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FRASER RIVER:

Delta Canning Co's Maple Leaf Brand.
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 Wellington Packing Co., Wellington Brand.
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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.
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Columbia Flouring Mill Co. of Enderby.

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

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 PIONEER STEVEDORING CO., LTD.:**

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 Cash security given if required, and satisfaction guaranteed.

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LANGLEY & CO.,

ESTABLISHED 1858.

Wholesale Druggists

21 & 23 YATES STREET,

VICTORIA, B. C.

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, Dec. 15.
VICTORIA.

The volume of business is of much the same character as has been noted for a number of weeks past. The rapid advancement of the season towards holiday time has naturally created anticipations of increased activity in many of the fancy and seasonable lines. The wet, cold weather has another effect, for it creates a demand for fuel and heavy clothing and staple lines. There is still reported an active demand for money, in fact, it is rather noticeable, being somewhat unusual at this season of the year. Rates continue firm.

FLOUR AND FEED.

The market remains the same as last week. Consignments of grain have been received by local millers. The *Commercial Review* says of the Portland markets: "The local flour market is steady but not active. Prices are without change. Standard brands are quoted at \$5.00 per bbl., and country brands, \$1.75 to \$4.80. The outward movement is large to San Francisco. There is a decided falling off in the demand for oats from San Francisco, yet the market may be considered a steady one receipts being small and offerings not excessive. For car loads of white, 43c per bushel may be considered a full figure." The Columbia Flouring Mills quote: For Enderby flour in carload lots, Premier, \$5.60; XXX., \$5.30; Strong Bakers or XX., \$5.00; Superfine, \$4.00. Quotations to the trade are:

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

RICE.

The Victoria Rice Mills quote wholesale:

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

FRUITS AND VEGETABLES.

The consignments of Japanese oranges are reported to have met with a ready sale, as merchants were desirous of securing enough stock for the Christmas trade, as no more will arrive till about the 20th or 30th of this month. The price has advanced 25c, and is now held firm at \$1 a box. The first of the new season's navel

oranges have been placed on the San Francisco market, and met with a ready sale. It is expected that there will be California Riverside oranges in this market for the Christmas trade. The rains in California last week, while giving an impetus to local trade, will not have a favorable effect on the prospects of the grape crop trade. The last shipments have been in excellent condition on account of dry weather, but the next received are not liable to be of as good a quality. Prices are unchanged since last week.

Quotations are: Pears, (winter), \$1.50; grapes, Tokays, Black Ferrara and Verdal in boxes, \$1.75, in crates, \$1.80. Oregon apples (greenings) \$1.00; Baldwin, Bellflower, Rose and Blue Pearmain, \$1.10; Santa Barbara oranges, \$3.50; Japanese \$1 a box; California Messina lemons, \$0.50; silverskin onions, 1 1/2c. per lb.; island apples, \$1.25 per box; tomatoes, \$1 to \$1.25; sweet potatoes, 3/4c. per lb. potatoes, island, \$20 per ton; Chilliwack, \$18 per ton; Fraser River, \$16 per ton; Bonapartes, \$25 per ton; persimmons, \$1.75.

GROCERIES AND PROVISIONS.

Business continues of fairly good volume. The movement in staple lines is fairly active while the demand for fancy goods for holiday trading continues. The orders now coming in are principally small sorting-up ones for Christmas goods. It is stated by well informed persons that the indications point to trade being lighter during the next couple of months. According to late advices received, the eastern houses are running short of creamery butter, and dairy is also becoming scarce with them. The situation in Manitoba also points to high prices. Word has been received here which says the idea is gaining ground that dealers in Manitoba will have to import butter before the spring. The quotation from Montreal still remains at 25c per lb. for creamery. Advices lately received from San Francisco state that California roll will not be on the market until the end of March or beginning of April. The total value of butter shipments from the port of Montreal up to the close of navigation amounted to about \$950,000 to \$1,000,000, against \$350,000 to \$370,000 for the corresponding period last year.

Quotations are: Eastern creamery, 28 1/2c per lb; Manitoba creamery, 30c; dairy, 23c; Eastern Townships, first quality, 26c. Advices from Montreal of Dec. 5 say: "There is little change in the butter market. The demand is weak. Creameries are quoted at 22c to 24c; townships, 19c to 20c; western dairy, 15c to 16c. The cheese market is steady but not active. prices being steady at from 10 1/2 to 11c. The demand for fresh eggs is good at 18c. Lined stocks are selling very well at from 15c to 16c." Canadian meats are quoted: Hams, 13 1/2c to 14c; breakfast bacon, 13 1/2c short; rolls, 12c; dry salt sides, 11 1/2c.

According to reports received, the very choice stocks of California dried fruits will be scarce and high in the spring, of which the San Francisco *Herald of Trade* says:—"Dealers begin to show some confidence in the future of the market. While it is true that trade has been slow both locally and in Eastern markets, and prices unwarrantably low, there is now a manifest belief that the season of low prices is over, or at least that bed rock has been

found, and that the changes in values for the future must be for the better." Mediterranean dried fruits are quoted by local jobbers as follows: Currants in bbls. 8 1/2c, in half-bbls. 8 1/2c; valencias, 8 1/2c; sultanas, 14c; London layers, \$2.25 a box; California sultanas, \$2.25 a box; dates, 9c; prunes, 9c to 12 1/2c. California evaporated fruits in 25 lb. boxes are quoted as follows: Peaches, 12 1/2c; apricots, 14c; nectarines, 14c; pitted plums, 11c. About the same grade of fruits in cotton sacks are quoted from 1c to 2c per lb. less. New Canadian evaporated apples are quoted at 11c per lb.

The sugar situation remains unchanged since last week. The dry granulated ... reported by R. P. Rithet & Co. (Ld.) is meeting with a brisk demand, and is being sold at a margin below the B.C. Refinery prices. It is favored by manufacturers of candy, preserves, etc., as giving the best satisfaction. Vancouver granulated is quoted at 5 1/2c in sacks or barrels. Some eastern people anticipate an advance in sugars because of strong reports received from other markets.

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

Falconer's Victoria Vinegar Works' goods are now carried by the leading wholesale grocers, comprising pure malt vinegar, tomato catsup, Worcestershire sauce, mushroom catsup, apple and quince cider, lemon and vanilla extracts and fruit syrups—of home manufacture.

LUMBER.

The situation is described as being "dull as ditchwater." It is reported that the quality of shipments lately received at Melbourne has turned out an inferior grade. This will intensify the depression there until these are absorbed. The Chilean ship Atacama, 1,235 tons, has completed loading for Valparaiso at the Moodyville mills. Her cargo consists of 980,001 feet rough lumber and 48 bundles of laths valued at \$9,453. She was loaded on owners' account. The schooner F. S. Redfield has also completed her cargo at the Chemainus mills for Sydney. The Morning Light has gone on the berth to load for Australia. There are three vessels loading at present at Burrard Inlet: British bark Nineveh, 1,174 tons, Capt. Broadfoot, for Sydney; British ship Athlon, 1,371 tons, Capt. Dexter, loading for Adelaide; Nor. ship Morning Light, 1,316 tons, Capt. Johansen loading for Australia, and the Am. schr. F. S. Redfield, 446 tons, loading for Sydney at the Chemainus mills. Quotations are as follows for cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association: Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, \$0 per M feet; rough deck plank, average length 35 feet, \$19; dressed flooring, \$17; pickets, \$9; laths, 4 feet, \$2.

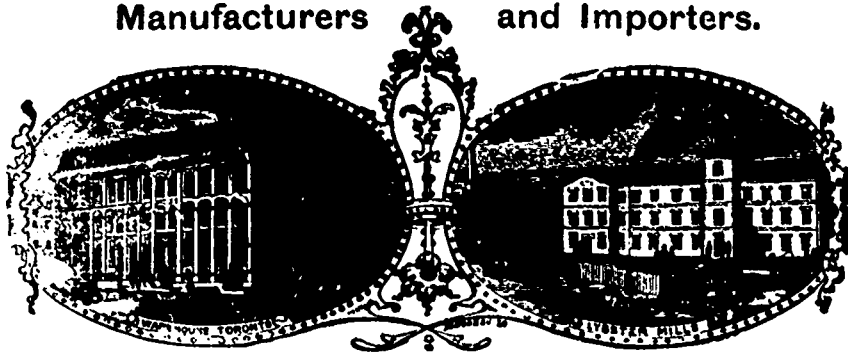
For local trade, the Rock Bay Saw Mill quotes:

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

GORDON, MACKAY & CO.

TORONTO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

VANCOUVER.

