

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

Coloured covers/  
Couverture de couleur

Covers damaged/  
Couverture endommagée

Covers restored and/or laminated/  
Couverture restaurée et/ou pelliculée

Cover title missing/  
Le titre de couverture manque

Coloured maps/  
Cartes géographiques en couleur

Coloured ink (i.e. other than blue or black)/  
Encre de couleur (i.e. autre que bleue ou noire)

Coloured plates and/or illustrations/  
Planches et/ou illustrations en couleur

Bound with other material/  
Relié avec d'autres documents

Tight binding may cause shadows or distortion along interior margin/  
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure

Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/  
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

Additional comments:/  
Commentaires supplémentaires:

Coloured pages/  
Pages de couleur

Pages damaged/  
Pages endommagées

Pages restored and/or laminated/  
Pages restaurées et/ou pelliculées

Pages discoloured, stained or foxed/  
Pages décolorées, tachetées ou piquées

Pages detached/  
Pages détachées

Showthrough/  
Transparence

Quality of print varies/  
Qualité inégale de l'impression

Continuous pagination/  
Pagination continue

Includes index(es)/  
Comprend un (des) index

Title on header taken from: /  
Le titre de l'en-tête provient:

Title page of issue/  
Page de titre de la livraison

Caption of issue/  
Titre de départ de la livraison

Masthead/  
Générique (périodiques) de la livraison

This item is filmed at the reduction ratio checked below/  
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X		14X		18X		22X		26X		30X		
		12X		16X		20X		24X		28X	✓	32X



Vol. 1.

VICTORIA, B. C., TUESDAY, SEPTEMBER 15, 1891.

No. 27.

**\* FURNITURE \***  
**WEILER BROS.**

NEW LINES OF  
Bedroom, Office and Library  
**FURNITURE**  
JUST RECEIVED.

**CHINA AND PRINTED  
DINNER & TEA SERVICES.**  
Cutlery and Platedware

OF THE BEST MAKERS,  
AND FULL LINE OF  
**HOUSE FURNISHING GOODS**  
51 TO 55 FORT STREET,  
VICTORIA, - - B. C.

**E. G. PRIOR & CO.,**

Cor. Johnson and Government Sts.,  
VICTORIA, B. C.  
BRANCH AT KAMLOOPS.

IMPORTERS OF  
**IRON AND STEEL,**

**HARDWARE,**  
AGRICULTURAL IMPLEMENTS,  
Wagons and Buggies,  
LOGGERS AND CANNERIES SUPPLIED

The Leading House in B. C.

ENQUIRIES SOLICITED.

**COWAN & WILSON**

**WHOLESALE GROCERS**

—AND—

**IMPORTERS**

—OF—

California - and - Tropical

**FRUITS.**

—)o(—

8 & 10 YATES STREET,  
VICTORIA, - - B. C.

**J. A. SKINNER & CO.**

WHOLESALE

Crockery, Glassware,  
Lamp Goods, Etc.

VANCOUVER, B. C.

MAIN OFFICE AND WAREHOUSES:  
HAMILTON, ONT.

Special attention to mail orders.

**BAKER BROS. & CO.**

∴ (LIMITED.) ∴

Wholesale Importers—  
—and Shipping Agents.

**WINES, LIQUORS & IMPORTED GROCERIES**

342, 344 WATER ST., VANCOUVER, B. C.

HEAD OFFICE:

6 Chapel Walks, Liverpool, Eng.

**TURNER, BEETON & CO**

Commission Merchants

—AND—

Importers

H. C. Beeton & Co., 88 Finsbury Circus,  
London.

Indents executed for any description of  
European or Canadian Goods.

AGENTS FOR

**GUARDIAN ASSURANCE CO.,**  
**NORTH BRITISH AND MERCANTILE**  
**INSURANCE CO., FOR MAINLAND.**

**BELL-IRVING**

∴ & PATERSON

VANCOUVER

**SHIPPING AGENTS**

Wholesale & Commission Merchants.

AGENTS FOR THE

**Anglo-British Columbia Packing**  
**Company, Limited.**

**North China (Marine) Insurance**  
**Company, Limited.]**

**BELL-IRVING, PATERSON & CO.,**

NEW WESTMINSTER.

**BANK OF BRITISH COLUMBIA**

Incorporated By Royal Charter, 1862.

