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Branford, O. Lindsay, O. Smith's, O.
Brookville, O. London, O. Stratford, O.
Calgary, N.W.T. Montreal, N.B. St. John, N.B.
Latham, N.B. Nelson, B.C. St. Mary's, O.
Chatham, O. New Westminster, Toronto, O.
Cornwall, O. St. John, B.C. Vancouver, BC
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FRASER RIVER:

- Delta Canning Co's Maple Leaf Brand.
- Laidlaw & Co's Dominion Brand.
- Wellington Packing Co., Wellington Brand.
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- Standard Packing Co., Skeena River, Neptune Brand.
- Skeena Packing Co., Skeena River, "Diamond C" Brand.
- Lowe Inlet Packing Co., Lowe Inlet, "Diamond C" Brand.
- Cascade Packing Co., Naas River, Cascade Brand.

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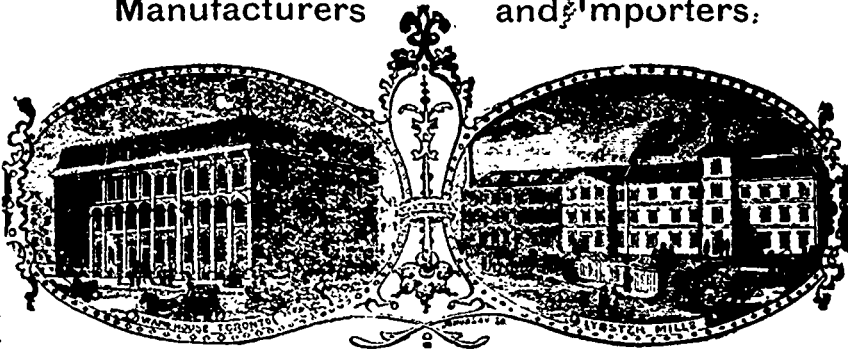
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REPRESENTED BY R. S. NORTON, WINNIPEG.

BUSINESS CHANGES.

Wm. Dee, manufacturers' agent, succeeds P. F. Richardson.

John King has opened a seed and flower store in New Westminster.

Bray & McInnis, grocers, New Westminster, have been sold out by the sheriff.

The Oriental Traders Company have appointed Martin & Robertson agents at Victoria.

J. Scuitto, baker and grocer, Vancouver, who failed recently, is offering 50c. on the dollar.

Tiley & Meyers, saloon and restaurant, Vancouver, have taken over the international hotel.

The Pacific Soap Works have bought out the Vancouver Soap Works Company, of Vancouver.

Dunley, Cook & Co., formerly in the clothing business in Amherst, are removing to Vancouver.

Rashdall & Costerton, real estate, etc., Enderby, have dissolved partnership. C. F. Costerton continues.

Nelson Brown & Co., pork packers, who opened in Westminster recently, are closing out their stock.

Roderick McIntosh, boots and shoes, Centerville, Chilliwack, has assigned to L. W. Paisley of same place.

J. B. Gordon, late manager at Seattle, has taken over the management of 'Brad-streets' for B. C. from R. E. Farley.

J. T. McDonald is opening in groceries and fruit in Victoria at the corner of Cadboro Bay Road and Oak Bay Avenue.

Alex. Mayer, the pioneer merchant of Nanaimo, having retired from business, will shortly leave for San Francisco to reside.

Geo. Hay and Geo. E. Lorimer, steam laundry and dye works, Vancouver, have dissolved. Hay continues the dye works and Lorimer the laundry.

The Canadian Mutual Loan and Investment Company has formed a branch at Nanaimo, with Dr. A. E. Prague as president.

The Pharmaceutical Association of British Columbia will hold an examination on the 6th and 7th of April, to examine candidates presenting themselves for diplomas, entitling them to practice in the Province. The place has not yet been decided upon.

THE SUB-AQUEOUS MINING MACHINE,

(Patented in Canada and U. S.)

Has been constructed and is now offered FOR SALE.

H. T. SCURRY,

Inventor and Patentee,

229 ABBOTT STREET, VANCOUVER.

PROVINCIAL TRADE NOTES.

Chilliwack will have a fire engine.

Vancouver is agitating for a regular weekly market day.

The Kootenay Powder Works Co. will commence building operations at Nelson as early in the season as possible.

The Commonwealth Company, Ltd., has been incorporated with a capital of \$15,000 in \$5 shares, to print and publish a general agricultural and industrial newspaper in New Westminster.

The Kootenay Powder Works Co., with a capital of \$25,000, has been incorporated. The company propose to manufacture powder and other explosives at Nelson. The trustees are Morris Moss, G. L. Milne, M. D., and Fred'k H. Worlock.

The Slocan Trading and Navigation Co., Ltd., capital \$25,000 in \$10 shares, has been incorporated. The trustees are James Delaney, Jas. Dawson, John Huston and John R. Cook of Nelson, and Wm. McKinnon of Slocan Lake. Nelson will be the headquarters of the company.

The announcement is made that the C. P. R. intend at an early date to shorten very considerably, the time between Montreal and Vancouver, in such a way that the train which now arrive at the Terminal city at 1 o'clock, will get in at 9 o'clock, one day earlier.

R. L. T. Galbraith, of Fort Steele, East Kootenay, arrived in the city on Saturday night, and will remain on the coast until navigation opens on the Columbia. Mr. Galbraith is confident that the Canadian Pacific Railway Company will build a line through the Crow's Nest Pass at a very early date. The road from Calgary to the south, now within eight miles of Fort McLeod, will probably be diverted to the west, and following the pass will cross the Columbia River at Joseph's Prairie. From that point to Spence's Bridge or to Hope there are several available routes. The construction of a road by the Canadian Pacific from Medicine Hat to Crow's Nest would shorten the distance to Victoria at least 300 miles, while the new line would go through a fine stock raising and mineral country. The winter at Fort Steele has been mild and pleasant, the lowest dip of the thermometer being 24 degrees below. Mr. Galbraith made the first stage of his journey on wheels, but when nearing Golden the snow became so deep that sleighs had to be used.—Times.

The Chilean bark Eritrea is reported on the way from Valparaiso for Burrard Inlet to load lumber.

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Over 80 per cent. of the entire Radiators used in Canada are the Safford. Send for Catalogue and prices.

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Orders executed for every description of British and Foreign Merchandise, Lumber, Timber, Spars, Fish and other Provincial products.

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 J. & W. Stuart's Patent Double-Knotted Mesh Fishing Nets, Twines, Etc.
 Importers of Havana Cigars, Oilmen's Stores, Tin Plates, Portland Cement, Etc.
 British Columbia Salmon:—Ewen & Co., "Lion," "Bonnie Dundee"; Bon Accord Fishery Co., "Consuls"; A. J. McLellan's "Express."

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 Extra quality. Extra dry.

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 4 prize medals.

Johannis Brunnen Natural Mineral Waters.—The King of table waters.
 It is most gratifying, pure or mixed with wine or spirits.

J. & T. BELL,

MANUFACTURERS OF

FINE BOOTS AND SHOES

WHOLESALE.

1667 NOTRE DAME STREET

MONTREAL.

AN OLD GLASGOW DODGE.

It is stated that a well-known wholesale grocery firm in this city has issued a circular to the retail trade offering to sell 5 bbls. of yellow and 5 bbls. of granulated sugar at 3½c per lb., and 5 half chests of good tea at 20c per lb. As the price of granulated sugar is 1½c per lb. at the refinery, there is a loss of ½c per lb. on the granulated, but on the tea there is probably a profit of 1c or 5c per lb., or possibly more. Upon the 5 bbls. of granulated sugar, there would be a total loss of about \$9, but on the 5½ chests of tea a total gain would be realized of about \$14.00 or \$15.00: so that in filling an order as above specified, a net gain would accrue of \$5 to \$6. This method of trading reminds us of the cards that used to be seen in the shop windows of Glasgow, with the words "sugar for naething," printed thereon; but when the enticed customers entered these stores they discovered that before they could obtain a certain quantity of sugar for "naething" they had to purchase a certain amount of tea or other commodities upon which good profits were made. The new mode of trading of the wholesale grocery firm above referred to is therefore a modification of the Glasgow custom of catering for business by offering "sugar for naething." In the Montreal case it is "sugar for ½c per lb. below cost;" but before customers can avail themselves of that bargain they are required to buy five packages of tea upon which there is a profit of about 5c per lb. This innovation is therefore not as liberal as the one in Glasgow, from which it was borrowed.—*Montreal Trade Bulletin.*

RISK YOUR OWN CAPITAL.

