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- Standard Packing Co., Skeena River, Neptune Brand.
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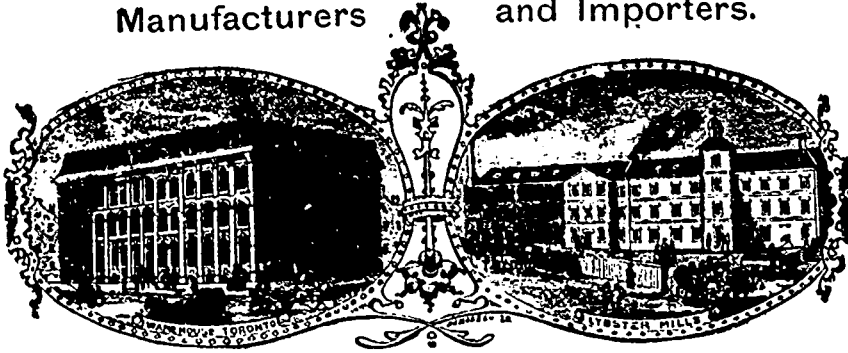
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TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, Oct. 27.

VICTORIA.

Trade is exhibiting signs of improvement in every direction. Money is perceptibly easier, and merchants express themselves as being satisfied with the volume of trade.

GROCERIES AND PROVISIONS.

There is little worth noting in the general lines. Butter is keeping stiff. A late advice from Montreal says, "Creamery is going to rule very high and would not be surprised to see it 26c here by Christmas, as exports have been very heavy and stocks in Canada are very light." Another correspondent writes, "we consider that we have seen the bottom of the butter market, and indications point to a hardening of the price. September make of creamery is quoted at 25c and August make at 24c f. o. b. Montreal." Joly (Manitoba) creamery is quoted at 30c; Eastern creamery, 29c; Eastern Townships, 24½c; and Manitoba dairy, 20c.

The local jobbers are now carrying full stocks of all the different kinds of jams put up in glass jars by Okel & Morris in the Victoria Preserving Factory, which include apricot, peach, plum, pear, apricot marmalade, etc. Quotations are 1½ lb. size, \$3 per dozen; 3 lb. size, \$5 per doz.

The last of this season's teas are now coming in. The market in China and Japan has been entirely cleared out of the higher grades, and the Empress of Japan will probably bring the last shipments for this season. The first car of the new season's dried fruits is expected to arrive in a couple of days for one of the local wholesale houses. Mediterranean dried fruits are quoted by local jobbers as follows: Currants in bbls. 8½c, in half-bbls. 8½c; valencias, 8½c; sultanas, 16c. London layers, \$2.50 a box; dates, 9c; prunes, 9c to 12½c. California evaporated fruits in 25 lb. boxes are quoted as follows. Peaches, 12½c; apricots, 14c; nectarines, 14c; apples, 12½c; pitted plums, 11c. About the same grade of fruits in cotton sacks are quoted from 1c to 2c per lb. less.

The San Francisco Grocer says, "There

is very little doing in the large way of trade though considerable consignments are going forward all the time from terminal points. The crop is being moved but there is very little actual business transpiring in dried fruits. Apricots next to peaches are in best demand locally as well as in eastern markets, but there is no very favorable market for any description. The demand for any description of canned fruits is for moderate quantities at less than moderate prices. There is nothing doing in the wholesale way of trading comparatively speaking. Where last year the packers could hardly meet the demand this year they can find no quick disposition of their packs.

FRUITS AND VEGETABLES.

Bartlett pears are out of the market, their place being taken by winter pears. It is believed that the last shipment of plums for this season has been received. They are quoted at 25c a box higher than last week. California lemons have declined; they have also improved considerably from what they were a short time ago. The only import of any extent is grapes, which on account of the recent rains in California are in the very best condition.

Quotations are: Peaches, \$1.25; pears, (winter), \$1.40; plums, \$1.25; grapes—muscat, in bxs, \$1.25, in crates, \$1.50 to \$1.65; Rose of Peru, in bxs, \$1.35, in crates, \$1.40 to \$1.65; Tokays, in bxs, \$1.50, in crates, \$1.65. Apples, (greenings) \$1.00; Baldwin, bellflower, rose and blue pearmain, \$1.10 Santa Barbara oranges, \$5.25 to \$5.50; California Messina lemons, \$1.75; silverskin onions, 1½c. per lb.; potatoes, \$18 per ton, island apples, \$1.25 per box. tomatoes, \$1 to \$1.25; sweet potatoes, 2½c. per lb.

FLOUR AND FEED.

The flour market during the past week lowered considerably, as will be seen by quotations, and is still reported weak, although there is much activity with the late reductions. The Enderby mills have lowered their two best grades 15c per bbl Oregon brands have also dropped 15c since last week. Ogilvie's flour, however, has advanced 10c a barrel. The National Mills are now quoting oatmeal at \$3.50 a gunny. Oats are holding at \$35, but are expected to be lower, as a few car lots are

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on the way from Winnipeg. A consignment of 800 bales of choice timothy arrived from the Fraser River Saturday night for a local jobber and is finding a ready sale at \$19@20 per ton. California oatmeal and rolled oats have weakened considerably. Cracked corn has also dropped. Oil cake meal has lowered to \$25 a ton. The Columbia Flouring Mills quote Enderby flour for carload lots, Premier, \$5.00; XXX., \$5.30; Strong Bakers or XX., \$5.00; Superfine, \$4.00. Quotations are:

Delta, Victoria mills	\$5 50 @ 0 00
Lion, "	5 50 @ 0 00
Premier, Enderby mills	5 65 @ 0 00
XXX., "	5 85 @ 0 00
XX., "	5 25 @ 5 50
Superfine, "	4 25 @ 4 50
Ogilvie's Hungarian	6 10 @ 0 00
" Strong Bakers	5 75 @ 0 00
Snowflake	6 10 @ 0 00
Portland Roller	6 10 @ 0 00
Royal	6 00 @ 0 00
Oregon Superfine	4 25 @ 0 00
Wheat, per ton	\$10 00 @ 15 00
Oats	35 00 @ 00 00
Oil cake meal	32 50 @ 35 00
Chop feed	33 00 @ 35 00
Shorts	23 00 @ 30 00
Bran	26 00 @ 27 50
National Mills oatmeal	3 50 @ 0 00
California oatmeal	3 87½ @ 0 00
California rolled oats	3 75 @ 0 00
Corameal	3 00 @ 3 25
Cracked corn	43 00 @ 45 00
Hay, per ton	18 00 @ 20 00
Straw, per bale	1 00 @ 1 25

LUMBER.

During the past week there were three vessels added to the tonnage loading lumber at Burrard Inlet—barkentine Willie R. Bume, 632 tons, for Callao at 50s, the ship Ben Sewell, 1361 tons, for Valparaiso at 45s, and the schooner Olga, 478 tons, for Sydney at 44s. Quotations are as follows for cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association: Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, \$9 per M feet; rough deck plank, average length 35 feet, \$19; dressed flooring, \$17, 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 25

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 GENERAL AGENTS, BRITISH COLUMBIA
MUTUAL LIFE INS COMPANY of N. Y.

SALMON.

The combination recently formed in San Francisco appears likely to be an exception to the usual rule. The opinion is expressed in well informed circles that it is not likely to be broken. All the Alaska canneries, without an exception, have entered it. The Alaska packers' combination has given rise to a better feeling in England, but this has not yet had time to affect the market, which remains dull.

VANCOUVER.

The most noticeable feature in the Vancouver wholesale market is the advance in produce. According to the *News-Advertiser*, creamery is steadily advancing, and cannot now be obtained under 27½c per pound, while 28c and 28½c are the figures usually quoted. Dairy butter is almost out of the market. Eggs are scarce, and have advanced a cent during the week. There is not much change in the price of groceries. This season's canned goods are now coming on the market, and most of the Californian canned goods have been obtained. The market is still glutted with potatoes, and prices have in consequence fallen. The flour market is an unsettled condition. Large shipments of fruit are still coming from California and Portland, the shipment of Oregon apples being especially heavy.

NEW WESTMINSTER.

