10,000. The grocery, crockery and hardware lines will be continued in the present premises.

BUSINESS CHANGES.

J. O. Cotton has opened a fish and poultry market at Nanaimo.

Booth & Pargeter have opened a fruit and confectionery store at Nanaimo.

J. Hoskin, jr., furniture, Nanaimo, has sold out to F. W. Hart, of Vancouver.

H. DePencier, grocer, Vancouver, advertises for sale. He is going to engage in the lumber business.

Thorpe & Co., soda water manufacturers, Vancouver, contemplate opening a factory in Victoria.

Dodd & Oldershaw, grocers, Victoria West, have dissolved. M. E. Dodd will continue the business.

Edward Johnston, clothing, gents' furnishings and boots and shoes, Nanaimo is offering his business for sale.

Stevens & Gordon, wholesale liquors, Vancouver, have dissolved. It is expected that Mr. Stevens will continue.

L. W. Todd and H. W. Suckling, engineers, surveyors and architects, have started business in Vancouver under the firm name of Todd & Suckling.

The firm of Lawrence & Co., Chicago Candy Store, Victoria, has been dissolved. G. A. McCullough, junior member of the late firm, continues.

E. W. Whiffin & Co., Nanaimo, real estate, have admitted Harry Forrester as partner. A general auctioneering and commission business will be a special feature of the new partnership. The firm are agents for the British Columbia Steamship Co's S.S. West Indian.

FAVORABLE ASPECTS OF STATE SOCIALISM.

The Rt. Hon. Joseph Chamberlain, M. P., writes in the *North American Review* an optimistic defense of the enlargement of public functions, taking his illustrations from the experience of English cities and of Great Britain in general. Mr. Chamberlain, as is well known, began his career as a public man, when a manufacturer at Birmingham, by entering into municipal affairs with great vigor and by taking a leading part in many reforms which wholly changed the aspect and character of his city.

BIRMINGHAM'S PROGRESS.

Comparing the Birmingham of forty years ago with the Birmingham of to-day, Mr. Chamberlain says that its population then was 180,000, which was about 40 per cent. of its present numbers; and that in those days there were no public edifices of any size or importance, no parks, no free libraries, no public baths, no art gallery or museum, no public schools, no schools of arts and no technical schools. What is now the magnificent new central portion was then one of the worst districts of the city. All the streets of Birmingham were badly paved and badly lighted, the few foot-walks being worse than the streets; and the sewerage was very limited in extent and very imperfect of its kind. Water and gas were supplied by private monopolies at very high prices, and the water was of polluted quality. The death rate was as high as thirty in the thousand.

"The only wonder is that it was not much greater, for there were whole streets from which typhus and scarlet fever, diphtheria and diarrhoea in its worst forms were never absent. There were thousands of close, unventilated courts which were not paved, which were not drained, which were covered with pools of stagnant filth, and in which the ash pits and middens were in a state of indescribable nastiness. The sewage of the town was so partial that it only extended over about one-third of the area. In fact, to sum up this description, it may be truly said that fifty years ago Birmingham, although it was no worse than any other of the great cities of the United Kingdom, was a town in which scarcely anything had been done either for the instruction, for the health, for the recreation, for the comfort or for the convenience of the artisan population."

Mr. Chamberlain proceeds to picture the contrast wrought within the memory of living men. The death rate has fallen to twenty in the thousand, and is sometimes less. The Birmingham of to day is everything that the old Birmingham was not.

"The sewerage has been completed, a system of sanitary inspection is strictly carried out, the private monopolies have been acquired by the corporation, their supply has been improved and cheapened, and the surplus profits have been carried to the credit of the rates. The town is well paved with wood in the principal streets, and with stone where there is the heaviest traffic. The foot paths have everywhere been put in order. The courts have been paved and drained. An infectious hospital has been established, to which all contagious diseases are at once removed. In every district of the city there have been

provided baths and wash-houses, parks and recreation grounds and free libraries which count their readers by the hundreds of thousands. A magnificent art gallery and museum has been erected, the visitors to which number nearly a million in a single year. School-houses, under the management of the school board, with large playgrounds attached, have sprung up everywhere, and now accommodate 40,000 children, the rest being provided for in the voluntary schools. Technical education is offered at the Midland Institute and the Mason College, and art education at the School of Art and its branches. The great local endowed school of King Edward's foundation has been reformed and placed under representative management, and by means of scholarships offers the opportunity of higher education to the poorest of our citizens. In fact, the ordinary artisan finds now within his reach the appliances of health, the means of refinement, and the opportunities of innocent recreation which formerly were at the disposal of only the more wealthy inhabitants."

MUNICIPAL SOCIALISM.

The striking improvement has been brought about by what Mr. Chamberlain calls municipal socialism, which he defines as a wise co-operation by which the community as a whole, working through its representatives for the benefit of all its members, and recognizing the solidarity of interest which makes the welfare of the poorest a matter of importance to the richest, has faced its obligations and done much to lessen the sum of human misery and to make the life of all its citizens somewhat better, somewhat nobler and somewhat happier. As to the expense of all these reforms, Mr. Chamberlain asserts that the present cost of all local work, including poor relief, education and all the expenses of the corporation, is rather more than twenty shillings (\$5) per head of the population, or "about one-fifth of the charge of local administration in the city of Boston."

BRITISH SOCIAL PROGRESS IN GENERAL.