An old merchant says: "A man has the right to risk his own capital, but he has no right to risk the property of others without their consent, and he can only honestly extend his business at any time so that if his property should suddenly depreciate in value to the ordinary level of low prices, and he should meet with the average percentage of loss and other risks incidental to the business, he would be well able to pay his debts.

"Without accurate information on these points, a man whose liabilities are three times the amount of his capital should be extremely cautious in extending his purchases, however inviting the speculation may appear; and if he takes to giving credit, he cannot calculate with any degree of certainty in being able to meet his payments promptly, except by giving one-third less credit than he takes."

TOO MUCH MOLASSES.

"Some time ago," says a Missouri man, "a powerful poor family came to our town. There was a widow and three daughters, two of them about grown. They took up their quarters in an old, deserted house, and it wasn't long until we heard that they hadn't anything to eat. Well, a lot of us went out to the old house, and, sure enough, there they were, mighty nigh starved to death. Right there, sir, we raised \$8, and told the widow we'd see that she didn't go hungry. The grateful woman

gave the money to her daughter, and said: 'Lou, you and the child run right away down town and get something with this money.' Well, off the girls put, and we waited to enjoy the pleasure of seeing them satisfy their hunger. They came back after a while, and now, what do you reckon they had bought? 'I have no idea.' Well, sir, they bought four finger rings and a quart of molasses. 'The miserable fools. The poor mother must have been indignant.' You bet she was. 'And what did she say?' Why, she said: 'Lou, I'd like to know what in common sense made you get so many of these blamed molasses.'"

STICK TO YOUR BUSINESS.

It is said the temptation to make money easily and quickly by some speculation outside of their regular business involves hundreds of men annually. Men become dissatisfied with the slow gains of the calling with which they are acquainted, and suffer themselves to be enticed from it by stories of fortunes which have been acquired in other pursuits. They risk their money, and it is lost. An old merchant says: "Investments in patents, secret processes, wheat, cotton, coffee, and other similar operations, in the majority of cases have the same results. It cannot be too often repeated that the secret of success is steady application in pursuit of your legitimate business, and the slow but certain process of accumulation. Even when large sums are made by daring and successful enterprises, they are rarely kept, but either induce reckless habits, like good luck in gambling, or else they are sunk in some other operation not so felicitously carried out."—*Ex.*

NOTICE.

Commencing Tuesday, March 15th, the steamer City of Seattle will be laid up for repairs, being succeeded on the Whatcom route by the steamer Premier. On the same date, the steamer Eliza Anderson will be taken off the Everett route.

G. G. CHANDLER, G.F. & P.A.

The people of Hamilton, Ont., are agitated over the street railway question.

An employee in a grocery establishment was undergoing his examination before entering the army, when the examiner asked him: "What is coffee obtained from?" The young fellow blushed to the roots of his hair. "It is impossible to tell you, monsieur," he stammered at length; "it is a secret of the firm."

On the Northern of France Railway an important experiment is about to be tried on a large scale. All carriages, even on short distance trains, are to be warmed, and the warmth is to be produced by means of boxes of acetate of soda. The chemical is put in a solid state into the boxes, and these are then plunged into hot water of about 100 degrees. The effect is that the soda becomes liquid. On being taken out of the water the boxes are wiped dry and put in carriages. By degrees the soda solidifies, and as long as that operation lasts—that is, for about five or six hours—it gradually gives off the heat it has absorbed in the melting process.

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D. M. CARLEY EDITOR

L. G. HENDERSON BUSINESS MANAGER

Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, MARCH 22, 1892.

COMPENSATION FOR THE SEALERS

At length the official announcement has been made that the sealers, who have been waiting—over so patiently—for some action looking to their reimbursement for losses sustained, are to have their just claims complied with. The last number of the *Canada Gazette* contains the official announcement that all persons having claims for compensation for loss or damage by reason of expulsion from or warning out of Behring Sea under the provisions of the "modus vivendi," must lodge such claims at the office of the Collector of Customs at Victoria within a month from the 28th instant. This indication of some real intention to do justice to this important interest—tardy as it is—will be welcomed; but the announcement would have been far better timed had it been made before the sealing fleet had started out on their spring hunt. Many of them, as the authorities well know, do not return to port until they have visited the north. They did not leave port earlier than usual this year so as to avoid being served with notifications that they must not enter Behring Sea; but this season was so open and the prospects were so good that it would have been an act of folly on the part of the owners and masters not to take advantage of the opportunity, for it is beyond question that the company favored and chartered by the American government will not have failed to do big work at the earliest possible moment, the British and Canadian contention being that despite their special American authorization, they have no more right where they were than has any one else. Indeed, unless published reports are incorrect—and they came from the seat of the United States Government Russia, from whom it is alleged that such rights were derived, proposes to have something to say on the subject.

However that may be, Sir George Baden Powell is reported to have given expression to the opinion that Great Britain will be prepared to sanction a continuance of governmental protection of the seal for the present season at least. Possibly Russia, which possesses extensive sealing resorts not far distant from the Pribyloff Islands, may not relish the idea of being compelled to increase her "police force" at the north, since it is inevitable that some of the captains, who may be of the well known "Flying Dutchman" stamp, will not be ready to return without a cargo of seals, no matter where and how they may have to take them. The magnitude of the entire question, in its national

as well as international aspects, has, to our mind, fully justified the British Premier in delaying his reply to President Harrison's curt and peremptory note. Moreover, as has always been her policy—no matter whether the Power with which she has had to deal has been of the first or of the second class—the mother country is not apt to be swayed by loud threatenings even of war. She maps out her course and follows it, and so she will do in the present instance. It is not her habit even to show her hand until the proper time arrives, and American twists of the lion's tail are not and never have been regarded with any very serious amount of apprehension. The United States are not now dealing with Chili, whose pride alone prevented her complying with the demands of Mr. Blaine. Here it is one of principle, of international law, and of Imperial, Dominion, and individual rights. There are bigger ships than even the *Warspite* in the British navy; but where would the most powerful and best appointed vessel in the American fleet be alongside even the flagship of the Pacific squadron? It is not for us to talk war; but before the slightest threats of such a contingency are even hinted at, those who have assumed such an aggressive attitude should at least try to count the consequences. It may be well at this juncture to notice what the *New York World*, in a late deliverance on this subject, has said.

"There can be no cause of war in the Behring Sea controversy. The United States have no legal right to seals on the high seas, whether they are swimming to the Pribyloff Islands or to Siberia. The contention of Mr. Harrison that there is virtue in the absurd legal claims put forward in the early part of his administration, and that the arbitrators will seriously consider our claim for damages, is pure pettifoggery. The President ought to remember that he is in the court of nations and not before a justice of the peace. The only question is moral. It is whether or not Great Britain will unite with the United States in preserving the seals from destruction. The account of the United States with the territory of Alaska would show a vast balance against the people. For every dollar received by the Government from the seal companies there have been fifty expended. Warships do not sail to Alaska without expense. A territorial government draws heavily on a bankrupt treasury. The nation pays through the nose for the privilege of 'protecting' seal fisheries that a combine may gather wealth and debauch an innocent people. The idea of going to war for sealskin capes is revolting. The pretext that the national honor is at stake is too absurd to merit attention. The right of this nation to draw an imaginary line across the Northern seas beyond which it shall be unlawful for any person to sail in quest of seals is the edict of barbarism. If there be need of war with any country for the protection of this industry, let those fight and pay the bills who are vitally interested. There is not a life among the population of this country whose sacrifice can be asked in such a war as is contemplated for speculative and political purposes. And it is time for the people to so inform their representatives as to secure prompt rebuke to demagogues who would cloak greater frauds under a pretense of caring for national honor."