During the past week business has been light in most lines, and collections are generally reported as slow. Prices remain about the same. The market is well supplied with the ordinary grades of butter. Dairy, 20c to 23c; Manitoba, 20c; fine creamery, 27½c; cheese, 12½c. Meats—Dry salt, 11½c per lb.; hams, 14c; long clear, 11½c; roil bacon, 12c; breakfast bacon, 14c. Japanese oranges are held firm at \$1.25 per box, as no more are expected to arrive before Christmas. The flour market is still unsettled owing to the further cut in prices by the Eastern millers. Local prices remain unchanged. Ogilvie's Hungarian, \$5.85 to \$6; Strou, Bakers, \$5.50; Oregon, \$5.80 to \$6; Premier (Enderby Mills), \$6.00; XXX, \$5.75; XX, \$5.75; oatmeal, \$4 per 100 lbs.; Eastern rolled oats, \$2.50; California ditto, \$4; Eastern cornmeal, \$3.75; California ditto, \$1.00; wheat, \$35 per ton; chopped feed, \$36 to \$38; bran, \$24 to \$25; shorts, \$26; oats, \$30 to \$34; hay, \$15 to \$16; oil cake, \$10; potatoes, \$15 to \$16.

NEW WESTMINSTER.

The up-river trade has been light this week owing to the heavy rains. There is still a large quantity of produce to come down. The bulk of the hay has been marketed, and is quoted at \$15; oats, \$30 to \$35; potatoes, from \$15 to \$23; wheat, \$35 to \$40; chopped feed, \$33 to \$35; apples getting scarce at \$1.25 per box.

BUSINESS CHANGES.

Robertson & Co. succeed Housley & Co., planing mills, Vancouver.

The Bank of British Columbia will open a branch at Nelson when the spring of '92 opens.

John A. Fraser, lately from New Glasgow, has opened a blacksmith shop in South Westminster.

Cope & Young, Vancouver, having disposed of their retail stock of dry goods, have gone into the wholesale jobbing trade.

Peter Sinclair, who came here in June last and went into the harness business with Wm. Duncan, has returned to Madock, Ont.

Chas. Roberts, contractor, who has been

taking contracts at low figures, has recently secured advances and departed suddenly, leaving employes' wages and mercantile accounts unpaid. There is a good deal of grumbling among merchants in regard to the inadequacy of the lien act.

INTERIOR NOTES.

To the Editor of The Commercial Journal:
SIR,—Believing a few items respecting the progress of the inland country would be acceptable to your readers, I would say that while recently in Spallumcheen and Okanagon, everywhere was to be seen signs of go-aheaditiveness. The 51 miles of railway from Slicamous, junction of the C. P. R. and S. & O. lines, to Okanagon Lake Landing, 4½ miles from Vernon, is in operation, carrying passengers and handling freight along the route, and for the Mission Valley, Similkameen, Osoyoos, etc. This reminds me of a conversation in 1882 with the carpenter that built the deceased Judge Hagues' residence that year at Osoyoos Lake. He observed a large quantity of wool occupying needed space in an outbuilding, and said to the judge: "Why don't you send that wool to market?" The reply was: "You can have it all, if you can get it to the market you speak of, at New Westminster. The carpenter made inquiry, and learned that to pack the wool to Hope and ship by boat to market would cost more than the wool would bring; consequently the "generous" offer was not accepted. A change is now such that a wagon road reaches the foot of Okanagon Lake, where a steamer connects with the S. & O. Railway, etc. True, present transportation is very high; however, a little time will give relief, and then the lower division of Yale district will have relief. Heretofore, even the Mission Valley country had no encouragement to raise for market grain, fruit or vegetables, and depended mostly upon animals that could be walked to place of sale. The erecting of new buildings, fixing up fences, and general making of a new life being infused into the interior argues favorable. The Columbia Flouring Mill Co. at Enderby. S. Gibbs, Esq., manager, is present season paying \$25 per ton for wheat, turning out 100 barrels a day, that finds a ready market. The yield of grain produced for market the

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past season in Spallumcheen and Okanagon is estimated at 4,000 tons, part shipped to the coast. Another flouring mill is about to be erected at Vernon. Next season more grain, it is expected, will be raised. When prices justify, almost any quantity of wheat can be produced. Fruit growing and mixed farming, dairy business and the like is attracting considerable attention. Parties with a little capital and a reasonable share of "push" about them cannot fall in finding good openings to take hold of paying enterprises in the divisions of Yale district named. New blood and industry is what will have the desired effect.

M. II.

Kamloops, B. C., Dec., 1891.

FREIGHTS.

Lumber freights have shown no change for some time. Quotations are as follows: From Burrard Inlet or Puget Sound to Sydney, 40s; Melbourne, Adelaide or Port Pirie, 47s 6d to 50s; Valparaiso, 45s; Cork for orders, 65s; China, 50s. For grain from San Francisco to the U. K. 10 charters under 27s 6d are reported, but there is reason to believe that the current rate is under that figure. The market is decidedly weak, and a further decline may be looked for. From Tacoma and Portland the rate is nominally about 30s. Coal freights remain weak. Nanaimo or Departure Bay to San Francisco, \$2.25; from Puget Sound to San Francisco, \$2.00 per ton.

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THE MUTUAL LIFE.

The announcement of President McCurdy of the Mutual Life, New York, that with the presentation of its annual statement for 1891, the new business reported will include only policies actually taken and paid for, will be received with widespread interest. Scarcely less so will be noted the announcement, that during 1892 the Mutual Life will limit the amount of its new business to \$100,000,000. When it is remembered that the new insurance issued by that company in 1890 was \$101,365,921, and will probably be as much or more the present year, the significance of the announcement becomes apparent. This means a modification in the high-pressure methods of getting business, which has for some time prevailed all along the line in the United States among all the leading companies, and sets an example which we think will not be lost upon the fraternity. It does not and ought not to mean the abandonment of vigorous campaigning, which we believe to be in every way desirable, but rather a strong, onward and steady movement instead of a racecourse dash. If the Mutual Life sells and delivers a hundred millions of insurance next year, and all the other companies a like proportion, there will be plenty of competition to give everybody healthy exercise, but less "cutting and slashing," which never pays in the long run. The dropping from its report of all "not taken" policies and giving only insurance actually sold, after the manner of our Canadian report, is a movement so sensible that other companies will do themselves credit by following in the lead

of the old Mutual Life.—*Insurance and Finance Chronicle.*

FILLING BALLAST TANKS.

Investigation leads us to impress upon ship-builders and ship-owners and captains the advantages and necessity of fitting the water ballast tanks with a vertical continuous plate, so as to divide the tank in two. A deep water ballast tank extending right across the ship, is, unless so divided, a distinct source of danger, especially when the ship is in charge of a captain who is not conversant with the effect on the ship's stability of partially-filled tanks. Another conclusion is that when tanks are to be filled at sea, or even in harbor, they should be filled and emptied one by one, and those at the ends should be filled or emptied before the midship ones, as the loss of stability when a tank is partially filled will of course be less the smaller the tank and the smaller its breadth. Lastly, it is better and safer to fill tanks in port rather than at sea. Many captains and others agree that if their vessels are tender when laden down to their mark, the filling of the ballast tanks, causes a diminution of freeboard and its consequent penalty. This seems to show the force of our oft-repeated contention that far, far too much importance has been attached to mere freeboard. If it is a question between greater stability and freeboard, there can be no doubt that the former is to be preferred, other things being equal.—*Nautical Magazine.*

Ex-King Milan of Servia has accepted the command of the Persian cavalry.

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COMMERCIAL SUMMARY.

Famine and typhus continue to spread in Russia.

France now possesses 30 ironclads, 26 cruisers, 15 despatch boats and 54 torpedo boats.

The Government has decided to again call for tenders for a fast line of steamships between Canada and Europe.

By the will of the late T. K. Tapling, M.P. for Harborough, a collection of postage stamps valued at £200,000 was left to the British Museum.

An influential committee has been formed at Rome for the erection of a monument to the poet Shelley at Virreggio, Italy, where the body was cast ashore in 1823.

At a speech in Edinburgh recently the Right Hon. A. J. Balfour said he did not think Great Britain would ever again see a monster agrarian conspiracy in Ireland fed by American funds.

Captains Boileau and Butcher have been dismissed from the British army in consequence of their conduct in connection with the Manipur massacre, but the officials decline to explain why.

Figures compiled by the Boston Standard show that from January 1st to November 20th the fire loss in the United States amounted to \$108,024,000, or an average loss of \$337,000 per day, and on this basis the loss in 1891 is estimated at \$123,005,000. Even if overestimated, the year will scarcely prove a fortunate one for underwriters.

North Dakota and Minnesota farmers continue to take up land in the Canadian Northwest.

The *Northwestern Miller* says there was a heavy decrease of the make of flour last week, the output being only 161,200 barrels against 205,585 barrels the previous week.