Trade in New Westminster is up to its usual proportions, and collections are reported fair. In the hardware line the demand from the up-country is good. In fruit, a good quantity is coming in, principally apples, which are quoted at \$12 to \$15 per ton. Potatoes are scarce. Those coming in from the Upper Fraser are of good quality, while the lowland potatoes are not quite so good, their keeping qualities being doubtful. The hay crop was not nearly so large as was expected, but nevertheless it is fairly plentiful. Wheat is scarce at \$26 per ton, and the same may be said of bran, which is quoted at \$24 per ton. Onions are quoted 1½c per pound; oats, \$25 to \$30 per ton. As high as \$35 have been paid for No. 1 quality. New Westminster real estate has an upward tendency. Prices are firm, with a feeling of confidence. However, very little is moving. Current rate for loans is 9 to 10 per cent.

George Munroe has opened a general store at Abbotsford.

BUSINESS CHANGES.

D. J. McLean, clothing, Vancouver, has admitted A. C. Lee as partner.

Knott & Co., grocers, have opened at 58 Chatham Street, Spring Ridge, in this city.

Mrs. Woods, groceries, has opened at the corner of Douglas and Pembroke streets, this city.

Mesdames Cobb & Ball have opened a fancy goods and millinery business in the Jewell block, Douglas street.

Mr. James Watt, lately from San Francisco, is opening in New Westminster in fine upholstering and drapery business.

Passage & Havey, of Blaine, have leased the Westminster Steam Laundry, which was sold recently for \$1,300 under mortgage.

I. J. J. Fisher and E. L. Christie, blacksmiths, Victoria, have dissolved, Mr. Christie retiring. I. J. J. Fisher continues, assuming all liabilities.

Corbett & Cliff, plumbers, New Westminster, have admitted J. C. Cornish, formerly master gunner in "C" Battery, Victoria, into partnership.

A. Craig has opened in the clothing and men's line furnishings in New Westminster. He comes from New Zealand, where he was in the general trade.

Davidson Bros., jewellers, have been trying to sell out their New Westminster business for some time, but they were unable to find a purchaser, and will probably continue.

C. R. Townley, formerly with Woods & Gamble, has recently opened in New Westminster as a financial, real estate, and Customs broker. He represents the Liverpool and London and Globe Insurance Co., and the Eastern (Fire) Assurance Co. of Halifax.

The British bark Banffshire, 899 tons, is now on the berth at Liverpool for Vancouver and New Westminster, to sail about the end of November. Bell-Irving & Paterson consignees.

Hon. H. G. Thompson, Fairhaven, president and managing director of the Westminster & Southern Railway, was in New Westminster last week. He expects the road to be ready for passenger traffic, barring accident, by the 1st of November. The intention is that the Great Northern traffic, via Winnipeg, which is now transferred at Mission, will be taken over from the C. P. R. at New Westminster.

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 Tomato Catsup,
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 —AND—
 Mushroom Catsup,

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The B. C. Brick and Pottery company, of Port Kells, are turning out some fine drain tiles, which are in good demand. G. H. Cross & Co. are agents for the company at New Westminster.

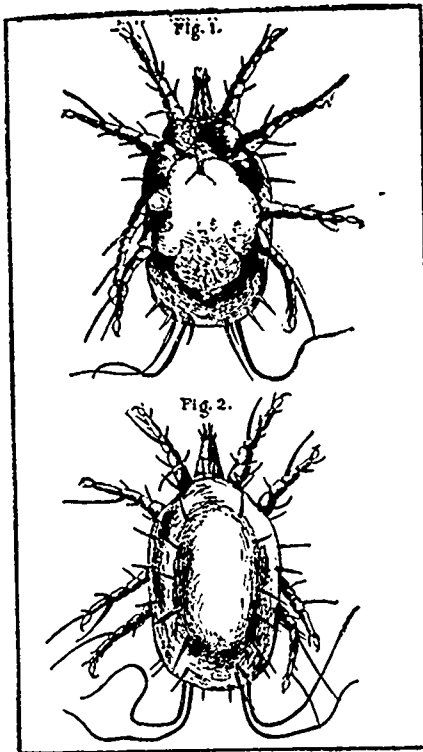
Archibald R. Crowle, formerly of Tedhunter & Crowle, fruits, Victoria, sold out to W. Anderson last week, and his whereabouts are now unknown. It is said that debts to the amount of \$400 remain unpaid.

CHINESE SUGARS.

WHAT IT IS WE MAY BE EATING!

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

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



DRAWN FROM LIFE FROM INSECTS FOUND IN GROCERY

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

COOLIE MADE AND ALL UNREFINED SUGARS SHOULD NEVER BE USED!

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

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COMMERCIAL SUMMARY.

An official report gives the wheat yield of Michigan as 30,411,730 bushels.

It is said that the new Mexican tariff law is meeting with a good deal of opposition.

The net earnings of the Western Union Telegraph Company, last year, were \$6,685,584.

The British Trades Union Parliamentary Committee has decided in favor of promoting the local trade options eight-hour bill.

The failure of B. Allan & Co., London, Eng., the well known book publishers, for \$180,000, is announced. The house is a century old, and is represented in New York.

McArlane, the Hudson Bay factor at Port Cumberland, has arrived at Ottawa, on business with the Interior Department. He has entered a claim and made application for the purchase of an amber deposit valued at \$4,000,000.

Tuesday night, a disastrous fire occurred at Bathurst, N. B., burning the stores of A. Mehan & Co., Donnelly & Hickson and Mrs. Sinclair, with most of their contents. The Merchants' Bank of Halifax building, the curling rink, the dwelling of K. Burns, M. P., and Jos. Hickson were also destroyed. The Powers hotel was badly damaged. The losses are all well covered.

Canada's trade with Great Britain so far this year is three quarters of a million dollars ahead of last.

It is now believed that from 3,000,000 to 5,000,000 bushels of wheat in north-western Minnesota will be ruined through rain and snow.

Three sons of the great author of "Pickwick" are still living. Charles Dickens, his father's namesake, is editor of *All the Year Round*, and is known to American audiences for his readings from his father's works. Alfred Tennyson Dickens is a merchant in Melbourne, and the youngest member of the family, Edward Bulwer Lytton Dickens, is a sheep-farmer, and a new member of the New South Wales parliament.

Advices from Chill state that at the earliest opportunity after the firm establishment of the new Government, a number of claims will be presented for payment by the representatives of the different foreign nations there. The British claims amount to between \$50,000,000 and \$60,000,000, and separate English claims to between \$10,000,000 and \$20,000,000. These are for damages to the nitrate works and for railroads and buildings destroyed during the bombardment of Iquique, also for losses incurred by business house at Valparaiso after the battle of La Placilla, and for the detention of the Pacific Steam Navigation Co's steamers and the vessels of other parties.

A London despatch says: The managing director of the English Bank of the River Plate, Arthur E. Smithers, has been arrested on the charge of having stolen \$7,000. For years he has been in the habit of taking money from the funds of the bank, but, until recently, he has been able to replace the amount abstracted before the auditing of the books took place. Investigation made in the time of the winding up of the affairs of the bank, which suspended on July 18, revealed the dishonesty of Smithers.

It is reported that the British House of Commons at the next session will adopt a resolution in favor of a treaty between Great Britain and the United States providing for the settlement of all disputes between the two countries by arbitration. No party openly opposes the proposition, which is becoming more and more popular. To make the subject familiar to the working classes, the International Arbitration League will hold a series of conferences for working men in the chief counties, beginning at Birmingham and Manchester. The cause of international arbitration has made great strides of late, having been treated hitherto as an abstract question, and from a sentimental point of view. It is now to be brought down to the people in a practical form, as a proposition for the benefit of all, which will no doubt secure the sanction of Parliament.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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D. M. CARLEY EDITOR.

L. G. HENDERSON BUSINESS MANAGER.

Office No. 77 Johnson Street.

VICTORIA, TUESDAY, OCT. 27, 1891.

OCTOBER BUSINESS REVIEW.

There has been a general increase of activity in trade, which exceeds the record for the same month of any previous year. The more favorable weather has naturally stimulated general trade, which moves steadily and in increasing volume with a spirit of conservatism which is always desirable. Local financiers report the money market easier, with plenty of funds for good securities. The Bank of England rate of interest remains steady at three per cent. This has produced a feeling of confidence among the other banks and business men generally. Speculation in foreign property is practically dead. It is fortunate that nearly all of those who invested their surplus cash in wild cat schemes have come through the flames unscathed. As a burnt child dreads the fire, it is reasonable to expect that those who have suffered will be wary about again going into speculations which if followed up must inevitably lead to ruin.