Turning from the special case of one city to a general survey of the condition of the condition of the whole kingdom, Mr. Chamberlain draws a striking picture of the improvement in social conditions which has been effected since the period of the Reform Bill and the Repeal of the Corn Laws, about half a century ago. He presents a dark scene of the degradation of the laboring classes through low wages, long hours of toil, wretched conditions in factories, unwholesome and overcrowded houses and vicious and degrading amusements. Under these conditions, pauperism reached frightful dimensions. One-seventh of the entire population of Great Britain in 1833 were in receipt of poor-law relief. Crime, like pauperism, swelled in proportions. In England, 480 people were sentenced to death in 1834, as against thirty-five such sentences in 1890, and the population was only half as great in the former year.

Legislation and philanthropy, Mr. Chamberlain alleges, have been chiefly instrumental in accomplishing the wonderful social improvements of recent decades. Upon the authority of Mr. Giffen, the most eminent of British statisticians, Mr. Chamberlain finds that in the past fifty

years the rate of wages has advanced from 50 to 100 per cent. Hours of labor have been reduced on an average 20 per cent. In very few trades, he says, do they now ever exceed ten hours, while in the majority they average nine hours, and in many they have been reduced to eight. The cost of living has diminished also, and bread is 20 per cent. cheaper, sugar 60 or 70 per cent. cheaper, tea 75 per cent. cheaper, clothing 50 per cent. cheaper, coal 50 per cent. cheaper, illumination, locomotion, postage, all of course incomparably better and cheaper. Meat, it is true, has risen somewhat in price, but mutton and beef were entirely beyond the means of the working classes a generation ago. If house rent has also risen it is because the character of the housing of the people has so vastly improved in capacity and quality.

GOVERNMENT AND POPULAR WELFARE.

Under these circumstances, the working classes not only have more to spend but they get vastly more for the money which they do spend; and so the per capita consumption of sugar is four times as great in England as it was fifty years ago, of tea nearly four times as great, of rice sixteen times as great, of eggs six times as great, of tobacco twice as great. Public health has improved decidedly, and the average expectation of life is three or four years greater. Thrift, meanwhile, has likewise developed, and the savings of the people in England now reach stupendous aggregate figures. To the acts for the regulation of mines and inspection of factories and workshops, the Truck Act (preventing the payment of wages in kind), acts regulating merchants' shipping, the Artisans' Dwelling Act, the Allotment Act, the Education Act, the poor law and various others, Mr. Chamberlain attributes a very large proportion of the credit for social progress. In conclusion, this experienced observer holds that the government, which no longer represents a clique or a privileged class, but which is the organized expression of the wants and wishes of the whole nation, should rise to the true conception of its duties, and should use the resources, the experience and the talent at its disposal to promote the greater happiness of the masses of the people.

The *San Francisco Chronicle* says: The *Portland Telegram* informs its readers that California cannot maintain manufactures because it produces but little coal, and that most of its coal has to be imported from Pennsylvania. We are sorry that our contemporary is so badly informed on the subject. As a matter of fact manufactures flourish much better in California than in many states even as well provided with coal as Pennsylvania, and it may interest our contemporary to know that we import scarcely any Pennsylvania coal, and are not "paying heavy taxes to Pennsylvania coal barons." We would like to throw out the suggestion also that in a very few years, if in the meantime we do not find any abundant supply of fuel within our own borders, that the mines of Washington will be developed to such an extent that with the aid of cheap transportation we may have as abundant and low priced a supply for steam purposes as the New England states, which enjoy quite a reputation as manufacturing communities although they are non-coal producers.

SILVER AND GOLD.

It is absolutely wonderful how much misunderstanding can exist about money. From day to day people arise who tell us that governments ought to create "flat" money. They might simplify the matter by asking the government to create flat beefsteaks and flat coats. Then flat money—or real money, for that matter—would be unnecessary. These respectable gentlemen are wholly unable to understand that a government cannot create something out of nothing any more than an individual can.

Even some of those who believe in honest and real money appear to have but a hazy idea of what money really is. An organization of independent Republicans in Massachusetts some time ago adopted a platform of principles, of which the following is one:

We believe in honest money. We believe in securing the adoption by the chief commercial nations of the world of a fixed ratio between gold and silver. We believe in the conservative regulation of the currency, and condemn its inflation either by the issue of inconvertible paper money or by the free coinage of the depreciated dollar. Our currency should be established and maintained upon as firm a basis as that of any other nation."

So far as this resolution favors honest money, it is all right. A dollar should be what it purports to be. The man who takes a gold dollar, a silver dollar, or a paper dollar should be made secure in his right to receive at will for that dollar goods worth a dollar. But when these Republicans ask that the ratio between gold and silver shall be fixed by the chief commercial nations of the world they ask for something as impossible as the creation of flat money. No doubt a temporary ratio could be agreed upon; but the plain fact is that the value of gold and silver depends, always has depended, and always will depend, upon the cost of producing them. An ounce of silver is worth about as much as a bushel of wheat just because the average cost of producing an ounce of silver is about equal to the average cost of producing a bushel of wheat. The price of wheat fluctuates more than that of silver because the production of wheat is subject to more and greater qualifying conditions than that of silver. Gold is worth about twenty times as much as silver because the average cost of producing an ounce of gold is about twenty times as great as the average cost of producing an ounce of silver. But no permanent ratio of values between gold and silver can be fixed, because the cost of production of either does not remain permanent. When the great discoveries of gold were made in California and Australia, gold became cheaper, not only in proportion to silver, but in proportion to other articles of value. When, in later years, the great discoveries of silver were made, and the production of gold was lessened, silver became cheaper in proportion to gold. When we say that some articles are dearer than they used to be, we simply say that gold and silver are cheaper than they used to be. Most articles in common use are cheaper than ever before in the history of the world: by reason of the introduction of machinery, they are produced with less expenditure of labor than formerly. But an article may be really cheaper than ever

before and yet command as high a price in gold or silver. New discoveries of either one of the precious metals would change the relations between gold and silver, so that it is impossible to fix by general agreement or by statute law the ratio between the two any more than it is possible to fix the ratio between wheat and potatoes. These values are established by powers higher than legislatures. They are regulated by laws established by force of circumstances and revised by conditions of production and trade throughout the world