Over eight hundred thousand copies of the tenant farmer delegates reports have been distributed in England. Excellent returns have resulted from the vigorous policy pursued in Dakota. Hon. Mr. Carling strongly favors the continuance of the bonus system assistance to immigrants, but only to bona fide settlers. The results of the season, it is said, will show great increase in the number of immigrants.

Capt. Gunn, late of Her Majesty's navy, representing a wealthy English syndicate, is said to have signed a contract with a New York firm for the construction of a line of railway to the port of Whitehaven, N.S., with a view of the said port being used as the landing point of Atlantic steamships. The scheme, if it is carried into effect, means the shortening of the mail route by something like 24 hours.

A prominent commission merchant who has just returned from a trip to Chicago, states that one thing most noticeable among the trade in that city is clannishness. There are many commission merchants doing business there, and everyone strives to see who can do the largest trade, but one cannot help noticing the absence of the cut-throat policy which is so prominent in other cities. The wholesalers in Chicago protect each other.—*Commercial Tribune.*

M. de Giers, the Russian minister, while in Paris, is reported to have agreed to an exclusively defensive alliance with France, the main object being to secure "respect for treaties," which includes the tightening of Russia's grip on Bulgaria and the evacuation of Egypt by England.

The small party of political soreheads who have been making Essex County, Ont., disreputable by their annexation fad received a blow last week which it is hoped will make them realize what despicable creatures they are. Just before the County Council adjourned, Clerk McKee rose and read the following resolution:—"Moved by Reeve Wintermute, seconded by Dr. King, that whereas certain persons of more or less prominence within the county have recently entered into an agitation for annexation to the United States, we the members of the Council, representing our loyal, free and enlightened constituents, desire to place on record our firm belief and conviction that no country possesses a better system of government or more admirable institutions than our beloved land, and that while desiring to live on terms of peace and friendliness with the great country lying to the south of us, we hereby repudiate all desire or intention of becoming identified with it, preferring to remain under the glorious flag beneath which our country has become great and progressive and to retain all our existing conditions, which have secured equality and justice to all creeds, nationalities and conditions of men."

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VICTORIA, TUESDAY, DEC. 15, 1891.

THE BUSINESS SITUATION.

The developments of the past month have been entirely favorable, actually and prophetically, for the prosperity of the province. Notwithstanding the disagreeable weather, there is a gradual improvement in mercantile business, which is fully up to the record of any previous year, if not better. Money is generally easy and abundant for legitimate trade purposes. Collections are satisfactory. British Columbia exports continue large, leaving a considerable balance of trade in our favor. The dry goods and woolen trades continue to show improvement. The grocery trade is in good shape. In Eastern Canada there is some uneasiness felt in mercantile quarters because remittances continue to come in at such an unprecedentedly slow rate. This is hard to understand in view of the fact that there was an unusually large grain crop, for which remunerative prices were realized.

In order to make sure that remittances were as much a source of complaint as had been represented by a number of leading Montreal firms in different lines, the *Trade Bulletin* has been investigating the matter. The conclusion the *Bulletin* arrived at was that farmers were paying off their most pressing claims, and deferring their payments to storekeepers to a later date. Some portion of the community, however, is reaping the benefit in the meantime, such as money lenders and implement dealers, etc.; and on the whole there is a feeling of increasing confidence in the future, the great majority of wholesale merchants anticipating a better spring trade than has been experienced for years. The prospects are also favorable for an ample supply of money to carry on the increasing trade of the country at reasonable rates of interest and discount, and this, combined with the fact that Canada is full of cereals, a large surplus of which will be required for export at good remunerative values, augurs well for our commercial future.

THE PRACTICAL AND PROBLEM-ATICAL.

During the week, the voters of Victoria have been called upon to exercise their franchise with respect to two by-laws, one to authorize the granting of \$25,000 to the British Columbia Agricultural Society on the security of its valuable property, just on the outskirts of the city, and the other to provide \$50,000 to assist in the estab-

lishment of a Provincial University in this city. The latter by-law was rejected by a majority of eleven votes only; and but for the feeling created by the action of parties on the mainland, who succeeded in practically excluding Victoria from the management of the University, for which a charter was obtained from the Legislature, would have been killed as dead as Julius Cæsar. But, as it is, there will doubtless be those who will take heart of hope from the slimness of the vote and bring up the project again at an early period, when there will no doubt be a stronger expression of adverse opinion. We are not of those who are accustomed to say when enterprises looking to the future are under discussion, "What has posterity done for me?" but we are inclined to think that the project is premature, and that the city and province alike can afford to wait for further development before assuming the grave responsibility of a provincial hall of learning.

On the other hand it would have been much better had the agricultural by-law been more enthusiastically endorsed, though as the measure was necessary merely to amend an error in previous municipal legislation, the amount of affirmative preponderance was not of so much importance. Still the poll has shown that, out of 371 persons who voted, there were 163 who were not prepared to be governed by what they well knew was the majority sentiment, and were determined to fight out the matter to the very end. To Victoria and, indeed, to the province, the projects of the Agricultural Society are, at any rate for the present, of far greater importance than any such enterprise as a university. We have in the province—despite local disputations—one of the best educational systems known, and, save in exceptional cases, all who wish to proceed further than the curriculum which obtains under it, can well afford to attend the colleges of the sister provinces.

What is now required is material development and towards this people of "the highest accomplishments" are not, as a rule, apt to contribute. But let us, for instance, take last year's provincial exhibition. Who can estimate the benefits it conferred upon trade, manufactures, agriculture and all the other industries? Moreover, on the strength of the former by-law, a number of enterprising and public-spirited citizens had assumed heavy financial responsibilities in the public interest, and that public was, in all honor, bound to see that they were protected from all possible personal loss.

The City of Victoria Market By-law is at present undergoing the formality of publication in the papers and its comprehensiveness will at once commend it, though there are, of course, some particulars in which it may be improved. The market is now ready to be opened. It contains fifty-eight stalls and stores and is in every way well adapted for the objects contemplated. It is estimated that the revenue from it will reach something under \$10,000 per annum, while the expenditure, including interest and sinking fund, will be about \$1,000 less.

PROVINCIAL DEVELOPMENT.

The Montreal *Trade Review* comments

upon the annual report of the British Columbia Board of Trade as being an interesting document, "replete with facts and figures, which are valuable as illustrating the rapid and substantial progress that is being made by the Pacific Province." It remarks upon the number of charters granted to railway companies last session as certain to exert a powerful influence in developing the resources of the province. But we may be permitted to observe that there is an "if" that should not be lost sight of. That "if" is "should those enterprises be worth more than the paper they are written or printed upon?" There is every reason to believe that the majority of the charters have been obtained in good faith with the intention of carrying them out to completion, and of giving the province and its resources the immediate benefits to be derived from railway construction. In the case of Manitoba and the Northwest there were many railway schemes that were incorporated by both the Dominion and the Provincial Legislatures for the sole object of selling the franchises obtained, and on this account vast extents of territory have not as yet been reached, which but for the existence of the charters would long ere this have been reached and turned to practical account.

In this province development is hampered, not so much by the number of railways on paper only, but by the fact that so much territory has been grabbed by speculators who, despite the law to the contrary, are continually grabbing for more. From all directions comes the news that likely people have been looking out for locations on which to settle, but found the best lands all taken up, not by people who have the slightest idea of settling or doing anything with the properties which they have acquired, but by those whose sole object is to hang on to them until something altogether outside of anything which they themselves may do shall give the sections a marketable value. Let any one take the trouble to scan the columns of the *British Columbia Gazette*, and he will see that in open violation of the objects of the law; but in what may without much of a stretch of imagination be regarded as a compliance with its letter—thousands and thousands of acres of the best available lands are being taken hold of. These land-grabbers are advertising not only their own intentions, but are publishing those of their wives, "their sisters, their cousins, their aunts," their living and prospective children, their man-servants, their maid-servants, their oxen and their asses, and everything that is theirs. And thus the valuable lands of British Columbia, about which so much is said, are being "settled up." Unfortunately this aspect of development is not alluded to in the admirable and generally comprehensive annual report of the British Columbia Board of Trade. Many of the most salient points in and the most important recommendations of the Board's report are recapitulated and in their turn commented upon, with the satisfactory commendation "we trust that the utterances will receive in the proper quarter the attention which is due them."

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THE SEALING QUESTION.