Reports from Vancouver are of an encouraging character, and it is noticeable that the business of the city increases with its growth. The shipping trade, which is an important factor in the progress of Vancouver, is brisk. Shipbuilding is becoming an industry of considerable proportions, and as an evidence of this fact we notice in the local newspapers that another ship was launched on Saturday last. This is the first of the three steamers that are being built for the Union Steamship Company.

New Westminster reports collections fair and up-country trade good. The financial situation is equally as encouraging as at this time any previous year, and signs of improvement are visible. The produce market, on which New Westminster trade depends considerably, is reported in a healthy state.

At Nanaimo there is not much change from previous months. The coal industry, the mainstay of the city, maintains its usual buoyancy. One of the mines was closed down for repairs during the month, but the output for the year will not be affected. Business men express themselves pleased with the condition of trade.

Generally speaking, the trade of the Province is up to its hitherto high standard. The lumber market shows signs of improvement, and the mineral output, our great source of wealth, has not diminished from that of former months.

Throughout the world trade has improved somewhat. The influx of gold into

the United States is large. This is caused by the failure of crops in Europe, and the exceptionally good crops in America, and will be maintained if the breadstuffs exports can be kept up. About \$17,000,000 in gold has been returned or is in transit to New York, and about \$10,000,000 more is expected in the next few weeks. The ability of Europe to return the \$75,000,000 gold exported from the United States in the first half of the year is indicated by the gold holdings of \$590,000,000 by the great banks of England, of France, and of Germany. By December it is likely all the gold will be back; money will be abundant, and good investments will be sought everywhere. The country financially is in pretty good shape, together with the ability to export something like 225,000,000 bushels of wheat, 175,000,000 bushels of corn, and 10,000,000 bushels of rye. Exports have been a little impaired the past two weeks, but a fresh movement has begun, and foreign clearances will doubtless be quite large the remainder of this month.

The wheat market has fluctuated moderately during the week.

The foreign flour trade is active, and the export of patents is equal to that of lower grades so much in request recently. Domestic trade is slower, and prices are steady.

Corn is firmer, in sympathy with wheat, and is scarce locally. Rye is favorably affected by strength in other markets. Provisions have shown some weakness the past week. Pork, lard and ribs have declined somewhat.

The iron market is firmer. Some big orders for forged are reported; sheet mills are busy, and tank iron and steel are steady, and bar iron is firm. Prices have not advanced; but a good many furnaces are over-sold, and dealers look for an advance in pig. In September in the United States 30 mining companies paid \$1,451,325 in dividends. The lumber trade is decidedly active, with increasing country demand. The dry goods trade has improved with the fair weather, and prices are firm, and an advance in gingham and prints is noticeable. Flannels and blankets in better demand.

THE AFFAIRS OF VICTORIA.

The appointment by the Lieutenant-Governor in Council of the Royal Commission to inquire into the administration of the affairs of the city of Victoria seems to have considerably exercised the minds of the municipal council of the provincial capital. While, no doubt, they have been reading with considerable astonishment the accounts of the remarkable developments in connection with public matters of the Dominion and in parts of the Province of Quebec, the idea does not seem to have occurred to them that there was even the possibility that—though things were not criminally wrong—it was possible that affairs were not just as they should be within their own jurisdiction. In consequence, when the idea of an inquiry was broached each of them took it as a personal matter, and began to denounce the "mossbacks" and reactionaries who were not content that Victoria should prosper in any way except after their own methods and modes of thought, and, in consequence, in their spite, were bound to put

obstacles in the way and seek to discredit the representatives of an enterprising people. After their first outburst of indignation appears to have exhausted itself, the "venerable gentlemen" began to make a sort of personal application of the supposed allegations, and the inquiry went round among the individual members of the Board. "Is it I?" "Is it I?" Everyone professed the utmost readiness to have everything with which he had to do thoroughly looked into, but the old gull of bitterness continually came to the surface with the result of further denunciations of those who, in the exercise of their undoubted right, had called the Lieutenant-Governor to their assistance.

However, setting aside the personal aggravation of the members it might, in the first place, be asked why should not such an enquiry be undertaken, particularly by gentlemen so well and deservedly respected for their public qualities and devotion to duty? The Chief Justice has, in the past, done the city and Province service that in all probability no other man could have discharged, and his record gives assurance to the public that without fear, favor or affection, he will perform whatever duty is devolved upon him, while the members of the Council, knowing his strict sense of justice and his keenness to take hold of facts and appreciate them in the light, not alone of law, but of equity, are sufficient guarantee that, so far as he and his colleague or colleagues are concerned, the scales will be balanced fairly and evenly, with, however, if need be, an inclination to put the best construction upon errors that might have been committed in spite of the very best intentions.

That there have been and must be errors in the various ramifications of the city's extensive operations, there can be no reason to doubt. Opinions differ widely as to the policy that has been pursued in connection with Water Works matters and the disposition of the revenue that has been received from that source. Then there arises the great question of streets and sewers with respect to which rumor has been more than once busy. The electric lighting of the city might be an interesting branch for the commissioners to look into, while the different civic contracts for a year or two past might, if turned over, develop something, the lessons of which might enure to the future benefit of the citizens. Indeed, there is no knowing how productive this—according to some unpromising field might prove to be. In connection with this inquiry, since the aldermen have, as they say, nothing to fear, let them co-operate heartily with the investigators. In that way they will be really doing the community some service. Despite the city's wealth and the apparent immense augmentation of the value of real estate, the city credit does not stand as high in the world's money markets as it should do, or why should it be impossible to negotiate a favorable loan abroad, in default of which our funds are obliged to be deposited in banks as security for temporary advances to tide us over from time to time.

A first-class vindication of our financial standing might have the effect of materially appreciating the value of our securities. For certain it is that it cannot be mere prejudice that has made financiers try to

steer clear of our bonds and have as little to do with them as possible. The moneyed men of the old world are only too anxious to discover profitable fields for investment. They have almost an infinite amount of money that they are anxious to turn to better account, and it might be that the result of the labors of the commission will be an immense blessing. Neither the government nor the petitioners ought to be blamed for their action in this respect. The latter, who have almost their all at stake, have a right to satisfy themselves that matters are as they should be and to learn that there has been—as we all expect to discover—far more smoke than fire, while the former are only doing their duty in acceding to the wishes of so largely and deeply interested a body of petitioners. It should be forgotten by no one that the right of petition is one which every British subject holds in the highest estimation, and he is bound to exercise it whenever he deems it necessary.

NEW WESTMINSTER AND VANCOUVER TRAMWAY.

The New Westminster and Vancouver Tramway Company has so far progressed that they can run two small cars, each seating about twenty-two people, two trips each way per diem. The line is fourteen miles in length, and will, it is expected, have running over it shortly four large cars of a capacity of forty-five persons each and three for city service of a capacity of twenty-two. The large cars will give an hourly service. These, together with combined baggage and passenger coaches, will arrive in about ten days. To all appearances, the line is well built and seems to be well patronized. The people of New Westminster, however, now that they have obtained so much and having contrasted their own contract with the company and that into which Vancouver entered, are inclined to think that they are not doing as well as they might have done. To the company, New Westminster granted a perpetual charter, amounting to a monopoly, no other company, without the consent of the tramway company who have thirty days during which to pass upon any project, being allowed to operate without their sanction. Indeed, it is doubtful, if anywhere else so great a concession would have been made.

On the other hand, the Vancouver authorities made the following concession: That city gave the company a twenty years franchise at the nominal rental of \$1 per year for the first five years; at the expiration of that time, they may charge one cent per head on the passenger traffic. From this it may be inferred that if the enterprise does not pay equal to anticipation, only the original sum of \$1 will be demanded. On the part of the company, they are to keep eight inches of road on each side of the rails in order. Thus, it will be seen that the Vancouver people have made a very good bargain with the tramway company, while New Westminster, in its commendable desire to secure new enterprises, may just have paid a trifle too dear for its whistle. Time will tell.

New York financial journal says that the market will remain on the Pacific coast for six weeks.

"HOW MUCH WILL IT STAND?"