Comment is needless.

U. S. COMMERCIAL FAILURES.

There were 12,391 commercial failures in the United States last year, an increase of 1,721 over the preceding year. In a general

way, it is well known, 1891 was not a good year for business, and the increase in failures is not larger than was reasonably to be expected. At the same time, however, such a record of commercial mortality—over 1,000 failures per month—is calculated to provoke inquiry as to the direct causes of misfortune. This information is accessible, and, the *Trade Review* considers, it is worth studying as a part of the current history of trade in that country. It appears that 4,869 of the failures, or over one-third, were due to lack of sufficient capital. Almost as many more were brought about by incompetence, inexperience, extravagance, neglect and unwise credits. Fraud was the source of calamity in 875 cases, and irregular speculation in 341 cases. The whole number occasioned by legitimate causes, such as competition, commercial crises and failures of others, was 50 per cent.

MINING IN BRITISH COLUMBIA.

The official return with respect to the important industry of mining has been presented to the Provincial Legislature. In 1874 the total output of coal in British Columbia was 81,000 tons, in 1881 it was 391,070 tons, and in 1887 180,000 tons, but, last year, it grew to the handsome quantity of 1,020,097 tons, of which 806,479 were exported, principally to San Francisco. New fields are continually being discovered, some of which are in prospect of early development.

As concerns gold mining, however, it appears to have decreased considerably of late, for, while in 1861 the total yield was \$3,735,810, giving to 4,400 workers an average of about \$819 each, last year it was only \$129,811, or \$358 each to 1,199 miners. However, from present indications there is no more probability in the future of such a small showing. Capital and industry are both being brought in largely, and vigorous working is promised. Last year considerable quantities of silver ore were got out; but most of it lies on the dumps in the West Kootenay country waiting for roads and railways to transport it. The promises for the higher class ores are for the future encouraging to the highest degree, and it is in that light that the report for last year of the Department of Mines must be regarded.

JUDGING from appearances, there is going to be a big influx of settlers into the Canadian Northwest this year, the already large numbers who have gone in being, it is expected, the precursors of the biggest movement of the kind that has occurred in the history of that country. Many of these people, in fact most of them so far, have come from the Province of Ontario, and are of a class that is from its actual experience of farming conditions well fitted to turn to the best advantage the facilities that are offered by the Territories. To develop these, it will have been noticed that the Dominion Government is making special endeavors, and we are well pleased to see that our own people are taking advantage of the favorable natural conditions that exist in what is an immense region of the richest description that is practically undeveloped and is possessed of boundless possibilities.

BRITISH COLUMBIA PROSPECTS.

The *Monetary Times* has published over the signature of "Maximo Maritimo" a couple of articles on West Coast commerce. In the first of these it divides the commerce of British Columbia into two branches—fish and lumber, which, not to mention its mineral resources, have ranked the province as "the greatest and richest undeveloped maritime country in America." It is said that every month adds to the capital invested in the fishing industry of the West Coast, and there are in it indications of a commerce of the future that will far exceed the busy times of the Eastern maritime provinces in their palmy days. In a pamphlet published by Dr. Bourinot a few years ago the fisheries of the entire Dominion are placed at a little over \$10,000,000, those of Newfoundland being of about the same amount. In 1890, according to official figures, the fisheries of the Dominion aggregated \$17,714,902, Nova Scotia standing first with \$6,636,445, British Columbia coming next with \$3,481,432, while in the total for the Dominion since 1869 of \$300,249,810, British Columbia contributed \$22,620,875.

The article goes on to speak of the development that must take place, particularly within the next five years, for on the banks to the north and northwest of Queen Charlotte Islands the true cod and other fish are sure to be found in large abundance. Taking into consideration the seal fisheries as well as the other departments of the interest it is claimed in the articles referred to that in a very short time the fish commerce on the British Columbia coast will be swollen to the hundreds of millions, far distancing the records of the Maritime Provinces in their busiest days. We are reminded by the writer that "a true commerce founded on the sinny toilers of the deep and owing nothing to railroads or monopolists is giving a status to western commerce that will afford openings and employment to thousands of Canadians and will serve to remind people that there is such a thing as true commerce as opposed to petty huckstering—trading beyond seas—as when Tyre and Carthage sent out their fleets to enrich their possessions."

OUR SALMON INTERESTS.

Some of the Fraser River fishermen have presented the Fisheries Commissioners with an address expressive of their appreciation of the manner in which the Board listened to the evidence and statements made by them. But it will be noted that these men only represent one section of the parties concerned, who appear for the time being to have ignored the mutuality of interest that exists between them and the canners. No doubt the augmentation of the number of licenses made during the progress of the inquiry was most satisfactory to the parties to the address; but no matter what use that document may be turned to by Messrs. Wilmot and Armstrong, it must, in face of the protests of Mr. Higgins and the most important portion of the fishery interest, be construed into a deliberate preconcerted attempt to relieve them of the suspicion—

not to say charge—that it was and possibly is, their deliberate intention to make, by hook or by crook, a report whitewashing Mr. Wilmot for his exploits last year, and supporting the preconceived notions upon which it was the manifest intention of Mr. Wilmot to base the report of the evidence upon this one of the most important of subjects to the province. It would be interesting to know how the address was got up, who was at the bottom of it, and what is the intention of Mr. Commissioner Wilmot to do with it. It may safely be assumed to be a unique production, for in the past, almost wherever he has gone, Mr. Wilmot has caused dissatisfaction and trouble. If our advice would be considered worth taking, we would advise the Commissioner to have it handsomely framed and preserved in the family archives as testimony that for once in his life Mr. Wilmot gave satisfaction to some one.

CATTLE QUARANTINE.

Thanks to the greed of a few avaricious ranchmen in Alberta—and possibly other portions of the Canadian Northwest Territories—it has been determined by the Dominion Government that the cattle quarantine regulations must be extended to British Columbia. These men have been aided in enforcing their unwarranted and unwarrantable demands by the claims of certain English agriculturists that Canadian cattle be "scheduled," which means, ordinarily speaking, that they be prevented from landing alive in that country. And why has the special necessity for this action on the part of the Government of Great Britain arisen? Simply because in Mr. Davies—the chief agitator's—own section of the Canadian Territories, there have been developments of disease. It would appear as if it was now the desire of the Northwest ranchers under the provisions of the Dominion Law to work off their diseased cattle upon us.

There is one consideration that will appeal to every British Columbian, and that is, that our butchers, being prohibited from purchasing in the United States the fat cattle which they cannot obtain in the Province, the cost of cattle will advance, and every Canadian household will be forced to pay an augmented price for every pound of beef that they consume. They will be at the mercy in the first place of the ranchers, who, if possible, will not hesitate to put on fancy values, and they will be entirely in the hands of the C. P. R. in so far as regards the cost of freight, while on all the extra cost which will in this way be involved the butchers must have their profit, in the shape of a legitimate return at least on the money they have laid out. There can be no doubt that the feeling here is that the quarantine regulations have been imposed in compliance with the demands of the Alberta ranchers, whose sole object is not, as has been expressed, to prevent the spread of the disease—in fact they are afflicted with it,—but to secure control of the British Columbia market.

Premier Abbott, when waited upon by the British Columbia members on the subject, said that "if Canada were scheduled, it meant a loss of more than a million dol-

lars annually," but he did not say that the scheduling of Canada depends upon the extension of the quarantine to this Province. What will that quarantine involve? It means that every man, woman and child of the official census population of this province—97,612—shall make up the equivalent of that sum in the cost of the meat that is eaten. Let the reader figure out and ascertain what in this particular the privilege of being a part of Canada involves, to say nothing of the sealing and other disabilities that the connection entails. It used to be said that Ontario was the milch cow of the Dominion; but to-day the Ontario cattle men and the Northwest ranchers are putting the cinch on this province just as tightly as they possibly can.

SAVING FLOUR GOLD.