In view of the importance of the sealing industry to British Columbia and the great losses to which Victoria sealers have been subjected by the joint convention between Great Britain and the United States, the following extract from the President's Message is both interesting and significant:

"In my last message I stated that the bases of arbitration proposed by Her Majesty's Government for the adjustment of the long-pending controversy of the seal fisheries were not acceptable, I am glad now to be able to announce that terms satisfactory to this government have been agreed upon and that an agreement as to the arbitrators is all that is necessary to the completion of the convention. In view of the advanced position this Government has taken on the subject of international arbitration this renewed expression of our adherence to this settlement of disputes, such as have arisen in the Behring Sea, will, I doubt not, meet with the concurrence of our Congress. In view of the reports as to the diminution of the seal herds in Behring Sea, I deemed it wise to propose to Her Majesty's Government, in February last, that an agreement for a closed season should be made pending the negotiations for arbitration, which then seemed to be approaching a favorable conclusion. After much correspondence and delays, an agreement was reached, on the 15th of June, by which Great Britain undertook, from that date and until May 1st, 1892, to prohibit killing, the United States, during the same period, to enforce its existing prohibition against pelagic sealing."

The Americans, as usual—according to themselves—always right; other people grievously wrong.

RELATIONS WITH NEWFOUNDLAND.

The people of Newfoundland are as angry as they can well be, because the Dominion Government interfered to prevent the consummation of a scheme for reciprocal trade that had been negotiated between that colony and the United States. They think that the Dominion should have minded its own business and allowed them to make the best bargain they could with the Americans. The arrangement, however, was very far from being a good one for Newfoundland, and, besides, was unjust to the Canadians, whom it completely shut out. The British Government very promptly considered that it would not be right to permit the Newfoundlanders to favor the Americans to the detriment of Canada, and, consequently, refused to sanction the arrangement which, previous to the Dominion's protest, it had looked upon with indifference. This the Newfoundlanders are resenting, and have declared a tariff war against Canada, deciding to impose heavy duties on Canadian products, chiefly flour. The question is much discussed everywhere. The members of the cabinet have not, it is understood, jointly considered the latest phase of the trouble, but individual ministers show a strong disinclination to be harsh with the sister colony, as they are of the opinion that the Islanders will suffer more than the Canadians from the heavy duties just imposed. The Premier questions whether the arrangement could, in any event, hold good, as the tariff act expressly states that a higher rate of duties would only be imposed on the products of those countries which had free access to New-

foundland, and which levied an import duty on Newfoundland fish. The Newfoundlanders are, in any event, a peculiar people, as they demonstrated at the time of the negotiations looking to confederation. They appear inclined to confine the world within their own limits, nevertheless, to all appearances, save for the interference of the Mother Country—which appears to take more stock in them than in the other colonial dependencies—Uncle Sam would have had the dead wood on them.

VICTORIA ILLUSTRATED.

This much-expected, and, indeed, anxiously looked for publication descriptive of the province and its resources—more especially those of Victoria and Vancouver Island—has finally made its appearance. It is a work of about a hundred pages, handsomely illustrated, and is printed on the finest toned and calendered paper. The statistics furnished are most valuable, the descriptive writing being alike interesting and replete with information given in the most readable shape. The various industries of the province and their importance are presented in a manner that while it will attract the attention of the reader will impress him with their extent and value, the work being of such a character, as cannot fail to be a most effective exhibition of this comparatively little known portion of the British empire. There is at this moment but little time to make anything like a review of "Victoria Illustrated," almost every one of whose pages contains artistic and at the same time strictly accurate cuts of architecture, landscape and portraiture. The work is bound in cloth, the front of the cover being handsomely gilt. This publication is, by long odds, the best of the kind ever got out in Canada and reflects the highest credit upon Messrs. Ellis & Sargison of the *Colonist*, by whom it has been produced in all its details.

EDITORIAL NOTES.

"DOUGLAS" is to be the name of the post office and customs port at the boundary adjoining Blaine, Wash. For a year or two the little village has been known as Blaine, B.C., but as two towns of the same name alongside each other would cause no end of confusion, it was decided to change the title of the British Columbia village to Douglas.

THE Eastern banks are, most of them, on the look out for opportunities to extend their business. The great banks of Montreal are shooting out in all directions, and now La Banque d'Hochelega—a French-Canadian institution of that city—proposes to open its doors in the prairie province, where it will no doubt heartily commend itself to the resident French.

THE progress of Winnipeg is further evidenced by the fact that its Customs collections amount to \$66,491 for the month of November, as compared with \$47,999 for the same month last year. But it is in the item of exports that it specially surpasses itself. These in November last were

\$226,702, and the same month last year \$55,818, an augmentation of over \$170,000.

ALL the breweries at present in operation in Victoria have been bonded until January, 1892, by a syndicate of English capitalists, represented by Lowen & Erb, of Victoria, and the Rand Bros. of Vancouver; and plans have been prepared and a site selected, in the event of the negotiations being successfully consummated, for the establishment of a large and thoroughly modern brewing and malting establishment in the city.

THE British Union Insurance Company proposes to issue all kinds of insurance indemnity, excepting life and marine, under a joint policy. Fire, accident, burglary, plate glass, employer's liability, and perhaps other forms of insurance, are to be undertaken. Each is to have its department, separately managed, from which will be issued a sheet containing the conditions of the contract pertaining to its particular kind of insurance when a risk is accepted, the several sheets to be united under one cover, and together forming a combination policy.

THE enterprising town of Seattle has just had a fire of considerable proportions, whose occurrence has shown that there is something wrong somewhere, which must be remedied. From its previous fire the city Phoenix-like rose from its ashes, a far handsomer, better built and otherwise substantial town, profiting immensely by the lessons as well as the substantial benefits of the conflagration. We say substantial benefits, for had it not been for the fire, it is more than possible that many existing improvements would not have been undertaken, and now Seattle is to-day an ornament and an example to the Sound country.

If the French people had consented to renew consideration of the Cobden treaty—which they have refused—and if, in the midst of difficult but important negotiations by Lord Salisbury, Mr. Gladstone had crossed the channel, preceded a few months by Sir William Harcourt, and had delivered an address at Lyons, pointing out that the British elections were coming on shortly; that he would be returned to power, and that he would then give them better terms than Lord Salisbury could or would ever do, the Canadian situation and Mr. Laurier's Boston remarks would be duplicated. Does any sane man suppose that Mr. Gladstone would have a baker's dozen of supporters on his return? Why, therefore, asks the *Toronto Empire*, should the Canadian people have to endure and continue to suffer such action as that of the Opposition leader in his recent speech?

The steamer Delaware has been laid up for the winter.

A. Craig, who opened at New Westminster about one month ago in men's furnishings and clothing, has sold out at private sale to J. E. Phillips.

The Bon Accord Fishery Co. have dissolved. Geo. Alexander and D. J. S. Hennessey retiring. The business will be continued by Alex. Ewen and D. J. Munn.

STRANGE WAVES.

The mysterious wave which did so much damage to life and limb and to the steamship *Etruria*, recently, properly belongs to that class of physical phenomena for which there is as yet no satisfactory explanation, unless it be that of submarine earthquakes. Whatever the cause, certain it is that they have taken place time and again, and always caused much damage on account of their sudden and unexpected appearance and the awful power wielded while they last. One of the worst known occurred in the year 1829. It was the first day of November, and the people of Oran, Algeria, had been experiencing beautiful weather. No breeze was blowing, and the harbor was stirred by scarcely a ripple. Even after it was all over, marines on vessels lying a few miles out from shore said no storm of any kind had been experienced, yet the people on shore suddenly noticed the approach of a tide of unparalleled height and violence which submerged the coast line far beyond the ordinary mark, and destroyed in its course much valuable property. On the tide's ebbing, when the danger was supposed to be over, great submarine billows broke over the harbor and coast and beat furiously against the splendid new mole lately constructed for the protection of the port for the space of thirty-six hours. Receding, the immense waves uncovered the foundations of the mole to the depth of eight yards below the ordinary water level, and advancing, broke high over the vessel within the harbor, some of them sending their spray clean over Fort Lamonna—that is to say, more than one hundred yards high. Those terrible shocks, repeated with regularity every minute, soon racked and rent the pier on the seaside; in the space of a few hours great fissures on the top and on the side next the town became visible, and its total destruction was seen to be inevitable. Before evening scarcely a vestige remained of the once splendid mole, which, on the morning of the same day, measured nine hundred yards in length, and seemed to be able to resist the storms of many centuries.

B. C. BOARD OF TRADE.

President T. B. Hall, Vice-President A. C. Flumerfelt, Mr. D. R. Ker, Mr. Joshua Davies, and Mr. C. E. Renouf, members of the Council of the Board of Trade, met last Tuesday.

Messrs. R. P. Rithet & Co., Ltd., addressed to the Board the following communication, which caused considerable discussion:—

VICTORIA, B.C., Dec. 1st, 1891.