This question is the one upon which many of the business men of this Province appear to base their calculations of profit. They never probably heard of the old adage of "small profits and quick returns," or, if they ever did, it is so long since that they have utterly forgotten it, having concluded that the least amount of trade they can do with the utmost proportion of profit is what suits their bill perfectly. And, in connection with this matter, it may not be out of place to say that among those who stand as the chief exponents of this kind of thing are the managers of the Canadian Pacific Railway enterprise, for which the Dominion and every individual citizen has done so much and has made so many sacrifices. They "cinched" Manitoba and the Northwestern Provinces until the conclusion of the monopoly which they held upon those sections. They can no longer, with profit to themselves, exact exorbitant rates for carrying wheat and produce to the South and East. There are other routes by which they can be reached. But still they have their hand on the throat of British Columbia, and every hoof of Western cattle or pound of Ontario produce that comes here has to pay exactly the proportion of tribute that the C. P. R. magnates, sitting in Montreal, decree that it is able to stand. There are some people who will remember the vigorous and persistent protests that the late Thomas Oliver was accustomed to make in the Dominion Parliament against the unfair manner in which the Grand Trunk Railroad people used to treat the local trade of some portions of Ontario. His voice was heard for years before anything was done, but eventually local charters and other significant signs convinced the railroad people that the iron hand had better be relaxed, and apparently, in so far as concerns this Province, the work of teaching the C. P. R. has been begun. It is only a few weeks since they lost the freightage on one of the largest shipment of furs that has ever been sent direct from Victoria to Great Britain. That consignment took the route of the Northern Pacific Railroad, whose managers must have, it is understood, made a very good thing out of the transaction. The Northern Pacific and the sealers and, indeed, those connected with other native industries are prepared to repeat the process, so soon as occasion offers.

In its earlier days, the plea of the Canadian Pacific was that it was a native enterprise and should on that account have special considerations. The special considerations which it received on that account were legion; but, in the eyes of business men, to-day, their claims have vanished and the road must stand or fall on its own merits. British Columbia cannot get its beef from the Northwest to advantage because of the Canadian Pacific Railroad freight rates; and now the fishery men complain of the company's blind avarice, which is killing the British Columbia fresh fish trade with the East.

The Dominion Express Company are nominally the offenders, but, like many other offshoots, they are neither more nor less than the Canadian Pacific under a new name. The trade in fresh fish from

British Columbia, in the East had grown to some proportions, and bade fair to be very much augmented; but the express charge adjusters, having concluded that there ought to be more in the business for the railway, have made the express or freight rates such that the British Columbia fishermen have been forced to conclude that there is now nothing in it, and, so, by the greed of the soulless Canadian Pacific Railway, another provincial industry bids fair to be paralyzed, although, at the present time, crofters are to be brought out to augment the number of workers engaged in that line of business. In a word, the C. P. R. demand more, it is said, than the difference between the cost of production and the sale price. It may be that the Northern Pacific may yet step to the front and give the required service. If they do, the fishing interest will not forget them.

We notice, since the above was written, that an apologist for the C. P. R. commenting upon some of the high freights charged, says that "these are bound to be reduced just as soon as the trade grows to such proportions as to make the C. P. R. management consider it an object of special attention." Special attention, indeed! Is it not the mission of business men to be at least abreast of, if they have not enterprise and snap enough to be ahead of the times? When an ordinary individual goes into business, is everything cut and dried and placed ready to his hand? Has he nothing to do but stretch out his hand and snatch the business? He has to work for and cultivate it, which the C. P. R. people seem to have got far beyond doing. They are a big monopoly in the particular line the apologist refers to, also in that of which we have been speaking. They are ready to do the trade; but are not ready to do anything to build it up. Verily the notions of progress, enterprise and business snap held by some of the C. P. R. supporters are in the words Dominie Sampson "prodigious!"

VICTORIA fire brigade is not the only one that believes in using more than the necessary quantity of water required to extinguish a fire. When Campbell & Anderson's hardware and crockery store at New Westminster was burned down, the brigade of that city were not sparing of water. The damage by fire amounted only to \$2,500, while the loss caused by water was something like \$10,500. However, the New Westminster people are intent upon a change, and with this end in view they are making arrangements in the direction of greater precaution against fire.

In a brief article in the *Monetary Times* recently, we notice that the population of France is compared with that of England, in which the statement is made that the population of the latter is 37,000,000 and that of the former about 33,000,000. The figures credited to England are, approximately, those of the entire United Kingdom, according to the last census, the exact figures being 37,940,283. The population of England and Wales together is 29,001,018.

TIMELY TOPICS.

Accuracy in details is the one thing lacking with many mechanics as well as business men. They perform their tasks in a perfunctory way, and are satisfied with general results. Thoroughness is one of the greatest needs of this superficial age. Everything is done in a hurry, and every one seems possessed with the idea of covering the most ground in the shortest time. Work is estimated by its surface measurement rather than by breadth and depth. The tendency is a mischievous one, and should be guarded against. The man who masters the details of his profession builds upon a foundation that will withstand the severest tests of time and circumstances.

Providence, like the devil, gets more than its proper share of credit for the evils that are in the world. Laziness, folly, bad management and incapacity are the sins for whose results Providence is too often held responsible. A man neglects his business for the race-track and his home for the gaming table or saloon, and when the red flag is hoisted over his door we hear a lot of twaddle about his being "unfortunate" in business. He trusts to others to run his store and neglects to give his business proper personal attention, and when the sheriff is in possession he sighs about the "mysteries of Providence." This wretched contemptible plea that makes the Creator responsible for the neglect and sin of man is not only a lie but a libel on Providence.—*Canadian Baker and Confectioner.*

CAN SPECULATION BE CHECKED?

No better evidence that there is a general expectation in trade circles of rising markets and widespread activity could well be furnished than the appearance of warnings against the fostering of a speculative spirit, remarks an exchange. It is well worth, under the circumstances, to inquire whether it is profitable to take active measures to oppose a speculative tendency. We know that past experience has taught us that, in the long run, the evil after effects of a wildly speculative fever largely counter-balance temporary advantages. We know that a boom usually lets in a good deal of foreign material. In other words, it drives work abroad which could have been kept at home had not the demand been artificially exaggerated by the operations of outsiders. A boom may be described as a scare of buyers, created by speculators. During such a period only a few are great gainers, a far larger number of manufacturers and traders profit more than they otherwise do, while the great majority look back upon such a period with mortification and regret.

Yet it is difficult to see how a rise can be prevented when circumstances warrant the movement. Speculators cannot be kept out of any business. They are buyers when others are still in doubt, and are only too glad to sell their goods. The more venturesome in the trade are the first to follow the lead thus taken, purchasing raw materials liberally, while they hold back on a part of their product. The craze spreads until all are involved in it, and the great majority have reached

the conclusion that a passing fever is to be the normal condition for a long period to come. It is then that he becomes a public enemy who dares to utter sentiments which a short time before would have received general applause.

—However numerous those may be who are determined to oppose a rapid rise, there will always be a small but powerful minority who initiate the movement, and give it sufficient impetus to win over converts rapidly. We question whether there are many who have witnessed former booms, who have not back of all their protestations the desire to take an earlier hand in buying, and be quicker at selling than they were before. We believe that this feeling is far more general, and would prove a more potent factor for action than the desire to preserve the trade generally from any future dangers and complications by abstinence from a rise in a rising market.

So far as we can learn, there are none in the trade now who look forward to advances in price at all comparable with the famous boom period of 1879-1880. The word "boom" is so intimately associated in the minds of many with that extraordinary time that it is possibly misleading and unwise to use it now in connection with the improvement looked forward to. The term has, however, become identified with any upward tendency in trade, and has entered general usage in that sense.

CANNED GOODS.

There is nothing doing in canned fruits. Never in the season, in our recollection, has the market been so completely at a standstill as it is at the present moment. It is true that there have been some large sales of canned fruit already this year, and that the aggregate would make a block of goods that would be a revelation as to the extent of the California canned goods to anybody outside of the trade, but the canners are not satisfied. They say that as yet the bulk of the pack is unsold and that the prospect is not at all favorable to any early improvement. The existing situation is accounted for in part by the large crops all through the country, and in part by the demoralization occasioned when the season first opened by offering goods at conflicting prices. To such an extent was the competition of some of the obscure and irresponsible packers carried that they contracted to furnish goods at prices actually below the cost of packing. Respectable packers and responsible parties of course would hesitate to make such low prices, and, as a result, when there was a demand at a price that there was no disposition to contract. Now the buyers know the situation and they cannot be coaxed into the market. What is going to be the result of the misadventures of the season time only can tell. If some of the packers all through the country escape they will receive the congratulations of many of their friends who now think they are in rather an uncertain position.—*Herald of Trade*

The returns of the French Board of Trade show that for September the imports increased 41,555,000 francs, and the exports increased 21,382,000 francs.

KEEP THE ACCOUNTS COLLECTED.