The loss of very considerable quantities of fine gold in placers, in ordinary hydraulic processes, and even where undercurrents are used, has hitherto seemed impossible of prevention. Recently, some progress has been made in the line of eliminating the heavy gravels, saving the fine sand and silt and treating this residuum with an amalgamating process, in this way great economy being accomplished in the amount of water required and the flour gold saved. Lately, however, a machine has been brought forward for effecting the object in view, the practical value of which has been, it seems, tested satisfactorily. The chief feature in this invention is the saving of the water with which the sand is washed; that is, the sand is screened through four graded screens and goes into a hopper, where the water is turned on, and from there goes into the jigger; the sand is deposited, thoroughly washed in another hopper, the water passing into a receptacle where the sediment is allowed to collect, and is then treated.

EDITORIAL NOTES.

It is believed that the business depression of the past year or so in Port Townsend has been safely waited over; at least the outlook for the future is promising. Work on the railroad is soon to begin. That means the expenditure of large sums of money, which will be paid out, and, better still, it means a revival of confidence.

As an illustration of the tricks resorted to by certain members of combines to serve their own ends, the *Trade Bulletin*, of Montreal, states upon reliable authority that a member of the Grocers' Guild at Kingston sold a lot of sugar at the regular rate fixed by the Guild, an invoice of which was sent along with the goods. Immediately after, however, one barrel of sugar was delivered to the same firm without an invoice, and no questions were asked. This is one of the methods that can be resorted to for selling below combine prices, while at the same time the terms of the combine are apparently adhered to. Combines are very difficult things to manage.

LABOR CRISES.

The dock laborers' strikes which took place in London, Eng., some time ago, were, it will be remembered, conducted in such a manner as to win for the men a considerable amount of sympathy and respect. The strikers were orderly and, although, under such circumstances, it is only natural that there should be a certain amount of bitter feeling, they were quite prepared to talk reason, the result being that, through the kindly offices of the late Cardinal Manning and others, an adjustment was arrived at. There are indications of another strike in the world's metropolis and that among the omnibus men who had a difficulty some time back with their employers, with whom they finally came to an arrangement, but the conditions of which settlement they now declare to have been most shamefully violated. In the case of labor troubles, the proverbial "two sides to every question" is very frequently lost sight of, and at once almost without thinking what may be termed class sympathy is awakened and sides are taken without much, if any, attention being directed to the points at issue. Capitalists and those who worship the golden calf—because of the material of which it is composed—and those whose feeling, as a matter of course, go with the working man, are accustomed to take their respective positions and, in the event of extremities being resorted to, it is the strongest battalions which eventually win. Not unnaturally under the Union system labor of all descriptions is accustomed to form a solid square which, once formed, it is difficult to break.

The indications point to the fact that Great Britain will, as it were, shortly present the appearance of two armed camps, the labor organization being said to be stronger than ever before. Moreover, in all probability to a greater extent than ever, politics are being imported into the controversy, and, according to John Burns, the recognized London labor leader, labor and Liberalism are likely to go together. Some people claim that this is the only natural alliance; but in almost every instance it has been found that the greatest tyrant is the man who has risen from the ranks, inasmuch as in his endeavors to ingratiate himself with the class which he regards as being naturally higher than his own, he will go to greater extremes than they would dream of doing, while, moreover, he understands inner workings, of which they are ordinarily in ignorance. In religious matters, the renegade and proselyte has been always the greatest persecutor, while in the days of slavery the hardest taskmaster and most cruel driver was the slave himself. Candidly speaking, it must be said that if labor looks to Mr. Gladstone for leadership it will be grievously disappointed, for to that gentleman, despite his many great qualities, is attributable much of the trouble that has arisen out of the regulation of the concerns of Ireland. In his thirst for power and in the exuberance of his own verbosity he has held out hopes that have been impossible to realize, the consequence being a tendency on the part of the agitators to hold out, as it were, for all or none of their demands. It is worthy

of remark that those who ought to be in a position to speak with authority declare that the labor vote was the chief factor in the recent elections to the London County Council, when that element secured a very considerable amount of representation in that organization. As we have many a time remarked, the only remedy for capital and labor difficulties is an amicable and general coming together of the parties primarily interested upon a "give and take" basis, and after that many obstacles at present in the way would be made to disappear.

KOOTENAY'S WEALTH.

In a letter written to the *Canadian Trade Review*, Mr. W. H. Lynch gives a great deal of information concerning the Kootenay country. The last paragraph of the article is well worth noticing. It is to the effect that if the present promise is realized, Kootenay within the next five years will produce of silver and lead alone more than double the present production of all minerals in all Canada, from Halifax to Victoria. This is probably within the mark, for it is claiming for Kootenay after five more years of phenomenal development no more than what may be expected of one only of the states south of the line. It is doubtful if in the whole history of mining there has ever been such a combination of favorable conditions as now exist in Kootenay. Experienced mining men of the mining states south are leaving their own exceptionally inviting and profitable field, and are crossing the boundary line to take advantage of this opportunity in a foreign country. So extraordinary is this situation to-day that mining men anticipate a veritable mining boom in the Kootenay as soon as the snows of the winter of 1891-92 will have melted. It will be a mining boom different in character from such booms in the past. It will be a boom of prospecting, of prospect-buying, of prospect-development, of mine-working; it will be a realization of the profitable character of legitimate mining to-day, and an effort made by outsiders to share in the profits.

HOW TO SELL GOODS.

"How to sell goods," according to one of our prominent merchants, "depends upon the man. That is the whole secret. A good salesman is born, not made. In the first place, you must be able to 'size up' your purchaser all through. You must, like St. Paul, be all things to all men, and, more than that, the right things to the right man.

"You can't sell to two men in the same way. You must attack each man differently. You must catch a man when he is not tired. When you do go for a man you must go for him horse, foot and dragoons. Don't give him a chance to get away from you, but hold on to him until you land him. You have got to know your own goods like you know your prayers to do this, and you have got to know what your competitors are doing too. You must be prepared for every possible objection, and suddenly you will find that you have sold a big bill, and you will have to go over the thing slowly afterward to find out how you did it."

LOWER PROVINCE FINANCES.

The Premier of New Brunswick is concerned about the financial condition of his province. During the past year expenditure has exceeded revenue by between \$60,000 and \$70,000, a disturbance of equilibrium calling for readjustment. Naturally attention is being drawn to but one side of the account—that dealing with revenue—and it is here the counterpoise is being placed. It is proposed to increase receipts by levying a tax on banks, insurance, telegraph and telephone companies and kindred associations—thus following the lead of the province of Quebec, when in the earlier stage of its chronic shortage that unfortunate province adopted a similar tax. The announcement of this proposition, made by Premier Blair at a public meeting held at Sussex, February 10, was first considered as made to feel the public pulse, but it is now certain that the Government will introduce legislation to that end at the next session of the Legislature. The statement has been confirmed by the Hon. William Pugsley, Solicitor-General, in an interview recently held in Toronto. The debt of New Brunswick has so increased of late years that an annual interest charge of \$103,000 is now payable, as compared with \$45,000 in 1882.

The province of Nova Scotia is also taking steps to increase its revenue account, and those interested in the Nova Scotia coal industry are considerably excited over the official announcement that the Provincial Government will increase the coal royalty from $\frac{7}{8}$ to 10 cents a ton. Hitherto the royalty has been $\frac{7}{8}$ cents a ton on what was known as round and "run of mine" coal—that is, all coal that does not fall through the screen. Of this there were 1,400,000 tons sold from Nova Scotia mines last year, which yielded about \$105,000 to the provincial treasury. About 380,000 tons slack coal also sold paid no royalty. It is now announced that the Government will increase the royalty to 10 per cent., to be applied to all coal sold. This will place an additional tax on Nova Scotia's coal industry of about \$70,000, and cannot fail to elicit a strong protest from coal men who have made all their contracts for their coming season upon the old royalty. It is estimated that coal sales in 1892 will reach 2,000,000 tons, thus adding \$200,000 to the provincial treasury.—*Bankers' Journal*.