The Secretary B.C. Board of Trade, Victoria:

DEAR SIR, -We beg that you will, as early as may be convenient, lay the following before your Council:—

On the evening of the 22d November the steamer *San Pedro* was stranded on Brothie Ledge, and on the 23d November and following days every newspaper on the Pacific Coast, many throughout Canada and the United States, and no doubt many also in Europe, contained a more or less correct account of the mishap, all, however, agree-

ing that the vessel had been lost at the entrance to Victoria harbor. While this statement is technically correct, if it is not supplemented by the information that there were eighteen miles of a sea way outside of Brothie's Ledge, that the ledge, while near the harbor, is not in the channel, and there was no necessity whatever for the steamer being near the spot, it is calculated to give a very false impression of the dangers that beset navigation at this port.

We would, therefore, venture to suggest that your Council consider the advisability of instituting an enquiry into the circumstances surrounding the loss of the *San Pedro*, making it of as weighty an official character as may be practicable, with a view to demonstrating that the stranding of the vessel was due to no unusual or unavoidable danger at the entrance to our harbor, but simply and solely to the carelessness and ill advised over-confidence of those in charge, and that so far from Brothie's Ledge being an obstacle in the channel, the harbor can be easily and safely approached from all sides without going near the ledge. As it is reasonably certain this unfortunate occurrence will be brought before owners of vessels and others having business at this port, with the object of showing its inferiority, so far at least as the safety of its approach is concerned, to other ports, it seems to us highly necessary to make an authoritative explanation, and to obtain for it as wide a circulation as possible. To that end we can conceive of nothing more effective than the report of an enquiry by the Board of Trade, accompanied by a map of the entrance to the harbor, showing the utter absence of any impediment to any but the most reckless navigation. We recollect that at one time there was a bell buoy over the ledge, but that disappeared years ago. If the matter were brought to the attention of the Government, it might be disposed to place another bell buoy on the reef, and thus remove any excuse for pilots, no matter how confident they might be, taking vessels in their charge within a measurable distance. Trusting that the above suggestions may find favor with your Council, we remain,

Yours faithfully,

(Sgd) R. P. RITHET & Co., LTD.
R. SEABROOK, Vice-Pres.

In the discussion it was stated that when the *San Pedro* came to grief, she was several miles out of her course, and the pilot was out of his jurisdiction, and the Council decided to take action, on the lines suggested, with a view to placing all the facts clearly and plainly before the public.

A letter was received from Lt. Col. E. G. Prior, M. P., stating that as Mr. M. T. Johnson some time ago had complained that the bark *Serica* was not allowed to anchor in Constance Cove, Esquimalt, by orders of the Admiral, he, (Col. Prior), had written Hon. Mr. Tupper, Minister of Marine, who wrote the Admiral. Admiral Hotham's reply, which was considered quite satisfactory, was enclosed for the consideration of the Board. It is given in full:—

Warspite, at Esquimalt,
8th November, 1891.

SIR -In reply to your letter, No. 5,008, of the 28th ultimo, in reference to the

British barque *Serica*, not being permitted to load in Esquimalt harbor, I have the honor to inform you that the following is what took place:

Mr. Innes, the naval storekeeper at Esquimalt, informed the master of the *Serica* (with my authority) that he could not reload at the naval coal wharf, nor in any part of the harbor appropriated for naval purposes, but that in hauling off from the coal wharf he had better interview the harbor master at Victoria, who would tell him where to anchor. He hauled off from the coal wharf and took up a position in the harbor close to the moorings of the flagship *H. M. S. Warspite*, and there loaded with salmon from the *SS. Islander*.

There were in the harbor at the time this took place two naval colliers, the bark *Queen Victoria* and the *Blair Athole*, one of which went alongside our wharf to discharge immediately the *Serica* hauled off, and I expected *H. M. S. Garnet* from the south and two other ships from the Behring Sea, and as there was plenty of room outside the part of the harbor appropriated for naval purposes, I cannot see any reason for the *Serica* wishing to anchor in that position.

Should any of the Dominion authorities wish at any time to berth a ship in Constance Cove, and communicate with the senior officer to that effect, there will always be, if possible, every assistance given them, and there will be no difficulty for ships wishing to go alongside private wharves in the Cove at any time.

I have the honor to be, Sir, your obedient servant,

(Signed) CHAS. F. HOTHAM,
Rear-Admiral, Commander-in-Chief.

The communication, with letter covering it from Col. Prior, was placed on file, and the Council adjourned.

THE C. W. WETMORE.

The C. W. Wetmore has a cargo of machinery for a ship building plant, to be set up on Puget Sound, for the construction of whaleback barges.

The shippard of the American Steel Barge Company, at Duluth, never presented so animated an appearance as now. Eight of the whaleback ships are in some stage of progress, from No. 118 to 125. Of the eight, all but two are steamers and a seventh steam vessel will be put on the stocks before long. This will make, with the four now in commission, 11 whaleback steamers.

Barge 118 is about finished. Nos. 119, 120 and 121 will be steamers and are all under way. They will be 220 feet long, 38 feet beam and 21 feet deep. No. 122 will be a tow barge of the same size and shape as the steamers. Nos. 123, 124 and 125 will be steamers. They will be 325 feet long, 42 feet beam and 25 feet deep, and will be able to carry nearly 140,000 bushels of wheat each. On only one of these has work progressed so far even as laying the keel blocks. The first, now under way and in preparation for building, will have a cargo capacity of about 28,000 tons.

The scheme for forming a cigar trust in New York with a capital of \$25,000,000 has collapsed.

THE SEALING FLEET—VESSELS IN PORT.

VICTORIA.

ARRIVED.	NAME.	TONNAGE.	AGENT OR OWNERS.
July 14	Muggle Mac	71	R. P. Rithet & Co. (Limited).
July 27	Ainoko	75	Capt. Grant
July 27	E. B. Marvin	114	E. B. Marvin & Co.
July 27	Walter L. Rich	79	C. N. Cameron
July 28	Annie E. Palnt	82	Robert Irving
July 29	Mary Ellen	69	Capt. Victor Jacobson
August 1	Thistle (steamer)	147	M. Manson
August 1	Sea Lion	50	Geo. Collins
August 3	Minnie	46	Capt. Victor Jacobson
August 5	Triumph	18	E. B. Marvin & Co.
August 11	Winnifred	13	C. Spring
August 11	Aurora	46	Thos. Harold
August 13	C. H. Tupper	99	Capt. C. J. Kelly
August 14	Henrietta	31	C. Spring
August 21	May Bell	58	Capt. Douglas
August 22	W. P. Sayward	60	Morris Moss
August 21	Laura	19	J. B. Jones
August 28	Labrador	30	— Stevenson
August 29	Mary Taylor	43	Carno & Munslie
August 29	Mountain Chief	16	Nawassen
August 29	Hosie Olsen	39	Andrew Gray
August 30	Carlotta G. Cox	76	E. B. Marvin & Co.
August 30	Annie C. Moore	113	C. Hackett
August 30	Genova	92	Hall, Goepel & Co.
August 31	Borealis	37	Thos. Hendry
September 2	Walter A. Earle	68	Thos. Earle
September 2	Sapphire	124	E. B. Marvin & Co
September 2	Carmolite	99	J. W. Peppett
September 7	Ariel	91	J. C. Provost
September 9	Umbrina	98	J. W. Peppett
September 14	City of San Diego	46	Carno & Munslie
September 15	Viva	93	Carno & Munslie
September 17	Pioneer	66	Carno & Munslie
September 17	Wanderer	25	Harry Paxton
September 17	Venture	48	Morris Moss
September 18	Favorite	80	Chas. Spring
September 22	Oscar and Hattie	81	J. L. Penny
September 23	Ocean Hello	83	Hall, Goepel & Co.
September 24	Katherine	81	J. L. Penny
September 26	Maud S.	87	Brown Bros.
September 27	Beatrice	66	Capt. Wm. Grant
September 27	Terisa	63	P. A. Babbington
September 27	Otto	87	Walter Bornes
September 28	Kato	58	C. Spring
October 3	Penelope	69	Morris Moss
November 16	Mascot	40	Hall Goepel & Co.

VANCOUVER.

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

SENTIMENT IN TRADE.

It is a great mistake to suppose that sentiment has nothing to do with the trade policy and commercial successes of nations. As a matter of fact sentiment may almost be said at the present time to rule the roost in matters affecting the trade relations of different countries.

Looking across the ocean, what is it but sentiment largely which causes France to frame its new highly protective tariff with a distinct tendency to pinch British trade? There is, of course, protection feeling in France as a basis to work on, but the Anglo-German alliance and the British occupation of Egypt have pointed a good many of the shafts of the French tariff at England. What is said to be the reason why Spanish wines are highly taxed by France in the new tariff? Because Spain is charged with using German material in wine-making, and must pay the penalty of it. Why are the three Central Powers of Europe making commercial treaties one with the other. Because the association of Italy, Germany and Austria together in a defensive league for purely political purposes has begot a commercial friendliness which has resulted in reciprocal trade arrangements. Sentiment is at the bottom of the new *entente cordiale* between France and Russia, which we may be sure will result in closer trade relations. Sentiment caused the Portuguese to diminish their commerce with Britain last year, because

they felt hurt at her African policy.