CONCERNING VARIOUS WOODS

Elm is likely to come to the front for many many uses which oak has been considered the only wear. Nothing is so good for hubs, for pie plates, baskets and butter packages for retail trade. Its veneers, properly finished, would be beautiful for inside work. Its rapid growth up to a certain size would make it a valuable means of utilizing much rough land.

Natural laws that demand something new will always be in force, and this is illustrated in the change in popular taste with reference to our native hardwoods. Tropical woods—mahogany, rosewood and ebony—were the only correct thing not long since, for costly furniture, especially for large dining tables, side-boards, pianos, etc. Then came in the era of imitations of tropical woods by tricks of staining and painting, but these soon deservedly lost caste. Quite recently a sensible revolution in favor of our native woods has taken place. Beginning with black walnut and going on to cherry, maple, ash, white oak, and even chestnut, the native woods that are capable of receiving and retaining high polish are coming into favor for the finest furniture and inside finish. Even the most costly pianos that are given the best place in show windows and warehouses are now cased in native woods.

Among the most notable uses, to which cypress would could be profitably adapted, is that of boat building. The British Columbia cypress possesses in a remarkable degree the qualities of lightness with extreme strength, pliability and elasticity and the quality of keeping its form when bent to shape in planks. Its lightness surpasses that of the finest white spruce, and for tenacious strength it rivals Ontario hickory. In color, the wood is a handsome straw color, very attractive in appearance. For boat building nothing better could possibly be obtained, as craft constructed of this timber would combine extreme lightness with extreme strength, the great desiderata with oarsmen. Great forests of this fine timber exist on the north coast of British Columbia about 20 miles up, and there are also large patches of it in the lower Fraser valley.

The silver maple is widely distributed in Eastern America; it is found in the north from the valley of the St. John's River, in New Brunswick, to southern Ontario, and extends southwards to western Florida, and westward to eastern Dakota, Nebraska, Kansas, and the Indian Territory. It is not found very near the Atlantic coast or in the high Appalachian Mountains. It is very common, however, west of the Mountains throughout the Mississippi valley, where it is one of the largest and most generally distributed of the river trees.

The silver maple is often called the soft maple, probably to the brittleness of its slender branches. It has been cultivated in Europe since 1725, but does not flourish there so well as on the banks of its native streams, but better there than many of our American trees.—*The Canadian Lumberman.*

CANADA'S GROWTH.

In 1878 Canada had 6,143 miles of railway; in 1890, she had 13,988.

In 1878, she employed 23,102,551 tons of shipping in the coasting trade, and in the transport of her exports and imports by sea and on the great lakes; in 1890, Canada in the same service employed 41,243,215 tons of shipping.

In 1878, the letters and post cards carried by the Post Office Department numbered 50,840,600; in 1890, they numbered 100,000,000.

In 1878, the deposits in the chartered banks and in the various savings banks in the Dominion were \$88,965,126; in 1890, they amounted to \$197,895,452.

In 1878, the money orders received and sent out by the money order branch of the post office department amounted to \$7,130,000; in 1890, they amounted to \$11,907,802.

In 1878, the business of the country required a note circulation of \$29,786,805; in 1890, it required a note circulation of \$47,417,071.

In 1878, the four per cent. bonds of Canada were six below par; the quotation for January 14, 1891, shows that they were on that date nine above par.

In 1878, the production of coal in Canada was 1,152,783 tons; in 1890, it was nearly 3,000,000 tons.

In 1878, the value of exported Canadian-made cheese was \$3,997,521; and during the whole period of Liberal rule this important industry had stood still. In 1890, the value of exported cheese was \$9,372,212, the highest in any year, and greater than that of the United States, as it has been for the three years past.

In 1878, the export of cattle amounted to \$1,152,341, and of sheep to \$609,337; in 1890, the exports of cattle were \$6,949,417, and of sheep, \$1,234,347.

In 1878, the export of manufactures of wood, including sawn lumber, staves, shingles, box shooks, etc., were \$13,968,629 in value; in 1890, these exports were valued at \$20,659,348.

In 1878, the exports of home manufactures including manufactures as above were \$18,182,647; in 1890, they were \$25,530,003.

The imports of raw material for manufacturing purposes, in 1879, was \$5,342,012, and that in 1890 it had risen to over \$16,000,000.