The great coal strike in England has finally been inaugurated, and 350,000 miners are out of work. Industrial factories in Leeds and Manchester have shut down, and 200,000 hands discharged. Coal is being brought from Belgium to England.

It has been well said that the highest ability will accomplish but little if scattered over a multitude of objects, while on the other hand the one who has but a thimbleful of brains, but concentrates them all upon the one thing he has on hand, may achieve marvels. Momentum in physics properly directed, it is said, will drive a tallow candle through an inch board. Said Rothschild to a man about to become a brewer: "Be a brewer; some day you may become the largest brewer of London. Be a brewer and a baker and a merchant and a manufacturer and you will soon be in all the gazettes."

COMMERCIAL SUMMARY.

Ex-Mayor James E. Smith, of Toronto, is dead.

The U. S. Senate has passed the Pure Food Bill.

A magnificent flow of natural gas has been struck in Mimico, Ont.

The Mormons are flocking into Canada and settling in Alberta. They already have 52,000 acres.

Arrangements have been completed for the establishment of cheese and soap factories at Calgary.

H. P. Dwight has been appointed successor to Erastus Wiman as president of the G. N. W. Telegraph Co.

The Hamilton City Council has passed a by-law leasing a street car franchise to the Hamilton Street Railway Co. for another twenty years.

Alfred S. Thorpe, bookkeeper for Cleg-horn & Son, fruit dealers, Toronto, has left the city, taking with him, it is said, \$700 belonging to his employers.

A meeting of the shareholders of the Nanaimo Water Works Co. will be held on Friday, March 25, to consider the advisability of declaring a dividend.

McKeon, the Toronto dry goods merchant, was remanded in the police court on the charge of obtaining goods under false pretences from Gault Bros.

The C. P. R. will open the route to Nelson via Revelstoke, by about the 1st of April, and the agents have been notified to accept freight and passengers for Nelson by that time.

The deposits of the Government savings banks in February amounted to \$225,432, the withdrawals to \$271,532 and the balance still standing to the credit of depositors \$16,929,825. The deposits at Victoria were \$18,595, the withdrawals \$26,198 and the balance \$757,144.

At a meeting of the directors of the Ainsworth Townsite Co. it was decided that \$1,500 should be at once devoted to the building of a wharf, and to the laying down of water pipes. Two lots were to be appropriated by the Government at half the ordinary cost for a jail and Agent's quarters.

The news is received from Revelstoke that a company has been formed in London for the purpose of working a number of valuable mining properties in Illecillewaet and on the Upper Columbia, which were bonded last year, and the actual development of which will be commenced early in the present season. Mr. Alexander, who is at the head of the Golden smelter, is engineering the project.

A most extraordinary guard takes up its quarters inside the Bank of England every evening at 7 o'clock all the year around, remaining there until 7 o'clock the next morning. It is an officer's guard, and consists of a drummer, two sergeants and 30 men, all well armed. Each man receives a shilling from the bank authorities immediately upon his arrival, a sergeant's share being two shillings. The officer is allowed a supper for two, and three bottles of wine, and is permitted to invite a friend if he sees fit to do so.

Floods in Spain have caused much suffering and damage to property.

The King of Sweden intimates that he may visit the World's Fair in Chicago.

The Iowa prohibition law has been practically wiped out by a law allowing county option.

Farmers in Wellington county, Ont., are troubled by wild rabbits, which nibble the bark from young fruit trees.

Work on the paper mills at Alberni is progressing so satisfactorily that the company expect to have paper ready for the market as early as Dominion Day.

The sugar trust has secured control of the Franklin Refinery of Philadelphia, the largest of its competitors. The fight is now between the Trust and Spreckles.

The union between the Tennessee Coal, Iron & Railroad Company, the De Bardeleben Coal & Iron Company and the Sloss Iron & Steel Company has been consummated.

The lawsuit entered by Mrs. Senecal for \$5,000 damages against the Thousand Island Steamboat Company on account of the steam yacht Catherine disaster, on July 17, 1890, is now on trial at Watertown, N. Y. John Senecal and four others lost their lives by collision of the yacht with the steamer St. Lawrence.

A meeting of the syndicate formed to experiment on the raising of hops in the Squamish Valley was held at Vancouver, last week, when the company's prospectus was received and approved. The name of the company will be the Squamish Valley Hop Raising Company, Limited, capital \$10,000; in 1,000 shares of \$10 each. The Provisional Trustees are Dr. Bell-Irving, Captain Gordon and Messrs. W. E. Green, W. Shannon and E. Lindsay Phillips.

One of the chief executive officers of the Canadian Pacific Railway being asked about the report that the company is going to build a road from St. Paul to Regina, said: "While the Canadian Pacific has the same interests in connection with the Minneapolis and Sault Ste. Marie road, which during the past year built a line through Dakota, crossing the line of the Northern Pacific, the present rumor was only the revival of one growing out of that extension. You can say it lacks confirmation."

A despatch to the London Times from Calcutta, February 25th, says that an address presented to the Government by the Bengal Chamber of Commerce, on the subject of exchange says it is impossible for men in business to have any confidence in the future value of the rupee. It adds that it is the belief of the members of the Chamber of Commerce that there is no complete remedy for the fluctuations in the rates of exchange except by either the establishment by an international agreement of a system of free coinage of both gold and silver at fixed rates, or the adoption of a gold standard by India. Failing in these remedies, they see nothing in the future except the gradual demonetization of silver by one country after another, with violent and endless fluctuations in the relative value of gold and silver, and a fall in the value of the rupee to an extent impossible to predict.

Prairie fires are raging in the Oklahoma district. Many of the settlers have lost all their effects.

A proclamation appears in the *Canada Gazette* extending the franchise to all Indian tribes in British Columbia.

The grand jury at Stratford Assizes recommend that treating be made a penal offence, with the object of lessening the evils of drinking to excess.

Montreal and Halifax Boards of Trade are agreed in a proposition for a *modus vivendi* in regard to trade with Newfoundland, pending a settlement of the troubles.

The widow of the late Jefferson Davis has brought suit to recover from the Belford Publishing Co. \$4,000 in royalties on the book of memoirs written by herself or her husband.

It is stated that the Admiralty has made a contract with the Northwest Coal Company, at Canmore, to supply 10,000 tons annually for consumption by the North Pacific fleet.

The Dominion estimates for the British Columbia Penitentiary is \$53,384, an increase of \$7,230, the principal items of the increase being the working expenses and miscellaneous. There is an increase of \$3,000 on account of British Columbia Quarantine, the total being \$5,000. On British Columbia public buildings the total to be voted is \$55,800 being \$28,700 less than the current year. The new votes are for the Victoria Custom House, Nanaimo public building, New Westminster post office for \$1,000 each. On public works, chargeable to the income of British Columbia, there is to be voted \$50,200, a reduction of 35,600.

We are glad to note that the term "drummer," as applied to commercial travelers, is fast becoming obsolete. The origin of this "nickname" (for that is all it is) is unknown, but its use has been anything but elevating to the class on which it has been fastened. Nicknames are never productive of respect. They may please the public ear for a while, but the familiarity begotten of their use always breeds contempt, and the term becomes one of reproach instead of one of designation.