Coming to this side of the Atlantic it is a matter of notoriety that the Reciprocity Treaty of 1854 was abrogated by the States purely on sentimental grounds and not on commercial ones. The commerce of New England strongly favored its continuance; the balance of trade, as Hon. George Brown pointed out, favored the States; but the tailtwisters were stronger than the merchants and the treaty went to the board. A more recent instance still is the McKinley Act, the outcome of the Republican success of 1888, when the leading feature of the campaign was the proud boast of American industry that it did not propose to be beaten by the pauper labor of Europe and that American skill could supply American wants. That cry caught the national sentiment of the people and it triumphed.

Poor Mr. Laurier, who is at the beck and call of every strong and stubborn will, is echoing Cartwright and Mercier that sentiment cannot influence a commercial policy, that trade does not follow the flag and that geography settles the destiny of nations. Such a view is a pure fallacy, because it ignores the fact that sentiment, while not a controlling, is at least a potent, element in shaping the commercial policy at this moment of nearly every leading nation in the world. Herein lies the strength of the Conservative policy of maintaining British connection and cultivating British trade. Our commercial interest and our national sentiment, then, both glance in the same direction.—*Empire*.

THE GREAT ADVANTAGE OF ADVERTISING.

A firm that manufactures a condiment of world wide fame had been in the habit of advertising to the extent of about £5,000 a year through one of the most eminent advertising agencies in London. They thought they could dispense with advertising, seeing that their specialty was on every table. Accordingly all orders and contracts were stopped. Sales began to fall off, and the decrease continued until the firm went back to their agents and announced that they intended to advertise again. But the decline had become so serious that in order to recover lost ground they have now to spend £10,000 a year, where formerly they spent £5,000. It is well known that wholesale houses reduce their orders, when they find the article they have been dealing in is no longer advertised. They do this to save themselves from future loss, because their experience teaches them that the public demand declines as advertising declines.—*London Cor. Birmingham Gazette*.

GRAIN BLOCKADES.

Grain blockades are getting very common on the other side. It will be a miracle, or something like it, if the Northwest have not a similar experience before the shipping season closes. Considering the facilities for moving it, we have a much larger crop to handle than the West and Northwest of the United States, for once navigation closes, the C. P. R. will be practically alone. It is exceedingly creditable to the resources and management of that road that it has kept the way clear up to this time, for the traffic has been enormous; it is perhaps too much to expect that it will be equally successful when the rush of winter is upon it and the route to the seaboard will be all rail. Should it do so, it will surpass anything heretofore achieved in the history of railway transportation in this country.—*Manitoba Free Press*.

ALWAYS SHOW A BOLD FRONT.

"Always keep up a good front. If you are down in the world, never show it by your appearance if you want to do business. It is an axiom of human nature that people prefer to do business with successful people, or those who have the appearance, rather than with those who are behind hand." The above remarks are from a manufacturer who has risen from poverty to affluence, and they are worth keeping in one's memory. He said: "Not many years ago, when I was very poor, not one of my customers ever knew it. I spent more money on them, and generally gave out the idea of my success. Had I not done this, but appeared poor and shabby, I would have lost my trade. There is no knowing how far the appearance of prosperity goes. Magnificent office, a busy place, the indication of wealth all impress a man, and he prefers to do business with you if you have the semblance of success, than with a seemingly poorer neighbor."

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1891.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Serica	913	Smytho	Sept. 29	Victoria	London	38,023	\$200,782	
Br bark	Callao	978	James	Oct. 6	Victoria	London	41,610	\$212,090	
Br bark	Lebu	726	Worrall	Nov. 16	Victoria	Liverpool	30,800	161,424	
Br bark	Rothsney Bay	750	Partridge	Nov. 18	A Westminster	Liverpool	32,179	159,553	
Br bark	Wanlock	745	Cooper	Nov. 18	Victoria	Liverpool	29,916	157,743	
Br ship	Titania	879	P. W. Selby		Victoria	London			
Br bark	City of Carlisle	823	Kentall		Victoria	London			

A—Sailed from this port Nov. 21; also 127 cs preserved fruit, \$750, 17 cs merchandise, value \$500.

BRITISH COLUMBIA LUMBER FLEET 1891.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE
Br ship	Stamboul	1218	Weston	Jan 3	Vancouver	Callao	960,300	\$ 9,600	April 2	50s
Chil bark	India	953	Funko	Feb 1	Moodyville	Valparaiso	751,396	8,348	April 20	65s
Br bark	Nineveh	1174	Broadfoot	Feb 28	Vancouver	Sydney	855,352	9,335	April 24	owners ac
Br bark	Formosa	915	Kain	Mar 21	Vancouver	Arica	744,000	6,000	July 5	55s
Am bkt	Catharine Sudden	368	Thompson	Mar 31	Moodyville	Tientsin	427,559	5,177	June 19	77s Gd
Am ship	Geo F Manson	1353	Crack	May 11	Moodyville	Sydney	868,154	9,752	Aug 5	55s
Br ss	Eton	1746	Newcomb	May 15	Moodyville	Shanghai	1,765,711	15,891	June 26	Private
Am sch	Olga	478	Atwood	May 22	Moodyville	Sydney	799,658	5,990	Aug 7	65s
Am sch	Golden Shore	964	Henderson	June 3	Moodyville	Sydney	899,132	8,802	Oct. 2	55s
Br ship	Forest King	1602	Morris	June 3	Vancouver	Callao	1,221,846	14,224	Sept. 1	47s Gd
Am ship	Exporter	1312	Kezer	June 7	Vancouver	Melbourne	600,333	5,276	Sept. 22	60s
Am bark	Spartan	749	Anderson	June 11	Vancouver	Melbourne	502,000	5,276	Sept. 22	60s
Am bark	Hesper	664	Sodergren	July 1	Moodyville	Shanghai	688,544	8,365	Aug 27	62s Gd
Swed bark	Svea	603	Atzelius	July 5	Vancouver	Callao	438,913	4,709	Sept 17	47s Gd
Am ship	Great Admiral	1497	Rtowell	July 18	Vancouver	Melbourne	919,586	8,716	Oct. 2	63s Gd
Chil bark	Leonora	801	Harken	July 22	Westminster	Sydney	554,780	5,596	Oct. 9	52s Gd
Nor bark	Borghild	757	Haugeland	July 25	Vancouver	Melbourne	600,333	5,705	Oct. 6	60s
Br ship	Duke of Abercorn	1096	McDougal	July 29	Vancouver	Melbourne	564,556	6,000	Oct. 6	62s Gd
Ger bark	Cassandra	733	Stehr	July 31	Vancouver	Adelaide	688,333	8,213	Oct. 10	65s
Br ship	Leading Wind	1280	S B Savory	Aug 6	Moodyville	Iquiqui	545,619	6,917	Nov. 12	47s Gd
Chil bark	Antonietta	955	Stack	Aug 8	Moodyville	Melbourne	763,443	8,430	Oct. 27	60s
Br bark	Ordovic	825	Austin	Aug 9	Vancouver	Callao	643,244	9,631		owners ac
Chil ship	Hindo-tan	1543	Welsh	Aug 14	Moodyville	Callao	617,300	6,546		50s
Br bark	H B Cann	1299	Footo	Aug 21	Moodyville	Valparaiso	1,200,419	11,869		owners ac
Nor ship	Saiga	1413	Aftedahl	Sept. 3	Vancouver	Sydney	1,041,172	12,214	Nov. 2	50s
Nor bark	Lotos	718	Salvesen	Sept. 25	Vancouver	Sydney	960,254	8,777	Nov. 20	50s
Per bark	Pisagua	980	Benvenuto	Oct 10	Moodyville	Adelaide	528,824	5,035		65s
Am bark	Newsboy	559	Johnson	Oct 1	Westminster	Pisagua	483,583	4,618		owners ac
Nor ss	H. W. Jarlsberg	1958	Haguo	Sept. 20	Moodyville	Sydney	645,792	6,540	Nov. 24	52s Gd
Chil ship	Ema Luisa	1480	Beascoe	Oct. 9	Moodyville	Port Pirie	2,043,269	18,389	Oct. 29	Private
Br bark	Alfred Hawley	412	Lowellyn	Oct. 2	Westminster	Valparaiso	909,868	8,187		52s Gd
Nor bark	Flora	9766	Anderson	Nov. 21	Vancouver	Port Pirie	300,931	2,858		57s Gd
Nor bark	Dominion	1256	Eriksen	Nov. 28	Vancouver	Melbourne	557,592	5,241		62s Gd
Am bkt	Willie R. Hume	622	Brigman	Nov. 17	Vancouver	Adelaide	978,392	9,272		65s
Am ship	Benj. Sewall	1361	Sovall	Dec. 2	Vancouver	Callao	CC 794,201	7,795		50s
Am scler	Olga	478	Radlin	Nov	Moodyville	Valparaiso	FF 755,687	10,230		45s
Chil ship	Atacama	1235	Caballero		Moodyville	Sydney	BB 512,658	4,443		44s
Br bark	Nineveh	1174	Broadfoot		Chemainus	Sydney				owners ac
Am scler	F. S. Redfield	446	Birkholm		Vancouver	Adelaide				owners ac
Br ship	Athlon	1371	Dexter		Vancouver	Adelaide				47s Gd