Pig iron is at the basis of so many industries that it is a good index of the development of all industries of a certain class. In 1879 the pig iron entered for home consumption was 15,504 tons, which, with the quantity manufactured within the Dominion, was sufficient to meet all demands. In 1890, the import of pig iron for home consumption was 87,013 tons, and the amount manufactured within the country was nearly 25,000 tons. This is an increase of more than four times the amount used in 1879, and is the measure of the development that has taken place in this important class of manufacture.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1890-91.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark Wanlock.....	745.	Cooper.....	Victoria.....	Sept 17.....	London.....	11,000	.....	Feb 27.....
Br ship Titania.....	879.	Norman.....	Westminster	Nov 19a.....	London.....	31,617	.....	Mar. 24.....
Br bark Mennoek.....	787.	Robertson.....	Victoria.....	Dec 18.....	Liverpool.....	30,882	.....	May 17.....
Br bark Brodick Bay.....	753.	Wakeham.....	Victoria.....	Dec 22.....	London.....	32,000	.....	May 7.....
Br ship Melville Island.....	1429.	Ritchie.....	Tacoma.....	Jan 19b.....	London.....	42,138	.....	.....
Am ship Henry Villard.....	1553.	Perkins.....	Victoria.....	Feb 3.....	London.....	65,318	.....	.....
Br bark Irvine.....	655.	Jones.....	Victoria.....	April 20.....	Liverpool.....	28,311	.....	.....

a—Sailed from Victoria Nov. 21. b—Sailed from Port Townsend Jan. 19.

BRITISH COLUMBIA LUMBER FLEET 1891.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CARGO FT.	VALUE.	RATE.	ARRIVED
Br ship Stamboul.....	1248.	Weston.....	Vancouver.....	Jan 3.....	Callao.....	907,300	\$ 9,600	50s	April 2....
Chil Bark India.....	953.	Funke.....	Moodyville.....	Feb 1.....	Valparaiso	751,396	8,348	65s	.....
Br bark Ninevah.....	1174.	Broadfoot.....	Vancouver.....	Feb 28.....	Sydney.....	855,352a	9,335	own's ac	April 24...
Br bark Formosa.....	915.	Kain.....	Vancouver.....	Mar 24.....	Arica.....	744,000b	6,000	55s	.....
Am bkt Catherine Sudden.....	369.	Thompson.....	Moodyville.....	Mar 31.....	Tientsin.....	427,539c	5,177	77s 6d	.....
Br ship Forest King.....	1692.	Morris.....	Vancouver.....	June 3.....	Callao.....	1,224,840d	14,224	47s 6d	.....
Am ship Geo F' Manson.....	1273.	Crack.....	Moodyville.....	May 14.....	Sydney.....	868,154e	9,752	55s	.....
Am ship Exporter.....	1312.	Kezer.....	Vancouver.....	June 7.....	Melbourne w	899,132g	8,802	65s	.....
Am sch O'ga.....	478.	Atwood.....	Moodyville.....	May 22.....	Shanghai.....	534,133	5,900	65s	.....
Br ss Eton.....	173.	Newcomb.....	Moodyville.....	May 15.....	Port Pirie.....	1,765,714	15,891	Private	.....
Am bark Spartan.....	749.	Anderson.....	Vancouver.....	June.....	Melbourne w	502,000h	5,276	60s	.....
Am sch Golden Shore.....	961.	Henderson.....	Moodyville.....	June 3.....	Sydney.....	799,658f	8,063	55s	.....
Swed bark Srea.....	603.	Afzelius.....	Vancouver.....	.....	Callao.....	.....	.....	47s 6d	.....
Am Ship Great Admiral.....	1497.	Rowell.....	Vancouver.....	.....	Melbourne.....	.....	.....	63s 9d	.....
Br bark Ordovic.....	825.	Austin.....	Vancouver.....	.....	Callao f. o.	.....	.....	47s 6d	.....
Br ship Duke of Abercorn.....	1050.	McDougall.....	Vancouver.....	.....	Adelaide.....	.....	.....	65s	.....
Chil bark Luisa Marta.....	715.	Meyer.....	Westminster	.....	Sydney.....	.....	.....	52s 6d	.....

a—Also 360,900 laths. b—Composed of 45,000 ft telegraph poles, 440,000 ft rough lumber, 151,000 ft flooring, and 108,000 ft ties. c—Composed of 397,871 ft. rough lumber, 39,668 ft. dressed lumber, or 1,587 bundles of laths. d—composed of 1,144,290 feet rough, 80,560 feet T. & G. flooring, 21,000 ft box shooks (5,000 boxes). e—Composed of 23,355 feet dressed and 844,799 feet rough, also 22,916 feet pickets and 231,210 feet laths. f—Also 2,875 bdis laths. g—Also 1,073 bdis pickets and 1,466 bdis laths. h—Also 1,715 bdis laths.

SHIPPING INTELLIGENCE.

Wanlock, from London for Victoria, was spoken May 17th lat. 47 N. long 7 W.

Hindustan, Chilean ship, 1029 tons, Capt. Welsh, sailed from Valparaiso April 25th for Moodyville.

Antonietta, Chilean bark, 1041 tons, Capt. McLean, sailed from Valparaiso April 24th for Moodyville.

Ordovic, British bark, 825 tons, Capt. Austin, is on berth at the Hastings Mill, loading lumber for Callao for orders. Rate 47s 6d.

Pisagua, Peruvian bark, sailed from Piagua, Peru, about the beginning of April for Moodyville to load a return cargo of lumber on owner's account.

Cassandra, German bark, 711 tons, is reported to have left Acapulco on or before the 21st of May for Vancouver, to load at the Hastings Mill for Iquiqui. Rate 50s.

Duke of Abercorn, British ship, 1050 tons, Capt. McDougall, left Acapulco May 9th in ballast, and arrived at Victoria June 11th, bound for Vancouver, to load lumber at the Hastings Mill for Adelaide. Rate 65s.