One of the costly practices of fire insurance companies, says an exchange, is to send out renewal policies without specific orders, allowing the insured, or his broker, to settle with the company at his own convenience. The companies do this, of course, to accommodate their customers who are often forgetful of dates of expiration. If a policy were not renewed and a fire happened soon after its expiration, the insured might feel aggrieved. No doubt it is this theory, and a desire to win popularity by liberal dealing, that cause the companies to forward unordered renewals. If, as it sometimes happens, the insured has really been attending to his own business and has secured another policy, the renewal is returned, sometimes after the lapse of weeks, the accommodating company getting no premium at all for its risk under the renewal. Many companies have suffered losses by this method amounting to large sums of money, quite enough to pay fair profits on their capital stocks.—*S. F. Commercial News.*

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1891-2.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Serica	913	Smythe	Sept. 29	Victoria	London	33,623	\$200,782	Feb. 23
Br bark	Callio	978	James	Oct. 6	Victoria	London	41,640	\$212,090	
Br bark	Lebu	726	Worrall	Nov. 16	Victoria	Liverpool	30,800	101,421	
Br bark	Rothsay Bay	750	Partridge	Nov. 18	A Westminister	Liverpool	32,030	159,553	
Br bark	Wanlock	745	Cooper	Nov. 18	Victoria	Liverpool	29,916	157,743	
Br ship	Titanic	879	T. W. Selby	Jan. 15	B Westminister	London	22,366	107,919	
Br bark	City of Carlisle	823	Kendall	Feb. 13	Victoria	London	21,574	113,885	

A—Sailed from this port Nov. 21; also 127 cs preserved fruit, \$750, 17 cs merchandise, value \$500. B—From Vancouver with part cargo of lumber

B. C. 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	Funk	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	363	Thompson	Mar 31	Moodyville	Tientsin	427,539	5,177	June 19	77s 6d
Am ship	Geo F Manson	1353	Crack	May 14	Moodyville	Sydney	868,154	9,752	Aug 5	55s
Br ss	Eton	1746	Newcomb	May 15	Moodyville	Port Pirio	1,765,714	15,891	June 26	Private
Am sch	Olga	478	Atwood	May 22	Moodyville	Shanghai	534,133	5,990	Aug 7	65s
Am sch	Golden Shore	961	Henderson	June 3	Moodyville	Sydney	729,658	8,063	Aug 7	55s
Br ship	Forest King	1602	Morris	June 3	Vancouver	Callao	1,224,846	14,224	Sept 1	47s 6d
Am ship	Exporter	1312	Kezer	June 7	Vancouver	Melbourne	829,132	8,892	Oct 2	65s
Am bark	Spartan	749	Anderson	June 14	Vancouver	Melbourne	502,000	5,276	Sept 22	60s
Am bark	Hesper	661	Sodergren	July 4	Moodyville	Shanghai	688,514	8,365	Aug 27	62s 6d
Swed bark	Sven	603	Atzelius	July 5	Vancouver	Callao	138,913	1,709	Sept 17	17s 6d
Am ship	Great Admiral	1497	Rowell	July 18	Vancouver	Melbourne	919,586	8,716	Oct 2	67s 9d
Chil bark	Luisa Murta	715	Moyer	July 19	Westminister	Sydney	551,780	5,296	Oct 9	52s 6d
Chil bark	Leonor	801	Harken	July 22	Westminister	Melbourne	600,333	5,705	Oct 6	60s
Nor bark	Borghild	757	Haugland	July 25	Vancouver	Melbourne	561,556	6,000	Oct 6	65s
Br ship	Duke of Abercorn	1046	McDougall	July 29	Vancouver	Adelaide	688,333	8,213	Oct 10	62s 6d
Ger bark	Cassandra	733	Stehr	July 31	Vancouver	Iquiqui	545,619	6,917	Nov 12	47s 6d
Br ship	Leading Wind	1280	S B Savory	Aug 6	Moodyville	Melbourne	763,443	8,430	Oct 27	60s
Chil bark	Antonietta	945	Stack	Aug 8	Moodyville	Valparaiso	643,244	9,681	Nov 17	owners ac
Br bark	Ordovic	825	Austin	Aug 9	Vancouver	Callao	613,300	6,546	Dec 13	50s
Chil ship	Hindostan	1513	Welsh	Aug 14	Moodyville	Valparaiso	1,200,419	11,869	Nov 14	owners ac
Br bark	H B Cann	1299	Footo	Aug 21	Moodyville	Sydney	1,041,172	12,214	Nov 2	50s
Nor ship	Saga	1413	Aftedahl	Sept 3	Moodyville	Sydney	960,251	8,777	Nov 19	50s
Nor bark	Lotos	718	Salvesen	Sept 25	Vancouver	Adelaide	528,824	5,033	Dec 26	65s
Per bark	Pisagua	980	Benvenuto	Oct 10	Moodyville	Pisagua	483,533	4,648		owners ac
Am bark	Newsboy	559	Johnson	Oct 1	Westminister	Sydney	645,792	6,540	Nov 21	52s 6d
Nor ss	H. W. Larisberg	1953	Haguo	Sept 20	Moodyville	Port Pit	2,043,269	18,389	Oct 29	Private
Chil ship	Emma Luise	1450	Beascoe	Oct 9	Moodyville	Valparaiso	909,868	8,187	Jan 11	52s 6d
Nor bark	Alfred Hawley	412	Llewellyn	Oct 2	Westminister	Port Pirio	300,331	2,858	Jan 12	57s 6d
Nor bark	Flora	760	Anderson	Nov 21	Vancouver	Melbourne	557,352	5,241	Feb 19	62s 6d
Am bkt	Willie H. Hume	623	Brigman	Nov 17	Vancouver	Callao	794,301	7,795	Jan 17	50s
Am ship	Benj. Sewall	1361	Sewall	Dec 2	Vancouver	Valparaiso	755,637	10,230	Feb 15	45s
Am sch	Olga	473	Rodin	Nov 12	Moodyville	Sydney	512,638	4,443	Jan 15	44s
Chil ship	Atacama	1235	Caballero	Dec 15	Moodyville	Valparaiso	980,001	9,453		owners ac
Br bark	Nineveh	1174	Broadfoot	Dec 15	Vancouver	Sydney	719,935	9,925	Feb 11	owners ac
Am sch	F. S. Redfield	446	Hirckholm	Dec 10	Chemainus	Sydney	579,485	5,233	Feb 12	45s

A—Also 360,000 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 387,871 feet rough lumber, 39,638 feet dressed lumber, and 587 bundles laths. D—Composed of 23,355 feet dressed and 844,799 feet rough, also 22,916 feet pickets and 231,210 feet laths. E—Also 2,875 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, 1,416 bundles laths. H—Also 1,715 bundles laths. I—Also 68,078 feet t & g flooring. J—47,059 feet on deck. K—Of which 78,615 feet is on deck; also 11,925 feet pickets and 2,091 bundles laths. L—Also 3,500 bundles laths. M—Also 1,000 bundles laths and 463 bundles pickets; deck load 72,032 feet. N—Also 90,411 feet dressed, 2,488 bundles pickets and 1,131 bundles laths. O—Comprising 182,638 feet t & g flooring. P—Also 2,500 bundles laths and 8,679 bundles pickets, deck load 76,879 feet. Q—Also 139,161 t & g flooring, 1,429 bundles laths and 47 spars, deck load 41,912 feet. R—Composed of 484,996 feet rough and 128,304 feet flooring; deck load 53,729 feet rough. S—Also 2,001 bundles laths, deck load 106,197 feet. T—Also 2,133 bundles staves and 1,131 bundles laths. U—Also 22,461 feet t and g flooring, 2,272 bundles staves and 1,414 bundles laths; on deck 111,437 feet rough. V—Deck load 245,866 feet; sailed from Nanaimo Sept. 21. W—Also 712 bds laths and 1,163 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 32 bds laths. CC—Composed of 15,681 ft T G flooring, 139,453 ft clear and 619,061 ft rough. DD—Also 76,000 laths and 4,720 pickets. Sailed from Victoria Nov. 21. FF—Also 151,237 ft t and g flooring. GG—Also 167,555 ft t and g flooring and 3,596 bds laths. HH—Also 127 bds laths. II—Also 48 bds laths.