A—Also 360,900 laths. B—Composed of 45,000 feet telegraph poles, 440,000 feet rough lumber, 151,000 feet flooring, and 108,000 feet ties. C—Composed of 337,871 feet rough lumber, 39,683 feet dressed lumber, and 587 bundles laths. D—Composed of 23,355 feet dressed and 844,799 feet rough. E—Also 2,875 bundles laths. F—Composed of 1,144,286 feet rough, 80,560 feet t & g flooring, 21,000 also 22,916 feet pickets and 231,210 feet laths. G—Also 1,078 bundles pickets, 1,416 bundles laths. H—Also 1,715 bundles laths. I—Also 68,078 feet t & g flooring, 47,059 feet is on deck. J—Of which 78,615 feet is on deck; also 11,925 feet pickets and 2,094 bundles laths. K—Also 90,411 feet dressed, 2,488 bundles pickets and 1,134 bundles laths. L—Also 1,053 bundles laths and 463 bundles pickets, deck load 72,032 feet. M—Also 315 bds laths and 1,780 bds pickets. N—Also 315 bds laths and 1,780 bds pickets, deck load 76,879 feet. O—Comprising 182,638 feet t & g flooring. P—Also 2,500 bundles laths and 47 spars, deck load 41,942 feet. Q—Also 133,164 t & g flooring, 1,429 bundles laths and 47 spars, deck load 106,197 feet. R—Also 2,138 bundles staves and 1,131 bundles laths. S—Also 2,001 bundles laths, deck load 106,197 feet. T—Also 712 bds laths and 1,463 bds pickets. U—Also 22,461 feet t. and g. flooring, 2,272 bundles staves and 1,411 bundles laths, on deck 111,437 feet rough. V—Deck load 245,866 feet; sailed from Nanaimo Sept. 21. W—Also 712 bds laths and 1,463 bds pickets. X—Also 315 bds laths and 1,780 bds pickets. Y—Also 21,757 feet pickets and 56,000 feet lath. Z—Deck load 32,366 feet rough. AA—Also 148,000 feet rough. BB—Also 932 bds laths. CC—Composed of 15,634 ft t & g flooring, 158,453 ft clear and 619,064 ft rough. DD—Also 76,000 laths and 4,720 pickets. Sailed from Victoria Nov. 21. EE—Also 1047 bds pickets and 1606 bds laths. FF—Also 151,237 ft t and g flooring.

SHIPPING INTELLIGENCE.

The Empress of China is advertised to leave Vancouver Thursday morning at daylight for the Orient.

The Norwegian ship Saga, 1,413 tons, Capt. Aftedahl, which sailed from Moodyville September 3 with a cargo of lumber, arrived at Sydney November 20.

Capt. Johansen, of the ship Morning Light, has been informed by Collector Bowell, of Vancouver, that he is liable to a fine of \$400 for carrying a stevedore from

Royal Roads to Vancouver, having failed to enter at the Victoria customs house.

The Chilean ship Atacama, 1,235 tons, Capt. Caballero, has completed her cargo at the Moodyville Mills, consisting of 980,001 feet rough lumber and 48 bundles laths, valued at \$9,457. She is going to Valparaiso on owner's account. She will not sail for a few days, as the captain is ill.

The Norwegian bark Dominion, 1250 tons, Capt. Eriksen, which cleared early in the month for Adelaide, with a cargo of 978,392 ft. lumber, returned to port, last week, strained and leaking badly, on ac-

count of stress of weather. She is being discharged by the P. S. & B. C. Stevedore Co., and will be repaired here.

The British steamship Bushmills, 1,588 tons, Capt. Venning, has been chartered to load a general cargo at Glasgow and Liverpool for Victoria, Vancouver and Westminster and Nanaimo. She will sail in February, 1892. Baker Bros. & Co., (ld), Vancouver, are the charterers and consignees, and Robert Ward & Co. agents for Victoria.

The Bank of Montreal are opening a branch at Nelson.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES.	DAYS OUT.
Br bark	Glenbervie	800	Groundwater	August 21	R London	Victoria	H. P. Rithet & Co. (Limited)	109
Br bark	Lizzio Bell	1036	Edwards	Sept. 23	A Liverpool	Victoria	H. P. Rithet & Co. (Limited)	71
Br bark	Argyleshire	1208	Stevens	Sept. 16	I Glasgow	Victoria	C. Gardiner Johnson	83
Br bark	Katinka	816	Kohler	Oct. 6	M La Plata	Moolyville	Moodyville Sawmill Company	63
Am bark	Colorado	1036	Gibson	July 21	P New York	Chemainus	Victoria Lumber and Manufacturing Co	137
Port bark	Quiteria	355	Leite	July 5	R Rio Janeiro	Victoria		156
Br ss	Landana	985	Bales		A Antwerp	Victoria		
Nor bark	Czar	1314	Ch'stopherson	Oct 15	T Rio Janeiro	Vancouver		51
Br ship	British India	1192	Lines	Sept. 26	N Samurang	Vancouver		73
Br ship	Mount Carmel	1596	Livingstone	Nov. 16	S Sourabaya	Vancouver		22
Br bark	Arindno	1167	Croot	November 25	L London	Victoria	Robt. Ward & Co.	13
Nor bark	Orion	1234	Ulstrup	Sept. 19	K Port Pirie	Vancouver		80
Br ship	Thermopylae	948	Winchester	Dec. 1	G Bangkok	Victoria	Victoria Rico Mills	7
Br bark	Irvine	665	Jones	Nov. 23	L Liverpool	Victoria	Turner Beeton & Co.	10
Br bark	Banikshiro	829	McDonald		E Liverpool	Vancouver	Bell-Irving & Paterson	
Br ship	Mary L. Burrell	1456	Kinney	Sept. 15	D Bahia	Royal Roads		84
Br ss	Batavia	1623	Hill	Nov. 20	S Hong Kong	Victoria	F. C. Davidge & Co.	18
Br schr	Mermaid	178	Grim	Nov. 14	S London	Victoria	Robt. Ward & Co.	26
Br bkt	Bittern	383	Stronach	Oct. 23	S Hong Kong	Royal Roads		47
Br ss	Bushmills	1538	Venning		H Glasgow	Vancouver	Baker Bros. & Co., (ld)	

K Via Newcastle and San Pedro, chartered to load lumber at Burrard Inlet for Melbourne wharf at 57s 6d. I—Passed Toirhead Sept. 17. M—Chartered for M., A. or P. P., rate 62s 6d, option Sydney 52s 6d. P—Arrived Bulin Sept. 16, and sailed Oct. 2. Cargo of blacksmiths' coal for San Francisco, thence to load lumber. T—Chartered for M., A. or P. P., at 57s 6d, option Sydney 47s 6d. A—Spoken Oct. 8, lat. 46 N, long 10 W. H—via Liverpool, to sail in February. N—Passed New Aujer Oct. 2. D—For orders. G—Cargo of mat rice. R—Spoken Sept. 25, lat. 11 N., 26 W. S—Cargo of salt and sealing outfit, passed Deal Nov. 17.

VESSELS IN PORT.

(December 14, 1891.)

VICTORIA.

British bark City of Carlisle, 823 tons, Capt. Kendall, loading salmon and naval stores for London, Robert Ward & Co., consignors.

VANCOUVER.

Chil. ship Atacama, 1,235 tons, Capt. Caballero, loaded with lumber for Valparaiso.

British bark Nineveh, 1,174 tons, Capt. Broadfoot, loading lumber for Sydney on owner's account.

British ship Athlon, 1,371 tons Capt. Dexter, loading lumber for Adelaide.

British ss. Empress of China, 3,003 tons, Capt. Tillett.

Nor. ship Morning Light, 1,316 tons, Capt. Johansen, loading lumber for Melbourne.

NEW WESTMINSTER.