The following from the *Mercantile Journal* upon the subject of collecting accounts is worth repeating in full:

Few merchants realize the immense percentage against them in the matter of uncollected bills." These were the "words of a man grown gray in mercantile pursuits, and whose millions, accumulated in legitimate business, entitle his opinions to respect. He had been requested to give his views on recent commercial failures, and was incidentally questioned as to the causes of non-success in business. "Leaving out of the discussion lack of capital and experience, both of which in nine cases out of ten lead to failure, I know of nothing that will so soon drag a merchant down as inattention to the collection of his accounts. It may seem a small matter to allow the account of A, B or C to run along for five or six months, especially when the amount is comparatively small; yet supposing a merchant to have twenty such accounts, averaging \$10 each, he is not only losing the interest on \$200 and the chance of profit on turning over that amount of money, but he is also rendering himself liable to a loss of from one-quarter to one-half of the gross amount of the accounts. Any one who has tried collecting knows that the difficulty of securing payment of a bill increases greatly with the length of time during which it has been running, and when a lot of bills have run for six months it is a fair average to secure payment of three-fourths of them. I have made it an invariable rule to present my accounts regularly every month, and while I was doing a strictly retail business, I made it a point to secure a promise of payment at a certain date, or at least a checking up of the account. This obviated much trouble in collecting the bill later on, and was worth all the time taken. If, however, a bill had been running for six months without any plausible excuse for its non payment, I turned it over to a reliable attorney or agency for collection. I found that this process cost me less and brought quicker returns than my own collectors could make me when the bills had been long due, as the debtors seemed very often to have become accustomed to standing off a man to whose visits they were hardened. In this way, I kept my books cleaned up, and during a series of years I figured that the net saving to me was fully 5 per cent. on my gross business. This, of itself, was a good profit, and I have never hesitated to recommend the same course to my young friends when starting in trade for themselves."

Counterfeit \$2 notes are in circulation at Hamilton.

A gentleman from Winnipeg, speaking to a Toronto *Empire* representative on the profits of farmers in Manitoba, said, "About 50 per cent. of them will be able to square up with the rest of the world and have something to the good from the present harvest. About 25 per cent. will pay off their old liabilities, and the balance will still be in debt." Alluding to individual cases, he said the celebrated Sandison farm would net its enterprising owner over \$10,000, while there were any number of instances where the settlers would make \$3,000 and \$4,000 on a smaller acreage.

THE SEALING FLEET—VESSELS IN PORT.

VICTORIA.

ARRIVED.	NAMR.	TONNAGE.	AGENT OR OWNERS.
July 14	Muggio Mac	71	R. P. Rithet & Co. (Limited)
July 27	Almoko	75	Capt. Grant
July 27	E. B. Marvin	114	E. B. Marvin & Co.
July 27	Walter L. Reh.	79	C. N. Cameron
July 28	Amie E. Paint	82	Robert Irving
July 29	Mary Ellen	69	Capt. Victor Jacobson
August 1	Thistle (steamer)	147	M. Munson
August 1	Sea Lion	50	Geo. Collins
August 3	Minnie	46	Capt. Victor Jacobson
August 5	Triumph	98	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 11	Henrietta	31	C. Spring
August 21	May Bell	58	Capt. Douglas
August 22	W. P. Sayward	60	Morris Moss
August 24	Laura	19	J. B. Jones
August 28	Labrador	30	— Stevenson
August 29	Mary Taylor	43	Carno & Munsie
August 29	Mountain Chief	16	Sawassen
August 29	Rosie Olsen	29	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	Borealls	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. Prevost
September 7	Umbrina	98	J. W. Peppett
September 14	City of San Diego	46	Carno & Munsie
September 15	Viva	93	Carno & Munsie
September 17	Pioneer	66	Carno & Munsie
September 17	Wanderer	25	Harry Paxton
September 17	Venture	48	Morris Moss
September 18	Favorite	50	Chas. Spring
September 22	Oscar and Hattie	81	J. L. Penny
September 23	Ocean Belle	83	Hall, Goepel & Co.
September 24	Katherine	81	J. L. Penny
September 25	Maud S	97	Brown Bros.
September 27	Beatrice	66	Capt. Wm. Grant
September 27	Terisa	63	P. A. Babbington
September 27	Otto	87	W. Walter Barnes
September 27	Kate	58	C. Spring
September 28	Penelope	69	Morris Moss

VANCOUVER.

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

THE DRY GOODS TRADE.

Conflicting opinions have of late been circulated as to the outlook of the dry goods trade. In one sense, the prevalence of contradictory ideas is to some extent justified. Several of the leading wholesale dry goods firms in Montreal are somewhat reticent as to the prospects which they consider, lies before them at present. There is reason, from a certain standpoint, for their disinclination to be communicative. The data on which estimates of this character are usually based are as yet of an equivocal kind; and prudence dictates silence where a probability exists that an expression of views made at the present juncture might afterwards prove to have been motivated by an over-sanguine hope. On the other hand, there are those who are by temperament prone to take a cheerful view of every situation, no matter how gloomy it may appear to be. It cannot be denied that the unwise policy of "dating ahead" which was inaugurated by wholesale dry goods firms in Ontario, and from the disastrous effects of which the trade is suffering there severely, and will for a long time to come continue to suffer, has not been without its influence in Montreal. It naturally forced concessions here which would never have been made had the manufacturers in the sister province successfully combatted the temptation to embark upon a course as fatuous as it was suicidal. From the effects of that policy, which was imitated in Montreal to an extent known only to those who are in a

position to judge, the trade is still suffering. Happily for themselves, however, the local wholesale dry goods firms have been steadily emancipating themselves from the infatuation which, up till a recent period, it seemed likely that they would become utterly and hopelessly enslaved, and a more wholesome system is gradually being adopted. During the first two weeks of last month considerable apprehension was felt in regard to the outcome of the fall and winter trade. Remittances were very unsatisfactory, and applications for renewals, especially from Manitoba and the Lower Provinces, were discouragingly numerous. Then a reaction took place. Money came in somewhat more freely. Orders arrived in daily increasing numbers, and the sales made were much in excess of those of previous years. The recent cold weather has tended to give a fresh impulse to the trade, and woollen and worsted staples, serges, cashmeres, mohairs, hosiery and underwear and other seasonable fabrics have since been moving at a rate which justifies the anticipation that the expansion already noticeable in the volume of business will attain still wider dimensions and that a period of substantial prosperity has been entered upon by wholesale dry goods merchants. The elements of probability in this favorable forecast are further strengthened by the circumstance that the crops have been very good, not only in Manitoba and the Northwest, but throughout the whole Dominion. The following, which embodies the experience

of a leading firm in the city, may be taken as affording a fair index to the actual situation in the dry goods trade:

The end of June or first week in July finds all the dry goods travellers on their ground with fall and winter samples. This is called the "placing trip." It is on this trip, as a rule, that the bulk of orders are placed for the seasons mentioned. In July, this year, many of the best retail houses would not purchase heavy woollens, preferring, as they said, to know for a certainty that the crop would be up to expectations. This was the reason why many of the wholesalers experienced a falling off in their July sales. August showed a decided improvement. With some houses, the output for the month was larger than the corresponding month for several years past. Trade kept up well in September; some houses repeated leading lines and kept their departments well assorted, believing that the outlook warranted them in expecting a good sorting trade. Travellers have been out for some days. The result, so far, shows they were right. The report is "We have cause to be well pleased with the sorting orders received." Another good feature is the marked improvement in letter orders, a pleasing feature to all houses. Collections for July and August were about the same as last year. September showed an improvement, and now that crops are being marketed there is every reason to believe that in October, November and December past, due balances will be reduced and trade generally on a much better and safer footing.—*Canadian Trade Review.*

OLD AMERICAN PORK.

The *Trade Bulletin*, of Montreal, draws attention to the fact that there are over 300,000 barrels of old pork in Chicago, which the holders thereof appear to be in a quandary as to how best to dispose of it. It was thought an excellent scheme to make it regular for several months of next year when it could be thus gradually worked off. This proposed plan, however, is stoutly opposed, as there are many operators who have sold December pork and bought January, and it would be very unfair to force them to accept old pork on January contracts. The situation, therefore, is perplexing, more especially as it is believed that a good deal of this old pork is unmerchantable. The final outcome of the present muddle, therefore, will probably result on the pork being overhauled, cut up and disposed of to jobbers in some other shape; but in order to do this it would necessarily entail a considerable loss, besides causing a large amount of money to be locked up during the winter packing season, and this scheme may consequently encounter opposition. The question is an important one, and full of interest to Canadian importers, as it is said that if they will help to work off this old stock they will be able to do so at dead bargains.