Luisa Marta, Chilean bark, 715 tons, arrived at New Westminster June 14th from Port Townsend, to load lumber at the Ross-McLaren mill for Sydney. Rate 52s 6d. This is the first of the fleet to load at these mills.

H. B. Cann, British bark, 1299 tons, Capt. Foote, sailed from Salaverry May 27th for Moodyville.

The British SS. Sussex arrived at Hong Kong June 2nd from Portland. She belongs to the Upton line.

India, Chilean bark, 953 tons, Capt. Funke, sailed from Valparaiso May 26th for Moodyville, to load lumber for Valparaiso.

Argyleshire, British bark, 708 tons, Capt. LePage, is on the berth at Glasgow, loading for Victoria and Vancouver, to sail about the end of July.

Hawthornbank, British bark, 1309 tons, is expected to sail from Batavia, Java, about the end of July with a cargo of sugar for the B. C. Refinery. It will be the first of this season's crop, and of a superior quality.

Vancouver Belle, sealing schooner, 73 tons, Capt. Copp, cleared from Vancouver June 13th for Behring's Sea. She carries a crew of 27 men, of whom seven are hunters. The value of the vessel, together with sails and fittings, is said to be \$15,000.

Exporter, American ship, 1312 tons, Capt. Kezer, sailed from Vancouver June 7th for Melbourne wharf with a cargo of lumber from the Hastings Mill, consisting of 899,132 feet rough lumber, 1,078 bdis pickets and 1,466 bdis laths—valued at \$8,802. Freight rate 65s.

Great Admiral, American ship, 1497 tons, Capt. Rowell, is loading at the Hastings Mill for Melbourne. Rate 63s 9d.

The B. C. Longshoremen and Steamshipmen's Protective and Benevolent Association have opened an office on Wharf street, Victoria.

The new opposition tug boat combine on Puget Sound have given their captains instructions to bid under the other company's boats at all costs. The Collis is not in either combine and the Sea Lion is practically in with the new company.

Spartan, American bark, 749 tons, Capt. Anderson, has completed her cargo at the Hastings Mill for Melbourne wharf, consisting of 502,000 feet rough lumber and 1,715 bdis laths—valued at \$5,275. Rate 60s. She was to sail about June 16th.

Flora, Norwegian bark, 706 tons, Capt. Andersen, from Newcastle, N.S.W., for San Diego, put into Sydney May 18th leaky. She will be surveyed. The Flora has been chartered to load at the Hastings Mills for Melbourne, Adelaide or Port Pirie. Rate 62s 6d.

Capt. Unsworth of the SS. Taichow stated to representatives of the Port Townsend Chamber of Commerce last week that he would in future unload all his freight for Sound ports there, instead of taking it direct to Seattle and Tacoma. It will be reloaded and reshipped from Port Townsend.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CONSIGNEES.
Br ship Duke of Argyle.....	900.	McDonald.....	London.....	Jan 1.....	Westminster	Bell-Irving & Paterson.....
Br bark Lanarkshire.....	794.	Melville.....	Newport Eng	Feb 3r.....	Vancouver..	N. W. Van. Tramway Co.....
Br ship Serica.....	913.	Smith.....	Cardiff.....	Feb 8a.....	Esquimalt..	Naval Storekeeper.....
Br ship Thermopylae.....	948.	Wilson.....	Saigon.....	Apr 23g.....	Victoria.....	Victoria Rice Mills.....
Br bark Wanlock.....	745.	Cooper.....	London.....	May 12h.....	Victoria.....	Turner, Beeton & Co.....
Br ss. Giandholm.....	1301.	Masson.....	L'verpool.....	May 21.....	Vancouver..	Union Steamship Company.....
Br bark Lebu.....	720.	Worrall.....	London.....	Apr 20j.....	Victoria.....	R. P. Rithet & Co. (L'td).....
Br bark City of Carlisle.....	823.	Kendall.....	London.....	June.....	Victoria.....	R. P. Rithet & Co. (L'td).....
Br ship Morayshire.....	1428.	Swinton.....	Greenock.....	Mar 8 o.....	Westminster	Naval Storekeeper.....
Br ship Blair Athole.....	1097.	Taylor.....	Cardiff.....	Mar 13k.....	Esquimalt..	Naval Storekeeper.....
Br ship Queen Victoria.....	1005.	Holmes.....	Bristol.....	Apr 18e.....	Esquimalt..	Naval Storekeeper.....
Nor bark Borghild.....	757.	Haugeland.....	Honolulu.....	p.....	Vancouver..	Hastings Saw Mill.....
Ger bark Cassandra.....	711.	Stehr.....	Acapulco.....	May 21q.....	Vancouver..	Hastings Saw Mill.....
Ger ship Elise.....	1318.	Rowehl.....	Newcastle..	s.....	Vancouver..	Hastings Saw Mill.....
Br bark Noddleburna.....	1053.	Hal.....	Glasgow.....	May 18t.....	Westminster	D. McGillivray.....
Br ship Rothersey Bay.....	750.	L. Veysey.....	Glasgow.....	April 30.....	Westminster	H. B. Co and Bell-Irving & Paterson.....
Br ship Titania.....	879.	Norman.....	London.....	June f.....	B. C. Ports..	Canadian Pacific Railway Co.....
Br ss Empress of Japan.....	3003.	Lee.....	Liverpool.....	April 10.....	Vancouver..	R. P. Rithet & Co.....
Br bark Callao.....	978.	James.....	Liverpool.....	Feb 13w.....	Victoria.....	J. W. Grace & Co.....
Am schr Sailor Boy.....	316.	Jones.....	Caleta Buena	Apr 23x.....	Nanaimo.....	Moodyville Sawmill Co.....
Br ship Leading Wind.....	1159.	Hinckley.....	Auckland.....	April d.....	Moodyville..	Canadian Pacific Railway Co.....
Br ss Empress of China.....	3003.	A. Tillet.....	Liverpool.....	July 1.....	Vancouver..	Moodyville Sawmill Co.....
Br bark H. B. Cann.....	1299.	Foote.....	Salaverry.....	May 27.....	Moodyville..	Moodyville Sawmill Co.....
Nor bark Lotos.....	718.	Christensen.....	Callao.....	n.....	Moodyville..	Moodyville Sawmill Co.....
Ger bark Katinka.....	816.	Kohler.....	Rio Janeiro.		Moodyville..	Moodyville Sawmill Co.....
Nor bark Saga.....	1431.	Oftedahl.....	Rio Janeiro	May 9.....	Moodyville..	Moodyville Sawmill Co.....
Chl bark Antonietta.....	1041.	McLean.....	Valparaiso..	April 24.....	Moodyville..	Moodyville Sawmill Co.....
Nor bark Flora.....	766.	Anderson.....	Newcastle..	c.....	Vancouver..	Hastings Saw Mill.....
Am bark Hesper.....	664.	Sodergren.....	San Francisco	May 23.....	Moodyville..	Moodyville Sawmill Co.....
Am ship Ivy.....	1181.	Lowell.....	Honolulu.....		Williams Diamond & Co.....	Canadian Pacific Railway Co.....
Am ship J. B. Walker.....	2106.	Wallace.....	Yokohama.....	June 6 e.....	Vancouver..	R. P. Rithet & Co. (L'td).....
Br bark Lizzie Bell.....	1070.	McAdam.....	Liverpool.....	y.....	Victoria.....	R. P. Rithet & Co. (L'td).....
British bark Glenbervie.....	800.	Groundwater	London.....	z.....	Victoria.....	R. P. Rithet & Co. (L'td).....
Chl ship Hindostan.....	1629.	Welsh.....	Valparaiso..	April 25.....	Moodyville..	Moodyville Sawmill Co.....
Br bark Hawthornbank.....	1309.	Gibson.....	Java.....	July.....	Vancouver..	British Columbia Sugar Refinery.....
Am bark Colorado.....	1075.	LePage.....	Boston.....		Chemainus..	Victoria Lumber and Manufacturing Co.....
Br bark Argyleshire.....	708.	Funk.....	Glasgow.....		Victoria.....	Moodyville Saw Mill Company.....
Chilian bark India.....	933.	Hill.....	Valparaiso..	May 26.....	Moodyville..	F. C. Davidge & Co.....
Br ss Batavia.....	1628.	Hill.....	Hong Kong..	June 6.....	Victoria.....	Moodyville Saw Mill Company.....
Peruvian bark Pisagua.....			Pisagua.....	April 1.....	Moodyville..	