British bark Titania, 879 tons, Capt. T. W. Selby, loading salmon for London, Bell Irving Paterson & Co., consignors.

CHEMAINUS.

American schooner F. S. Redfield, 464 tons, Capt. Birkholm, loading lumber for Sydney.

NANAIMO.

NEW V. C. CO'S SHIPPING.

Am. ship Kennebec, 2,025 tons, Capt. Love, waiting to load.

Am. ship Glory of the Seas, 2,109 tons, Capt. Freeman, waiting to load.

Am. bark Rufus E. Wood, 1,477 tons, Capt. Ryder, loading.

Am. bark Gen. Fairchild, 1,420 tons, Capt. Mackie, waiting to load.

WELLINGTON SHIPPING.

Am. ship Highland Light, 1,315 tons, Capt. Herriman, loading.

EAST WELLINGTON SHIPPING.

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

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria.....	1	823
New Westminster.....	1	879
Vancouver.....	5	8,099
Nanaimo.....	6	9,205
Chemainus.....	1	461
Total.....	14	19,560

LANARK MINING CO.

The first meeting of the Lanark Mining Co., since it was organized and purchased the valuable properties of the Selkirk Mining Co., in Illecillewaet district, was held Monday at the office of the secretary, Mr. G. A. Sargison, Langley Street. Mr. Thomas Earle, M.P., was elected president, and he, with Messrs. F. S. Barnard, W. J. Goepel, N. P. Snowden and Rev. Canon Beanlands will constitute the trustee board. The company's mines include the Lanark, Red Fox, Isabella and Doherty, in one group, and the Sutton and Sprague a short distance away. Development work at the Lanark is now well under way.

Alex. Workman, ex-Mayor of Ottawa, is dead.

Pilot Christiansen, who ran the SS. San Pedro on Brothie Ledge at Victoria, has been suspended by the Nanaimo Pilotage Commissioners until February 22nd, unless he can in the meantime produce evidence to justify the Commissioners in shortening the period of his suspension.

Samples of the gold quartz discovered on the Work Estate, which have been found to assay from \$3 to \$15 a ton in gold, with a sprinkling of silver, are now on exhibition in the window of the Vancouver Island Land and Investment Co. Development work will be undertaken as soon as the formalities of bonding are disposed of.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending Dec. 12:

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
8.	Louis Walsh, ship, San Francisco	2,215
8.	Sea Lion, ss, Port Townsend	55
10.	S. C. Allen, bark, Honolulu, H. I.	1,120
10.	Wanderer, ss, Port Townsend	41
10.	Holyoke, ss, Port Townsend	69
11.	Rapid Transit, ss, Whatcom	259
Total.....		3,759

E. M. Field, the New York broker, has been arrested.

The North Lanark nomination takes place on the 24th, polling on the 31st.

Diphtheria is epidemic in some of the lumber shanties on the Upper Ottawa.

Mr. Cameron, of Huron, has thrown up the sponge, and admits bribery by agents.

An extra of the *Official Gazette* convokes the Quebec Legislature for December 29th.

The cheques for the British Columbia census enumerators are on the way from Ottawa.

Arrangements are being made at Moosomin, N.W.T., for a banquet to Hon. Mr. Dewdney.

The fishery cruisers are still out, owing to the presence of Yankee fishermen off Nova Scotia.

The *London Grocer* of November 7 reported as follows on the salmon market:—"A speculative enquiry of modest dimensions has arisen for salmon since our last report, and several lines of Fraser River fish have been bought, but the terms are kept secret, and would perhaps, if known, be thought very reasonable. Alaska salmon has been realized at about 18s, and commoner qualities, fit only for export, have been sold at and near 17s per case, delivered from Liverpool, where there is more of such inferior stuff on hand than is to be found in London."



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

LION 'L' BRAND Pure Vinegars,

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

—PREPARED BY—

Michel Lefebvre & Co MONTREAL.

*Established 1849. Gold, Silver
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Prizes.*

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Blakely. F. M. Yorke, Manager Victoria, Chemainus and Cowichan, B. C.

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Mill Supplies always on hand.

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

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Close to New Opera House, VANCOUVER,

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Choice Wines, Etc. JOHN WHITTY, Prop

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NOTICE.

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

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

LLOYD'S, London, February, 1891.

Esquimalt & Nanaimo R'y

TIME TABLE NO. 15,
Totake effect at 8.00 a.m. on Tuesday, Octo-
ber 20th, 1891. Trains run on Pa-
cific Standard Time.

GOING SOUTH HEAD UP		STATIONS		GOING NORTH HEAD DOWN	
No. 1 Passenger Daily	No. 3 Passenger Saturdays Sundays	VICTORIA VIC. W.	RUSSELLS VIC. W.	No. 2 Passenger Daily	No. 4 Passenger Saturdays Sundays
Ar 12:24	Ar 5:58	1	1	De 8:00 A.M.	De 2:30 P.M.
" 12:20	" 5:54	4	4	" 8:04	" 2:34
" 11:45	" 5:19	11	11	" 8:14	" 2:44
" 10:50	" 4:24	28	28	" 8:30	" 3:00
" 10:40	" 4:14	31	31	" 9:04	" 3:34
" 10:27	" 3:50	35	35	" 9:44	" 4:14
" 10:12	" 3:40	38	38	" 9:57	" 4:27
" 10:12	" 3:44	40	40	" 10:07	" 4:37
" 10:02	" 3:34	43	43	" 10:22	" 4:52
" 9:36	" 3:12	52	52	" 10:48	" 5:18
De 8:31	" 2:14	73	73	Ar 11:50	" 6:14
Ar 8:25	" 2:14	78	78	De 11:50	" 6:14
De 8:10 A.M.	De 1:50 P.M.			Ar 12:14 P.M.	Ar 6:20

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

VANCOUVER-NANAIMO ROUTE.
SS. CUTCH leaves Vancouver daily at 1:00 p.
m., arriving at Nanaimo at 6 p. m. Leaves
Nanaimo 7 a. m., daily, arriving at Vancouver
10:30 a. m.
VANCOUVER AND PORTLAND, (OR.)
Carrying freight and passengers—SS. GRAND-
HOLL (1,300 tons). This steamer makes fort-
nightly trips between Vancouver and Portland,
Victoria, Sound Ports and Astoria.
VANCOUVER AND LADNER'S LANDING.
SS. ELIZA EDWARDS will leave Union SS.
Co's Wharf daily at 2:30 p. m., calling at Steves-
on and Way Landings. Leave Ladner's Land-
ing at 7 a. m. for Stoveston, Way Landings and
Vancouver. Cargo received at Company's
Wharf.
Ferry steamer plies at regular intervals be-
tween Vancouver and Moodyville from 7 a. m.
to 6 p. m. Excursion steamers are always avail-
able at short notice.
William Webster, Manager.
Cable address: Union, Vancouver.
P. O. Box 217.

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Puget Sound and Alaska Steamship Co
TIME CARD.
STEAMSHIP CITY OF KINGSTON.
Victoria Route.
8:00 a.m. Lv Tacoma Ar..... 5:15 a.m
10:15 a.m. " Seattle Lv..... 3:00 a.m
1:30 p.m. " Pt Townsend " 12:00 p.m
4:30 p.m. Ar Victoria " 8:30 p.m
STEAMSHIP CITY OF SEATTLE.
Whatcom Route.
6:15 p.m. Lv Tacoma Ar..... 4:30 p.m
9:00 p.m. " Seattle Lv..... 2:30 p.m
12:15 a.m. " Pt Townsend " 11:30 a.m
2:15 a.m. " Anacortes " 9:15 a.m
6:15 a.m. Ar Fairhaven " 8:00 a.m
6:15 a.m. " Sehome " 7:30 a.m
4:30 a.m. " Whatcom " 6:00 a.m
Snohomish River Route.
7:40 a.m. Lv Seattle Ar..... 2:00 p.m
8:15 a.m. " Edmonds Lv..... 12:30 p.m
10:30 a.m. " Muckeltee " 10:45 p.m
12:30 m. " Marysville " 9:30 a.m
2:00 p.m. " Lowell " 8:00 a.m
3:00 p.m. Ar Snohomish " 7:00 a.m
STEAMER EDITH.
Pt Townsend Mail Route.
11:30 p.m. Lv Seattle Ar..... 5:00 p.m
..... Kingston Lv.....
12:30 a.m. Lv Pt Madison " 4:10 p.m
3:00 a.m. " Pt Gamble " 1:00 p.m
4:00 a.m. " Pt Ludlow " 12:00 p.m
6:00 a.m. Ar Pt Townsend " 10:00 a.m
* Daily ex. Sunday. † Daily ex. Saturday.
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THE NANAIMO COAL.

(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL.

(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

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