A general strike among the lumbermen of New York is again threatened, the men being dissatisfied with offers made by mill owners.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1891.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark.	Serica	913	Smythe	Sept. 29	Victoria	London	38,623	\$200,782	
Br bark.	Callao	978	James	Oct. 6	Victoria	London	11,610	\$212,000	
Br bark.	Lebu	726	Worrall		Victoria	Liverpool			
Br bark.	Bothesay Bay	750	Partridge		Westminster	Liverpool			
Br bark.	Wanlock	715	Cooper		Victoria	Liverpool			

BRITISH COLUMBIA LUMBER FLEET 1891.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br ship.	Stamboul	1218	Weston	Jan 3	Vancouver	Callao	960,300	\$ 9,000	April 2	58
Chil bark.	India	453	Funke	Feb 1	Moodyville	Valparaiso	751,395	8,348	April 20	65
Br bark.	Nineveh	1174	Broadfoot	Feb 28	Vancouver	Sydney	855,572	9,335	April 24	owners ac
Br bark.	Formosa	915	Kain	Mar 21	Vancouver	Arica	744,000	6,000	July 5	56
Br bark.	Catharine Sudden	363	Thompson	Mar 31	Moodyville	Tientsin	427,539	5,177	June 19	77
Am bkt.	Geo F Manson	1333	Crack	May 11	Moodyville	Sydney	868,151	9,752	Aug 5	Private
Br bark.	Eton	1746	Newcomb	May 15	Moodyville	Port Pirie	1,765,714	15,891	June 26	66
Am sch.	Olga	478	Atwood	May 22	Moodyville	Shanghai	534,133	5,900	Aug 7	55
Am sch.	Golden Shore	964	Henderson	June 3	Moodyville	Sydney	799,653	8,063	Aug 7	55
Br ship.	Forest King	1602	Morris	June 3	Vancouver	Callao	1,224,516	11,224	Sept 1	47
Am ship.	Exportor	1312	Kezer	June 7	Vancouver	Melbourne	829,132	8,802	Oct 2	65
Am bark.	Spartan	749	Anderson	June 14	Vancouver	Melbourne	502,000	5,276	Sept 22	60
Am bark.	Hesper	664	Sodergren	July 4	Moodyville	Shanghai	688,541	8,365	Aug 27	62
Swed bark.	Svea	693	Afzelius	July 5	Vancouver	Callao	438,913	4,709		61
Am ship.	Great Admiral	1497	Rowell	July 18	Vancouver	Melbourne	919,586	8,716	Oct 2	62
Chil bark.	Luisa Maria	715	Meyer	July 19	Westminster	Sydney	554,780	5,596	Oct 9	61
Chil bark.	Leonor	801	Harken	July 22	Westminster	Melbourne	600,333	5,705		61
Nor bark.	Borghild	757	Haugland	July 25	Vancouver	Melbourne	561,556	6,000		61
Br ship.	Duke of Abercorn	1026	McDougall	July 29	Vancouver	Adelaide	688,393	8,213		61
Ger bark.	Cassandra	733	Stehr	July 31	Vancouver	Iquiqu	545,619	6,917		61
Br ship.	Leading Wind	1289	S B Savory	Aug 6	Moodyville	Melbourne	763,443	8,130		owners ac
Chil bark.	Antonietta	925	Stack	Aug 8	Moodyville	Valparaiso	643,244	9,681		58
Br bark.	Ordovic	825	Austin	Aug 9	Vancouver	Callao	613,300	6,516		58
Chil ship.	Hindostan	1513	Welsh	Aug 14	Moodyville	Valparaiso	1,200,419	11,829		owners ac
Br bark.	H B Cann	1292	Footo	Aug 24	Moodyville	Sydney	1,041,172	12,214		50
Nor ship.	Saga	1117	Alfredahl	Sept. 3	Moodyville	Sydney	960,254	8,777		50
Nor bark.	Lotos	689	Salvesen	Sept. 25	Vancouver	Adelaide	528,821	5,035		63
Per bark.	Pisagua	539	Benvenuto	Oct 10	Moodyville	Pisagua	483,583	4,618		owners ac
Am bark.	Newsboy	1038	Hague	Oct 1	Westminster	Sydney	615,792	6,540		52
Nor ss	H. W. Jarlsberg	1480	Beascon	Sept. 20	Moodyville	Port Pirie	2,043,269	18,389		Private.
Chil ship.	Ema Luisa	412	Llewellyn	Oct. 2	Westminster	Port Pirie	300,931	2,855		52
Br bark.	Alfred Hawley	766	Anderson		Vancouver	Melbourne				61
Nor bark.	Flora	1236	Eriksen		Vancouver	Adelaide				62
Nor bark.	Dominion	632	Brigman		Vancouver	Callao				50
Am bkt.	Willie R. Hume	1361	Sewell		Vancouver	Valparaiso				45
Am ship.	Benj. Sewell	478	Atwood		Vancouver	Sydney				41

A Also 90,900 laths. B Composed of 45,000 feet telegraph poles, 410,000 feet rough lumber, 151,000 feet flooring, and 103,000 feet ties. C—Composed of 387,571 feet rough lumber, 39,668 feet dressed lumber, and 557 bundles laths. D—Composed of 23,355 feet dressed and 844,799 feet rough, also 22,916 feet pickets and 231,210 feet laths. E Also 2,575 bundles laths. F Composed of 1,144,286 feet rough, 80,560 feet t & g flooring, 21,000 feet box shooks, (5,000 boxes.) G Also 1,078 bundles pickets, 1,446 bundles laths. H—Also 1,715 bundles laths. I—Also 68,078 feet t & g flooring. J 47 639 feet is on deck. K—Of which 78,615 feet is on deck; also 12,032 feet. L—Also 90,411 feet dressed, 2,488 bundles pickets and 1,131 laths. M—Also 1,633 bundles laths and 463 bundles pickets, deck load 2,500 bundles laths and 8,679 bundles pickets, deck load 76,579 feet bundles laths. O Comprising 182,638 feet t & g flooring. P—Also 2,100 bundles laths and 3,679 bundles pickets, deck load 128,304 feet floor ing: deck load 53,729 feet rough. S—Also 2,001 bundles laths, deck load 106,187 feet. T—Also 2,138 bundles staves and 1,131 bundles laths. U—Also 22,461 feet t. and g. flooring, 2,272 bundles staves and 1,414 bundles laths; or deck 111,437 feet rough. V—Deck load 245,866 feet: sailed from Nanaimo Sept. 21. W Also 712 bills laths and 1,463 bills pickets. X—Also 315 bills laths and 1,780 bdl's pickets. Y—Also 21,757 feet pick ets and 53,000 feet lath. Z—Deck load 32,366 feet rough. AA—Also 148,000 feet rough.

SHIPPING INTELLIGENCE.

The steamship *Sussex*, Capt. Bolt, is due from Hong Kong and Yokohama on the 29th inst.

The steamship *Zambesi*, Capt. Edwards, is reported to have left Hong Kong for this port, and is due about the 23rd Nov.

The Am. ship *Hecla*, 1,475 tons, Capt. Cotton, from Yokohama Sept. 7th, arrived at Vancouver Oct. 25, with a cargo of 2,500 tons tea for shipment overland by the C. P. R.

The British bark *Noddleburn*, Capt. Hall, from Glasgow, has finished discharging cargo at New Westminster, and will shortly go to Tacoma to load wheat for United Kingdom.

The American schooner *Olga*, 478 tons, Capt. Atwood, finished discharging tea on the 23rd inst., and has gone on the berth to load lumber for Sydney, chartered prior to arrival at 44s.

The Peruvian bark *Pisagua*, 980 tons, Capt. Benvenuto, from Moodyville Oct. 10, for Pisagua, carried 483,583 feet rough lumber and 118,000 feet lath, valued at \$1,619, on owner's account.

The steamship *Empress of Japan*, Capt. Hill, sailed from Yokohama Oct. 22, for this port. She has for cargo:—150 tons for Portland, 150 tons for Victoria, 963 bales silk, and a quantity of tea and general merchandise for shipment overland. She also has 100 Chinese passengers for Victoria. She is due to arrive Nov. 3.