a—Spoken March 11, lat. 9 N lon. 27 W, March 20, lat. 17 S, lon 31 W; chartered for salmon. g—1,300 tons raw rice. h—passed Dover May 13; passed Portland May 15; spoken May 17, lat. 47 N., long. 7 W.; will be loaded at Victoria by Turner, Beeton & Co. for U. K. j—Chartered to load salmon for U. K. k—Spoken April 9 lat. 2 N, long 24 W. l—Spoken May 23, lat. 49 N, long 10 W. m—Sailed Falmouth March 23 with water works supplies; spoken April 8, lat. 27 N., lon. 20 W. n—arrived May 7, thence in ballast to load lumber for Melbourne, rate 65s. o—In ballast to load lumber for Iquique. p—On the way to San Diego, thence in ballast to load lumber for Melbourne. q—Supplies for Westminster water works, spoken May 23, lat. 49 N., lon. 10 W. r—Spoken March 23, lat. 27 S., lon. 41 W. s—cargo 1,500 tons nitrate for Hamilton Powder Co. t—via Honolulu, to arrive in September, chartered for salmon. u—to load for Melbourne. v—Spoken April 21st, lat. 47 N., lon. 14 W., spoken April 25th, lat. 33 N., lon. 12 W. w—to sail end of July. x—Chartered by Bell-Irving & Paterson to load salmon at Fraser River. y—Chartered to load for Melbourne. z—Via San Diego to load for Melbourne, A or P P rate 62s 6d, May 18th put into Sydney leaky, she will be surveyed. a—August loading. b—July loading. c—Cargo 2,500 tons of tea. d—to load a return cargo on owner's account.

SHIPPING INTELLIGENCE.

Svea, Swedish bark, 603 tons, Capt. Afzelius, is loading at the Hastings Mill for Callao. Rate 47s 6d.

Heather Bell, British bark, from Hong Kong to Puget Sound, was spoken by the Robert S. Besnard about the 25th of April.

The Puget Sound and British Columbia Stevedoring Company have opened an office at 630 Cordova street, Vancouver, with Capt. J. P. Betts in charge.

Robert S. Besnard, British bark, 1200 tons, Capt. Andrews, sailed from Manila April 10, and arrived at Vancouver June 12, 62 days out, with 1675 tons of sugar for the British Columbia Sugar Refinery; spoke the Heather Bell, Hong Kong to Puget Sound, about 25th April. While in the China Sea rough weather was experienced, and several sails were carried away during a gale. For the remainder of the trip the wind was fair.