B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE
Br ship	Athlon	1371	Dexter	Jan. 5	Vancouver	Adelaide	959,793	8,365		47s 6d
Nor ship	Morning Light	1316	Johnsen	Jan. 22	Vancouver	Melbourne	912,986	9,193		60s
Am bark	Hesper	661	Sodergren	Feb. 20	Vancouver	Shanghai	716,183	7,781		56s
Br ship	Angerona	1215	Anderson	Feb. 29	Vancouver	Valparaiso	834,997	7,095		42s 6d
Nor bark	Czar	1324	Christopherson	March 4	Vancouver	Adelaide	1,017,147	10,476		57s 6d
Nor bark	Agnes	811	Hofgaard	Feb 29	Chemainus	Antofagasta	410,939	6,413		40s
Norship	Rathinka	1163	Klevenberg	March 12	Vancouver	Melbourne	1,142,212	9,251		60s
Chil. bark	India	953	Funk	Feb. 22	Vancouver	Valparaiso	757,496	7,018		owners ac
Br bark	Glenbervie	800	Groundwater		Vancouver	Valparaiso				37s 6d
Br ship	British India	1459	Lines		Vancouver	Valparaiso				37s 6d
Am sch	W. H. Talbot	776	Blum	March 14	Vancouver	Tientsin	929,805	10,272		67s 6d
Am sch	Reporter	333	Dreyer	March 3	Chemainus	San Pedro	416,386			Private
Br bark	Ilversdale	1153	Finlayson		Vancouver	Sydney				47s 6d
Br bark	Milnetoe	821	Smith		Vancouver	Wilmington				\$16 00
Br bark	Craigend	2218	Hamilton		Vancouver	Iquiqui-Callao				27s 6d & 30s

A—Also 2,389 bds lath and 5,550 bds pickets. B—Also 44,130 ft pickets and 913 bds laths. C—Also 38,741 ft t and g flooring. D—Also 1,053 bds laths. E—Also 157,070 ft t & g flooring and 50 bds laths. F—Also 8,269 ft pickets and 17,170 laths. G—Also 61,033 feet pickets and 25,020 feet laths. H—Also 49,316 feet t & g flooring and 1,615 bundles laths.

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	Lizzio Bell	1036	Edwards	Sept. 23	A Liverpool	Victoria	R. P. Rithet & Co. (Limited)	178
Br bark	Argyleshire	708	Chalmers	Sept. 16	Glasgow	Victoria	ar. March 17	
Br bark	Ariadne	1167	Croot	November 28	London	Victoria	Robt. Ward & Co. (Limited)	135
Nor bark	Orion	1231	Ulstrup	Feb. 17	K San Pedro	Vancouver		31
Br ship	Thermopylo	918	Winchester	Dec. 13	B Bangkok	Victoria	Victoria Rice Mills	99
Br bark	Irvine	665	Jones	Nov. 28	D Liverpool	Victoria	Turner Beeton & Co.	115
Br bark	Bantshire	869	McDonald	Dec. 18	E Liverpool	Vancouver	Bell-Irving & Paterson	95
Br schr	Mermaid	198	Whitley	Nov. 14	London	Victoria	Robt. Ward & Co. (L'd)	ar March 19
Br bkt	Hilttern	383	Stronach	Oct. 23	Hong Kong	Royal Roads		15 2
Br ss	Bushmills	1558	Venning		H Glasgow	Vancouver	Baker Bros. & Co. (ld)	
Br ship	Ben Nevis	1061	Pike	Feb. 13	B Glasgow	Vancouver	C. Gardiner Johnson & Co.	38
Br bark	Martha Fisher	811	Lee	Feb. 27	Liv. rpool	Victoria	R. P. Rithet & Co (L'd)	24
Br ss	Zambesi	1565	Edwards	Feb. 10	N Yokokama	Victoria	F. C. Davidge & Co.	ar March 18
Br ss	Empress of India	3003	Marshall	March 1	M Hong Kong	Vancouver	C. P. S. S. Co.	ar March 21
Br ss	Batavia	1628	Hill		N Hong Kong	Victoria	F. C. Davidge & Co.	
Ger ss	Romulus	1722			Q Kobe	Victoria	F. C. Davidge & Co.	
Br ship	Fernbank	1400	Porter		F Glasgow	Vancouver	Bell-Irving & Paterson	
Br bark	Toboggan	676	Lee		O Callao	Vancouver		
Br ss	Empress of Japan	3003	Lee		J Kong Kong	Vancouver	C. P. S. S. Co.	
Br bark	Chill	678			R London	Victoria	Turner, Beeton & Co.	
Nor bark	Ingrid	1363	Olsen		I San Diego	Vancouver		
Chil. bark	Eritrea				P Valparaiso	Burrard Inlet		

K—Chartered to load lumber at Burrard Inlet for Melbourne wharf at 57s 6d. I—Chartered to load lumber for M., A. or P. P. at 46s 3d. A Spoken Oct. 8, lat. 46 N. long 10 W., Feb. 3, 90 miles Northwest of Valparaiso with cabin on fire, captain and first mate sick, Feb. 9, at Coquimbo for medical aid, sailed again February 21. H—To sail March 12 via Liverpool, thence March 19. J—To sail March 29. G—Cargo of mat rice. D—Spoken Dec. 25, lat. 5 S. long. 33 W., spoken Dec. 28, lat. 9 S., lon. 31 W. P—To load lumber. C—Dec. 8, towed into Gravesend. She lost two anchors and chains in the Downs, and damaged windlass, sailed again Jan. 4. F—to sail about April 1. E—arrived at Holyhead Dec. 19, sailed again 21. N—To sail end of March. O—Chartered to load lumber for Wilmington, Del., to arrive in May. Q—Via Portland, under charter to J. Rosenfeld's Sons. R—To sail May 10.

SHIPPING INTELLIGENCE.

The steamship Batavia has left Hong Kong, bound this way.

The sealing schooner Brenda, Capt. Crowell, arrived from Nova Scotia March 17. She is owned by J. W. Peppett.

The German steamship Romulus, 1,722 tons, is expected to arrive this week by F. C. Davidge & Co., agents of the Upton Line.

The British bark Toboggan, which will load lumber at Vancouver for Wilmington, Del., is said to have sailed from Callao on February 12.

The German steamship Romulus, 1,722 tons, sailed from Vladivostok February 21, where she was icebound last fall, for Nagasaki and Hong Kong.

The Empress of India, with 35 first class passengers, 25 second class and 194 Chinese, anchored off the outer wharf, Monday night, 11 days and 10 hours out from Yokohama.

The Norwegian bark Ingrid, 1,363 tons, Capt. Olsen, from Newcastle Jan. 23, has arrived at San Diego. She is chartered to load lumber at Burrard Inlet for Melbourne, Adelaide or Port Pirie at 46s 3d.

The British schooner Mermaid, Capt. Whitley, from London Nov. 14, arrived at Victoria March 19. Her cargo consisted of salt which is consigned to Robt. Ward & Co., Ld. The Mermaid will fit out for a sealing cruise.

The British bark Argyleshire, 708 tons, Capt. Chalmers, from Glasgow Sept. 16, arrived at Victoria March 17. A copy of her manifest and list of consignees appeared in THE COMMERCIAL JOURNAL of March 1. The Janion Wharf Co. are agents for the consignee.

The Upton steamer Zambesi, Capt. Edwards, from Yokohama February 10, arrived at Victoria March 18 via Honolulu, and sailed again for Portland on the 19th. She brought 140 tons of general merchandise for Victoria and Puget Sound ports, among which was 1,000 mats of sugar for Seattle. The balance of her cargo is for Portland and overland points. She had a number of white passengers and 76 Chinese for this port. The Zambesi will return about the 10th April, and probably will sail via Honolulu for Yokohama and Hong Kong.

VESSELS IN PORT.

(March 21, 1892.)

VICTORIA.

Nor. bark Dominion, 1,256 tons.
Br. bark Argyleshire, 708 tons, Capt. Chalmers, arrived March 17 from Glasgow, discharging general cargo.

VANCOUVER.

Br. ship British India, 1,199 tons, Capt. Lines, arrived Jan. 20, loading lumber for Valparaiso for orders.

British bark Glenbervie, 800 tons, Capt. Groundwater, arrived Feb. 18, loading lumber for Valparaiso for orders.

Br. ship Riversdale, 1,453 tons, Capt. Finlayson, arrived Feb. 27, loading for Sydney.

Br. bark Craigend, 2,218 tons, Capt. Hamilton, arrived Feb. 28, loading for Iquiqui and Callao.

Br. bark Mistletoe, 821 tons, Capt. Smith, arrived Feb. 25, loading lumber for Wilmington, Del.

Br. ship Mount Carmel, 1,596 tons, Capt. Livingstone, arrived March 4, from Java, discharging raw sugar. C. G. Johnson & Co., agents.