Capt. J. S. Dunham, a well known vessel man at Chicago, thinks it would be possible to dam the Niagara at Tonawanda and thus secure deeper water at lake ports.

It is not often that we have to chronicle the advent of a new English bank. Within the past week, however, the Leeds Joint Stock Bank has made its bow to the public, the Board being composed entirely of gentlemen engaged in local industries at Leeds. The capital is £400,000, in shares of £20 each, and it is proposed to call up £5 per share. The directors announce that no promotion money has been paid, that they will accept no fees until a reasonable dividend has been declared, and that in order to show their confidence in the project they will each subscribe for not less than 500 shares.—*London Financial Times*

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	PROM.	FOR.	CONSIGNEES.	DAYS OUT.
Br bark	City of Carlisle	823	Kendall	June 13.	C Liverpool	Victoria	R. P. Rithet & Co. (Limited)	136
Br ship	Titania	879	T W Selby	July 16	D London	B. C. Ports	H. B. Co. and Bell-Irving & Paterson	103
Br bark	Glenbervie	800	Groundwater	August 19	L London	Victoria	R. P. Rithet & Co. (Limited)	69
Br bark	Lizzie Bell	1036	Adam	Sept. 23	A Liverpool	Victoria	R. P. Rithet & Co. (Limited)	29
Br bark	Argyleshire	1208	LePage	Sept. 15	L Glasgow	Victoria	Jas. Crawford	42
Br bark	Hawthornbank	1238	Porter	August 3.	J Java	Vancouver		85
Br bark	India	933	Funke	July 30	L Valparaiso	Moodyville	Moodyville Sawmill Company	89
Br bark	Katinka	816	Kohler	August 21	M Rio Janeiro	Moodyville	Moodyville Sawmill Company	67
Am bark	Colorado	1036	Gibson	July 25	P New York	Chenamus	Victoria Lumber and Manufacturing Co	95
Port bark	Quiteria	1235	Leite	July 5	M Rio Janeiro	Victoria	Moodyville Sawmill Company	114
Chil ship	Atacama	1235		Sept. 13	Q Valparaiso	Moodyville	F. C. Davidge & Co	41
Br s	Sussex	1620	Bolt		H Hong Kong	Vancouver	Canadian Pacific Railway Company	35
Br s	Empress of India	3003	Marshall	Sept. 22	H Hong Kong	Victoria		55
Br s	Landana	985	Bales	September 3	L Liverpool	Vancouver		118
Nor bark	Czar	1314	Ch'stopherson	July 1.	T Cardiff	Vancouver		
Br bark	Sarah	1112	Greenhalgh		V Manila	Victoria		
Br ship	Aristomene	1750	Jones		J Java	Vancouver		31
Br bark	British India	1199	Lines	Sept. 26	J Java	Vancouver		
Br ship	Mount Carmel	1596	Livingstone		J Java	Victoria	Robt. Ward & Co	
Br bark	Ariadne	1213	Croft	October	B London	Vancouver		
Nor ship	Morning Light	1316	Johansen		O Melbourne	Vancouver		
Nor ship	Orion	1231			K Melbourne	Vancouver		
Br bark	Nineveh	1171	Broadfoot		U Shanghai	Vancouver		
Am ship	State of Maine	1467	Nickels	Sept. 10	H Shanghai	Vancouver		47
Br s	Empress of Japan	3003	Leo	Oct. 13	H Hong Kong	Vancouver		14
Br bark	Zehna Goudey	1088	Manning	Sept 20	H Hong Kong	Victoria	Victoria Rice Mills	37
Br ship	Thermopylae	918	Wilson		H Hong Kong	Victoria		
Br bark	Irvine	665	Jones		L Liverpool	Victoria		
Br ship	Celeste Burrill	1761	Haines	Sept. 14	M Rio Janeiro	Victoria	F. C. Davidge & Co	43
Br s	Zambesi	1560	Edwards		H Hong Kong	Victoria		

B-To sail in October with general cargo for Victoria direct. C-Spoken July 15 lat. 11 N., long. 25 W.; July 31, lat. 16.30 S., long. 32.58 W. chartered by Robt. Ward & Co. for a return cargo of salmon and naval stores, etc., to London. D-Spoken Aug. 14, lat. 5 N., long. 19 W.; chartered by Bell-Irving & Paterson to load salmon at Fraser River. K-Chartered to load lumber at Burrard Inlet for Melbourne wharf at 57s 6d. L-Coming in ballast under charter to load a return cargo. M-Passed Holyhead September 17. N-Cargo of sugar. O-To load a return cargo to Valparaiso on owners' account. P-Via Iquique, chartered for M. A. or P. P., rate 62s 6d, option Sydney 52s 6d. Q-Sept. 16, put into Bahia leaking in upper works. R-Cargo of blacksmiths' coal for San Francisco, thence to load lumber. S-To load a return cargo on owner's account. T-Via Rio Janeiro to load for M. A. or P. P. U-In ballast under home orders. A-Spoken Oct. 8, lat. 40 N. long. 10 W. V-To load for Sydney on owner's account.

MANIFEST.

British bark City of Carlisle, 823 tons, Kendall, master, from Liverpool June 13, for Victoria, B. C., R. P. Rithet & Co., ld., consignees:

150 cs whiskey, 2 csks do, 3 qr csks do, A B Gray & Co; 100 cs whiskey, Boucherat & Co, 2 qr csks whiskey, 25 cs do, H Saunders; 40 cs whiskey, Fell & Co; 4 bbls port wine, Dixi H. Ross & Co; 5 qr csks sherry, 10 octaves do, 10 octaves port, R P Rithet & Co, (ld); 672 sacks common salt, 1,792 sacks fine salt, order; 50 cs stout, 150 cs do, 20 cs ale, 25 cs lime juice, 10 cs raspberry vinegar, Boucherat & Co; 425 cs bottled beer, R P Rithet & Co, (ld); 50 cs bottled beer, order; 2,023 bars iron, 142 steel angle bars, 104 steel Tee bars, 26 iron bars, 121 rivet iron bars, 729 iron bars, 50 bbls iron bars, 17 bbls rivet iron bars, 109 galvanized round iron bars, 10 round steel bars, 5 flat iron plates, 42 steel boiler plates, 1 steel ship plates, 10 bxs tin plates, 18 bxs do, 31 bxs Canada plates, 1 csk sheet zinc, 2 csks do, 2 cs zinc plates, 50 drums caustic soda, 32 bbls soda, 117 bbls soda ash, 1 cs bath bricks, 71 tons Cardiff coke, 10 bbls fire clay, 10,000 best white fire bricks, order 10 bbls cotton waste, 50 cs stout, 90 bxs glass, 52 rolls wire matting, 6 csks tiles, 1 csks do, 5 csks do, 2 csks do, 1 crate foot warmers, 10 crates earthenware, 4 crates do, 8 pkgs do, 4 hdds Bass' ale, 15 kegs waterproof glue, 10 bbls boiled linseed oil, 10 bbls raw linseed oil, 100 five gallon drums boiled oil, 50 five gallon drums raw oil, 20 cs whiskey, 100 cs do, 450 cs do, 3 bbls do, order; 301 iron plates, 51 steel

plates, 7 iron chains, 37 bbls sheet iron, 20 bbls do, 4 iron chains, 3 galvanized iron chains, 1 csk steel chain, 5 csks clenched rings, 2 bbls 12 bars copper, 11 iron chains, 1 csk, 14 anvils, 2 cs cast steel, 10 kegs screws and washers, 62 cs galvanized iron sheets, 1 cs galvanized ridging, 14 iron chains, order; 75 cs beer, 27 bbls and 5 cs mineral waters, 30 cs whiskey, Fell & Co; 5 bbls mineral waters, 20 cs whiskey, H Saunders; 250 cs beer, Boucherat & Co; 85 cs beer, 7 bbls mineral waters, 25 cs whiskey, B Gordon; 50 tons Englington pig iron, 50 tons Glengarnock pig iron, 49 tons Summerleap pig iron, 4,700 sashweights, 4,700 sashweights, 51 bags marble dust, 24 cs fire clay retorts, 22 csks fire bricks, 6,000 loose fire bricks, order; 8 qr csks red port wine, B Gordon; 25 bbls bar iron, 2,837 sashweights, Matthews, Richards & Tye; 1,011 bxs, 27 cs glass, order; 500 sacks coarse salt, 3 round steel bars, 1 csk, order; 1 csk iron, 8 cs sheet iron, 2 cs do, 8 sheets, 20 iron plates, 80 iron sheets, 15 bbls sheets 62 bbls bars, 10 plates, 6 bbls furnace bars, 369 bbls hoops, 842 bars iron, 25 bbls bars, order; 2,240 bags coarse salt, order; 9,912 sanitary drain pipes, order; 25 cs bottled ale, 25 cs do, 45 cs wines and spirits, Baker Bros & Co, (ld).