Forest King, British ship, 1002 tons, Capt. Morris, sailed from Vancouver June 3rd, with a cargo of lumber from the Hastings Mill for Callao. Total, 1,224,846 feet; composed of 1,144,286 feet rough, 80,560 feet dressed T. & G. flooring; also 21,000 feet box shooks (5,000 boxes)—valued at \$14,224. Rate 47s 6d.

FREIGHTS.

Lumber freights, generally, are dull, and only a few charters are being affected. Present rates are quoted as follows: From Burrard Inlet or Puget Sound to Sydney, 50s; Melbourne, Adelaide or Port Pirie, 60s to 62s 6d; Shanghai, 62s 6d; West Coast of South America, 50s.

Coal freights are dull and scarcely any demand exists for carriers. Present Quotations: Nanaimo or Departure Bay to San Francisco, about \$2.25.

A. G. King, real estate, has closed his Nanaimo office.

THE COAL FLEET.

The following vessels of the coal fleet are at Nanaimo and neighboring ports:

- NEW VANCOUVER COAL CO.
- J. B. Brown, bark, Capt. Cameron, loading.
- Wilna, bark, Capt. Slater, loading.
- Louis Walsh, ship, Capt. Gammans, loading.
- Wachussets ship, Capt. Arcey, waiting.
- Seminole, bark, Capt. Weeden, waiting.
- WELLINGTON SHIPPING.
- Highland Light, bark, Capt. Herriman, loading.

- EAST WELLINGTON COAL CO.
- Aurcola, bark, Capt. Sawyer, loading.
- UNION MINES.
- San Matco, SS., loading for San Francisco.

The works of the Gold Gravels Syndicate, at Yale, are in full running order, and an immense quantity of gravel is being sluiced daily.

PAGE & MacGREGOR,

Real Estate, Financial and Life
Insurance Agents.
Commission - Brokers.

18 TROUNCE AV., VICTORIA, B. C.

THOMAS HOOPER. S. MAY GODDARD.

HOOPER & GODDARD,
ARCHITECTS.

Over Spencer's Arcade,
Government Street,
VANCOUVER, B. C. VICTORIA, B. C.

—: CENTRAL :—

BOOK & STATIONERY CO'Y,

45, Government St., Victoria, B. C.

J. R. KERR.

McLEAN & STEWART,

General :- Outfitters

And Importers of

GENTLEMEN'S AND BOYS' CLOTHING

SCOTCH HOUSE,

31 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.

JOYCE & MEYER,
REAL ESTATE,

Financial and Insurance Agents,

Room 6, Bank of B. C. Building,

VICTORIA, B. C.

B. LAURANCE

CELEBRATED

Spectacles : and : Eye : Glasses.

No Fancy Prices.

J. TEAGUE, JR., DRUGGIST,

57 YATES ST., VICTORIA.

P. H. DONOVAN,

Architect and Superintendent.

OFFICE: CRAFT & NORRIS BLOCK,

DOUGLAS STREET, VICTORIA, B. C.

FRANK CAMPBELL

Carries in Stock the Finest Imported

HAVANA & LOCAL CIGARS

And Tobacco in the City,

AT THE "OLD RELIABLE" CORNER.

E. SPILLMAN,

FRESCO AND SCENE PAINTER,

Paper Hanging, Tinting and every description
of Interior Decorating.

P. O. BOX 788.

COR. BROAD AND PANDORA STS., VICTORIA.

P. O. BOX 577.

310 HASTINGS ST., VANCOUVER.

THE WAVERLEY HOTEL

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

W. G. CAMERON,

The Original and only One Price

CASH CLOTHIER,

55 Johnson Street.

—: NEW GOODS —:

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

R. H. JAMESON,

33 FORT STREET.

C. B. LOCKHART & CO.

Importers and Dealers in all kinds of

Furniture, Upholstery, Carpets,

Linoleums, Etc.

60 GOVERNMENT STREET,

P. O. Box 534. VICTORIA, B. C.

F. M. YORKE & CO.,

—: LICENSED:—

GENERAL STEVEDORES.

The only concern in B. C. with a complete plant.

VANCOUVER, VICTORIA AND
NEW WESTMINSTER.

Vancouver Office: Cable Address:
Cor. Carrall and Water Sts. "Yorke."

H. G. WATERSON,

➤ **PRINTER,** ➤

130½ : GOVERNMENT : STREET,

Telephone 200. VICTORIA, B. C.

PAULSEN & VAUTIN

Carpenters and Builders.

Office Fitting and General Jobbing.

DOUGLAS STREET,

COR. VIEW STREET, VICTORIA, B. C.

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.

PHOTOS ON SILK OR COTTON.

(Quite a Novelty.)

All Kinds of Photographic Work.

LARGE WORK A SPECIALTY.

JONES & CO.,

60 YATES ST., near Government, VICTORIA.

R. B. McMICKING,

10 TROUNCE AVENUE,

P. O. Box 357. VICTORIA, B. C.

Electrician and dealer in all
classes of Electrical Goods.

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.

ANDREW & EARSMAN

Commission, Fire and Life
Insurance and General Agents

NOTARIES PUBLIC.

REAL ESTATE BROKERS.

Town, Suburban Property and Farm Lands
for Sale.

P. O. Box 483. 15½ YATES ST.

GEO. A. COOPER,

REAL ESTATE,

Financial and Insurance Agent,

16 TROUNCE AVENUE,

Opp. Telegraph Office. VICTORIA, B. C.
P. O. Box 106.