CHEMAINUS.

Am. bark Colorado, 1,036 tons, Capt. Gibson, arrived Feb. 22, laid up, Victoria Lumber and Manufacturing Co., consignees.

NANAIMO.

NEW V. C. CO'S SHIPPING.

Am. bark Sea King, 1,436 tons, Capt. Pierce, loading.

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

Am. ship J. B. Brown, 1,472 tons, Capt. Cameron, waiting to load.

Am. ship Commodore, 1,976 tons, Capt. Davidson, waiting to load.

Am. bark Carrollton, 1,300 tons, Capt. Lewis, waiting to load.

WELLINGTON SHIPPING.

Am. ship Richard III, 1,054 tons, Capt. O'Connor, loading.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	2	1,964
Vancouver	6	8,067
Nanaimo	6	9,748
Chemainus	1	1,036
Total	15	20,835

FREIGHTS.

Lumber freights from British Columbia or Puget Sound are nominal in the almost entire absence of business. Quotations are unchanged at 32s 6d to Sydney and 45s to 46s 6d to Melbourne, Adelaide or Port Pirie, West Coast South America 30s 6d. Grain freight from San Francisco to the United Kingdom for orders are nominally 20s, but considerable additions are daily being made to the list of disengaged tonnage, which unsettles the market.



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Esquimalt & Nanaimo R'y

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

GOING SOUTH READ UP	STATIONS		No. 3 Passenger Saturdays Sundays		No. 1 Passenger Daily	
	Victoria	Esquimalt	Ar	De	Ar	De
	VICTORIA	ESQUIMALT	5.53	12.24	12.24	5.53
	RUSSELL'S VIC. W.	ESQUIMALT	5.54	12.10 P.M.	12.10 P.M.	5.54
	ESQUIMALT	GOLDSTREAM	5.44	11.45	11.45	5.44
	GOLDSTREAM	SHAWNIGAN L.E.	5.19	10.50	10.50	5.19
	SHAWNIGAN L.E.	COBBLE HILL	4.24	10.40	10.40	4.24
	COBBLE HILL	MCPHERSON'S	4.14	10.27	10.27	4.14
	MCPHERSON'S	KOKSILAH	3.59	10.17	10.17	3.59
	KOKSILAH	DUNCAN'S	3.49	10.12	10.12	3.49
	DUNCAN'S	SOMENOS	3.34	10.02	10.02	3.34
	SOMENOS	CHEMAINUS	3.12	9.39	9.39	3.12
	CHEMAINUS	NANAIMO	2.14	8.31	8.31	2.14
	NANAIMO	WELLINGTON	1.50 P.M.	8.10 A.M.	8.10 A.M.	1.50 P.M.

On Saturdays and Sundays
Return Tickets will be issued between all points for a single fare, good for return not later than Monday.
Return Tickets for one and a half ordinary fare may be purchased daily to all points good for three days, including day of issue.
No Return Tickets issued for a Single Fare, where such fare is twenty-five cents. Through rates between Victoria and Comox

A. DUNSMUIR, JOSEPH HUNTER,
President. Gen'l Supt.

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

Union Steamship Co

B. C., (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 HOLM (1,300 tons). This steamer makes fortnightly trips between Vancouver and Portland via Victoria, Sound Ports and Astoria.

VANCOUVER AND LADNER'S LANDING—

SS. ELIJA EDWARDS will leave Union SS. Co's Wharf daily at 2:30 p. m., calling at Stoveston and Way Landings. Leave Ladner's Landing at 7 a. m. for Stoveston, Way Landings and Vancouver. Cargo received at Company's Wharf.

Ferry steamer plies at regular intervals between Vancouver and Moodyville from 7 a. m. to 6 p. m. Excursion steamers are always available at short notice.

William Webster, Manager.

Cable address: Union, Vancouver.
P. O. Box 217.

VICTORIA RICE MILLS,

STORE STREET, VICTORIA, B. C.
—MILLERS OF—
CHINA AND JAPAN
Rice, Rice Meal,
Rice Flour, Chit Rice, Etc.

VICTORIA ROLLER FLOUR MILL.

Delta Brand Family Flour,
Superfine Flour, Bran & Shorts
NOS. 64 & 66 STORE ST.
VICTORIA.

From Terminal or Interior
Points, the
Northern Pacific Railroad
Is the line to take
To all Points East and South.

It is the Dining Car Route. It runs through Vestibuled trains every day in the year to

ST. PAUL & CHICAGO

(NO CHANGE OF CARS.)
Composed of Dining Cars unsurpassed,
Pullman Drawing Room Sleepers
Of Latest Equipment.

Tourist Sleeping Cars.

Best that can be constructed and in which accommodations are both Free and furnished for holders of First or Second Class Tickets, and

Elegant Day Coaches.

A continuous line connecting with all lines, affording direct and uninterrupted service. Pullman Sleeper reservations can be secured in advance through any agent of the road.

THROUGH TICKETS To all Points in America, England and Europe can be purchased at any ticket office of this Company.

For full information concerning rates, time of trains, routes and other details furnished on application to any agent, or

E. E. BLACKWOOD,
Freight and Ticket Agent,
79 Gov't St., Victoria.

A. D. CHARLTON,
Asst. Gen. Pass. Agt.,
121 First St., corner Washington, Portland, Or.

C. R. TOWNLEY,
Real Estate, Insurance, Custom
Broking, Financial Agent and
Notary Public.

Agent for LIVERPOOL, LONDON AND GLOBE INSURANCE COY and EASTERN ASSURANCE COY OF HALIFAX.
620 COLUMBIA ST., NEW WESTMINSTER
P. O. Box 377. Telephone 186.

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.

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SAW MILL

E. J. PALMER, Manager

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Puget Sound and Alaska Steamship Co

TIME CARD.

STEAMSHIP CITY OF KINGSTON Victoria Route.

8:00 a.m. * Lv Tacoma Ar 5:15 a.m.
10:15 a.m. " Seattle Lv 3:00 a.m.
1:30 p.m. " Pt Townsend 11:45 p.m.
4:30 p.m. Ar Victoria " 8:30 p.m.

Pt Townsend Mail Route.

11:00 p.m. * Lv Seattle Ar 3:00 p.m.
12:30 a.m. Lv Pt Madison Lv 2:10 p.m.
Kingston Lv
3:00 a.m. " Pt Gamble " 11:00 a.m.
4:00 a.m. " Pt Ludlow " 10:00 a.m.
6:00 a.m. Ar Pt Townsend " 8:00 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. " Muckilteo " 10:45 a.m.
11:00 a.m. " Everett " 9:45 a.m.
12:00 m. " Marysville " 9:30 a.m.
2:00 p.m. " Lowell " 8:00 a.m.
3:00 p.m. Ar Snohomish " 7:00 a.m.

Snohomish River steamer leaves Tacoma Monday, Wednesday and Friday 6:00 p.m.

Steamer City of Kingston makes close connection at Tacoma with Northern Pacific trains to and from points east and south.

* Daily ex. Sunday. † Daily ex. Saturday. ‡ Daily except Monday.

For further information apply to
G. G. CHANDLER,
G. F. & P. A., Tacoma, Wash.
E. E. BLACKWOOD, Agt., 79 Gov't Street.

COAL. COAL. COAL.

The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST.

THE NANAIMO COAL.

(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL

(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

THE "NANAIMO" COAL

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

THE "SOUTH FIELD" COAL

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

THE "NEW WELLINGTON" COAL,

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

SAMUEL M. ROBINS, Superintendent.

OGILVIE MILLING CO.,

WINNIPEG, - - - MANITOBA.

(REPRESENTED BY G. M. LEISHMAN.)

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

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OGILVIE'S HUNGARIAN, OGILVIE'S STRONG BAKERS

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—IMMENSE STOCK OF—

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Rough and Dressed Lumber,
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And all kinds of Wood Finishing.

ALL ORDERS EXECUTED PROMPTLY.

ANDREW HASLAM, PROPRIETOR.

NANAIMO, B. C.