CONSIGNEES:—R. P. Rithet & Co, (ld); Albion Iron Works; Nicholles & Renouf; Clarke & Pearson; C P N Co; Pendra & Co; A Phillips & Son; Samuel Gray; McKillean & Anderson; Weiler Bros; R A Brown & Co; E B Marvin & Co; A B Gray & Co; Boucherat & Co; H Saunders; Dixi H Ross & Co; Fell & Co; B Gordon; E G Prior & Co; Matthews, Richards &

Tye; Victoria Gas Co; Baker Bros & Co, (ld).

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending October 24:

Date.	Vessel and Destination.	Tons.
18	Sea Lion, ss., Port Townsend	57
21	Mt. Washington, bk, San Francisco	1,740
21	Valley Forge, bk, San Francisco	1,821
21	Wanderer, ss., Port Townsend	61
23	J. C. Brittain, ss, Whatcom	194
24	Tacoma, ss., Port Townsend	60
Total		3,933

FREIGHTS.

The freight market is entirely without feature and quotations are about the same as previously reported. Lumber freights from Burrard Inlet or Puget Sound to Sydney, 44s; Melbourne, Adelaide or Port Pirie, 52s. 6d.; Valparaiso, for order, 50s.; direct port South America, 47s. 6d.; China and Japan ports, in the entire absence of business, freights are nominal. Grain freights are quoted at 40s. from San Francisco to the United Kingdom, with an upward tendency; from Tacoma or Portland they may be quoted at 42s. 5d., nominal. Coal freights: Nanaimo or Departure Bay to San Francisco, \$2.50; from Puget Sound to San Francisco, \$2.25 per ton.

The steamship Empress of India, Capt. Marshall, sailed Oct. 25th for Yokohama and Hong Kong with 91 saloon passengers, 20 intermediate, and 438 Chinese. She had a small cargo consisting of 947 tons, principally flour.



*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.
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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, insisting 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.

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MANUFACTURERS OF

Triple Expansion, Compound and High Pressure, Marine

ENGINES AND BOILERS

Corliss Engines, Armington & Simms' Engines, Hoisting Engines, Gas Engines,
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A COMPLETE STOCK OF ENGINEERS' AND MILL SUPPLIES.

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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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Choice Wines, Etc. JOHN WHITTY, Prop

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London, England.

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Accident Insurance Co. of North America.

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

R. H. JAMESON,

33 FORT STREET.

Esquimalt & Nanaimo R'y

TIME TABLE NO. 1E,

Take effect at 8.00 a.m. on Tuesday, October 20th, 1891. Trains run on Pacific Standard Time.

STATIONS	GOING SOUTH HEAD UP		GOING NORTH HEAD DOWN	
	No. 1 Passenger Daily	No. 3 Passenger Saturdays Sundays	No. 2 Passenger Daily	No. 1 Passenger Saturdays Sundays
VICTORIA	Ar 12.21	Ar 5.58	De 8.00 a.m.	De 2.30 p.m.
RUSSELL'S Vic. W.	" 12.20	" 5.54	" 8.01	" 2.31
ESQUIMALT	" 11.45	" 5.19	" 8.14	" 2.44
COLDSTREAM	" 10.50	" 4.24	" 8.30	" 3.00
SILAVNIGANILE	" 10.40	" 4.14	" 8.31	" 4.01
COBBLE HILL	" 10.27	" 3.59	" 8.41	" 4.14
MCFHERSON'S	" 10.17	" 3.49	" 8.57	" 4.29
KOKSILAH	" 10.12	" 3.44	" 10.07	" 4.39
DUNCAN'S	" 10.02	" 3.31	" 10.22	" 4.51
SOMENOS	" 9.36	" 3.12	" 10.48	" 5.16
CHEMAINUS	De 8.34	" 2.14	Ar 11.50	" 6.14
NANAIMO	Ar 8.25	De 1.59	Ar 12.14 p.m.	Ar 6.29
WELLINGTON	De 8.10 a.m.	De 1.59 p.m.	Ar 12.14 p.m.	Ar 6.29

VICTORIA RICE MILLS,

STORE STREET, VICTORIA, B. C.
—MILLERS OF—
CHINA AND JAPAN

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

ROLLER FLOUR MILL.
Delta Brand Family Flour,
Superfine Flour, Bran & Shorts
NOS. 64 & 66 STORE ST.

VICTORIA. CANADIAN PACIFIC NAVIGATION CO. (LIMITED.)

TIME TABLE No. 14.

Taking effect June 23, 1891.
Fraser River Route.

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

Burrard Inlet Route.

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

Northern Route.

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

Barclay Sound Route.

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

Bute Inlet Route.

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

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

ROCK BAY SAWMILL

(ESTABLISHED 1858.)
32 Constance St., Victoria, B. C.

WM. P. SAYWARD,
Manufacturer and Dealer in
ISLAND LUMBER AND SPARS.

Importer and Dealer in
Doors, Windows and all kinds of Dressed Lumber, Etc.
CONSTANTLY ON HAND A GOOD SUPPLY OF BUILDING LUMBER.
Prepared to Cut Lumber to Order at Short Notice.

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Lumber & Manufacturing
Company.

PROPRIETORS OF THE
CHEMAINUS SAW MILL.
E. J. PALMER, Manager.

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

Puget Sound and Alaska Steamship Co
TIME CARD.

STEAMSHIP CITY OF KINGSTON. Victoria Route.

8:00 a.m. ... Lv Tacoma Ar 5:15 a.m.
10:15 a.m. ... " Seattle Lv 3:00 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.
2:45 a.m. ... " Anacortes " 9:00 a.m.
6:45 a.m. ... Ar Fairhaven " 7:30 a.m.
6:15 a.m. ... " Sehome " 6:30 a.m.
4:30 a.m. ... " Whatcom " 6:00 a.m.

Snohomish River Route.

7:00 a.m. ... Lv Seattle Ar 2:00 p.m.
8:45 a.m. ... " Edmonds Lv 12:30 p.m.
10:30 a.m. ... " Mukelteo " 10:45 p.m.
12:00 a.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 EDITIL.

Pt Townsend Mail Route.

11:00 p.m. ... Lv Seattle Ar 5:00 p.m.
..... Kingston Lv
12:30 a.m. ... Lv Pt Madison " 4:10 p.m.
3:00 a.m. ... " Pt Gamble " 1:00 p.m.
4:00 a.m. ... " Pt Ludlow " 12:00 p.m.
6:00 a.m. ... Ar Pt Townsend " 10:00 a.m.

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

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. DENSMUIR, President.
JOSEPH HUNTER, Gen'l Supt.
H. K. PRIOR, Gen. Freight and Passenger Agent.

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

Vancouver and Nanaimo Daily.

SS. CUTCH Leaves C. P. R. Wharf at 1:00 p. m., returning from Nanaimo at 7 a. m. Cargo received at Union Wharf, Vancouver, until noon.

TOURISTS' TICKETS

Apply for round trip from Vancouver and return via Nanaimo, Esquimalt & Nanaimo Route to Victoria, and return by E. & N. Ry and P. N. Co's steamers from Victoria to Vancouver. Fare, Round Trip, \$5.00.

VANCOUVER AND PORTLAND, ORE.

Carrying Freight and Passenger.

SS TAICHIOW (1500 tons). This steamer carries freight and makes fortnightly trips between Vancouver and Portland, via the Sound ports and Astoria.

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

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William Webster, Manager.
TELEPHONE 94. P. O. BOX 217.

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(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST

THE NANAIMO COAL.
(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL.
(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

THE "NANAIMO" COAL

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

THE "SOUTH FIELD" COAL

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

THE "NEW WELLINGTON" COAL,

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

SAMUEL M. ROBINS, Superintendent.

OGILVIE MILLING CO.,

WINNIPEG, - - - MANITOBA.

(REPRESENTED BY G. M. LEISHMAN.)

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GLENORA ".....	2,500 " "	GODERICH—Goderich, Ont..... 1,000 " "
	WINNIPEG MILLS.....	1,500 Barrels.

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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.

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