EDWIN J. MORGAN,

REPRESENTING

D. MORGAN,

QUEBEC.

Tailor to His Excellency the Governor
General by Appointment.

PERFECT FIT GUARANTEED.

OFFICE: ROOM 2, MUSGRAVE BLOCK,

BROAD STREET, VICTORIA, B. C.

A. MAXWELL MUIR

ARCHITECT,

Rooms 3 and 18, Turner Block

DOUGLAS ST., VICTORIA, B. C.

Esquimalt & Nanaimo R'y

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

STATIONS	GOING SOUTH READ UP		GOING NORTH READ DOWN	
	No. 1 Passenger Daily	No. 3 Passenger Saturdays Mondays	No. 2 Passenger Daily	No. 4 Passenger Saturdays Mondays
VICTORIA	Ar 12.24	Ar 6.58	De 8.00A.M.	De 3.30 P.M.
RUSSELL'S VIC. W.	" 12.20	" 6.54	" 8.04	" 3.34
ESQUIMALT	" 11.45	" 6.19	" 8.30	" 4.00
GOLDSTREAM	" 10.50	" 5.24	" 8.34	" 5.01
SHAWNIGAN L.E.	" 10.40	" 5.14	" 8.44	" 5.14
COBBLE HILL	" 10.27	" 4.50	" 9.07	" 5.29
MCPHERSON'S	" 10.17	" 4.39	" 10.07	" 5.30
KOKSILAH	" 10.12	" 4.34	" 10.12	" 5.44
DUNCANS	" 10.02	" 4.24	" 10.22	" 5.54
SOMENOS	" 9.36	" 4.12	" 10.48	" 6.10
CHEMAINUS	De 8.34	" 3.14	Ar 11.50	" 7.14
NANAIMO	Ar 8.25	" 2.59	De 11.59	" 7.20
WELLINGTON	De 8.10 A.M.	" 2.59 P.M.	Ar 12.14 P.M.	" 7.20

On Saturdays, Sundays and Mondays

Return Tickets will be issued between all points for a single fare, good for return not later than Monday evening.

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, President.
H. K. PRIOR, Gen. Freight and Passenger Agent.

The Union Steamship Co.

Of British Columbia, (Ltd.)

OFFICE:

Company's Wharf, Carrall St.,
VANCOUVER, B. C.

OWNERS AND AGENTS FOR

S. S. Cutch, S. S. Senator,
S. S. Mystery, S. S. Dreadnaught,
S. S. Skidegate, S. S. Leonora,
Eight Scows (No. 1 to No. 8),
3 New Steel Steamers Building.

VANCOUVER AND NANAIMO.

THE FAST AND POWERFUL

S. S. CUTCH

Leaves the Company's Wharf at Noon and the C. P. R. Wharf at 2:30 p. m., daily except Saturdays. Returning from Nanaimo daily at 7 a. m., except Sundays.

Passengers and cargo booked to and from Vancouver and all stations on the Esquimalt and Nanaimo Railway, Comox and all points on Vancouver Island.

All kinds of Passenger Excursion, Towing and Freighting Business done. Ample storage accommodation on Company's Wharf, and every facility given to shippers of produce for sale or consignment.

WM. WEBSTER, Manager.

W. J. PENDRAY,
BRITISH COLUMBIA
SOAP WORKS.

(Established 1875.)

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

MANUFACTURER OF

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. 13.

Taking effect July 17, 1890.

Vancouver Route.

Victoria to Vancouver daily, except Monday, at 3.30 o'clock, a. m.

Vancouver to Victoria daily, except Monday, at 14.30 o'clock, or on arrival of C.P.R. No. 1 train.

New Westminster 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 to New Westminster connects with C.P.R. train No. 2 going east Monday.)

For Plumper Pass Wednesday and Friday at 7 o'clock.

For Moresby Island at 7 o'clock.

Leave New Westminster for Victoria, Monday at 14.30 o'clock; Thursday and Saturday at 7 o'clock.

For Plumper's Pass Saturday at 7 o'clock.

Fraser River Route.

Steamers leave New Westminster for Chilliwack and Way Landings every Tuesday, Thursday and Saturday at 7 o'clock.

Northern Route.

Steamships of this Co. will leave for Port Simpson and intermediate ports on the 1st and 15th of each month. When sufficient inducements offer will extend trips to West Coast points and Queen Charlotte Islands.

Barclay Sound Route.

Steamer Maudo leaves Victoria for Alberni and Sound ports when sufficient inducements offer.

Bute Inlet Route.

Steamer Rainbow leaves every Tuesday at 7 a. m., for Cowichan, New Westminster, Burrard Inlet, Bute Inlet and way ports.

The Company reserves the right of changing this Time Table at any time without notification. Steamers leave on Standard Time.

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

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.

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.

x ÷ x ÷ x ÷ x ÷ x ÷ x ÷ x ÷ x

VICTORIA

Lumber & Manufacturing

Company.

PROPRIETORS OF THE

CHEMAINUS

SAW MILL.

E. J. PALMER, Manager.

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

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.

THE BRITISH COLUMBIA SUGAR REFINING CO.

LIMITED.

PARIS LUMPS + POWDERED + GRANULATED AND YELLOW SUGARS

ALL OF VERY FINEST QUALITY AND ABSOLUTELY UNADULTERATED.

MANUFACTURED FROM PURE CANE SUGAR.

FINEST ÷ GOLDEN ÷ SYRUPS

WORKS:

VANCOUVER, B. C.