Capital Paid up..... (£800,000) \$3,000,000  
Reserve Fund..... (£200,000) \$1,000,000

LONDON OFFICE:

60 LOMBARD STREET, E. C., LONDON.

Branches at

San Francisco, Cal.; Portland, Or.;  
Victoria, B.C.; New Westminster, B.C.  
Vancouver, B.C.; Kamloops, B.C.;  
Seattle, Washington, Nanaimo, B.C.;  
Tacoma,

Agents and Correspondents:

IN CANADA—The Bank of Montreal and branches, Canadian Bank of Commerce, Imperial Bank of Canada, Molsons Bank, Commercial Bank of Manitoba and Bank of Nova Scotia.

Correspondents throughout the United Kingdom and in India, China, Japan, Australia and South America.

UNITED STATES—Agents Bank of Montreal, 59 Wall Street, New York; Bank of Montreal, Chicago.

Telegraphic transfers and remittances to and from all points can be made through this bank at current rates.

Collections carefully attended to and every description of banking business transacted.

THE BANK OF

**BRITISH NORTH AMERICA.**

Incorporated by Royal Charter.

Paid up Capital... £1,000,000 Stg.  
Reserve Fund..... £265,000 "

LONDON OFFICE:

CLEMENS LANE, LOMBARD ST. E. C.

COURT OF DIRECTORS:

J. H. Brodie, E. A. Hoaro.  
John James Cater, H. J. B. Kendall,  
Gaspard Farrer, J. J. Kingsford,  
Henry R. Farrer, Frederic Lubbock,  
Richard H. Glyn, George D. Whatman.  
Secretary, A. G. Wallis.

HEAD OFFICE IN CANADA—St. James St., Montreal.

R. R. GRINDLEY, General Manager.  
E. STANGER, Inspector.

Branches and Agencies in Canada.

London, Kingston, Fredericton, N.B.  
Brantford, Ottawa, Halifax, N.S.  
Paris, Montreal, Victoria, B.C.  
Hamilton, Quebec, Vancouver, B.C.  
Toronto, St. John, N.B., Winnipeg, Man.  
Brandon, Man.

Agents in the United States.

NEW YORK—H. Stikeman and F. Brownfield, Agents.

SAN FRANCISCO—W. Lawson and J. C. Welsh, Agents.

Have facilities for collection and exchange in all parts of the world.

**BANK OF MONTREAL.**

ESTABLISHED IN 1817.

INCORPORATED BY ACT OF PARLIAMENT.

Capital (all paid up)..... \$12,000,000  
Reserve Fund..... 6,000,000

HEAD OFFICE, MONTREAL.

Hon. Sir D. A. SMITH, K.C.M.G., President.

Hon. G. A. DRUMMOND, Vice-President.

E. S. CLOUSTON... General Manager.

BRANCHES AND AGENCIES IN CANADA.

Montreal..... H. V. Meredith, Manager.  
West End Branch, St. Catherine St.  
Almonte, O Hamilton, O Quebec, Q  
Belleville, O Kingston, O Regina, Ass'a  
Brantford, O Lindsay, O Sarnia, O  
Brockville, O London, O Stratford, O  
Calgary, N.W.T. Moncton, N.B. St. John, N.B.  
Chatham, N.B. New Westminster, St. Mary's, O  
Chatham, O ster, B.C. Toronto, O  
Cornwall, O Ottawa, O Vancouver, B.C.  
Goderich, O Perth, O Victoria, B.C.  
Guelph, O Peterboro, O Wallaceburg, O  
Halifax, N.S. Pictou, O Winnipeg, Man

AGENTS IN GREAT BRITAIN—London, Bank of Montreal, 22 Abchurch Lane, E. C.; C. Ashworth, Manager. London Committee—Robert Gillespie, Esq., Peter Redpath, Esq.

AGENTS IN THE UNITED STATES—New York, Walter Watson and Alex. Lang, 59 Wall street. Chicago, Bank of Montreal, W. Munro, Manager; E. M. Shadbolt, Assistant Manager.

Buy and sell Sterling Exchange and Cable Transfers. Grant Commercial and Travelling Credits available in any part of the world.  
Drafts issued. Collections made at all points,**GARESCHÉ, GREEN & CO.,**

(ESTABLISHED 1873.)

**BANKERS,**

Government Street, Victoria, B. C.

A GENERAL BANKING business transacted.

DEPOSITS received on liberal rates of interest.

DRAFTS, ORDERS, TELEGRAPH TRANSFERS and LETTERS of CREDIT issued direct on over 10,000 Cities in the United States, Canada, Europe, Mexico and China.

COLLECTIONS made at every point.

GOLD DUST purchased at highest market rates.

AGENTS FOR

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

And Financial Agents.

A General Banking business transacted.

Drafts issued on all points in Canada.

Dealers in Foreign and Domestic exchange

Money loaned on Notes, Real Estate,

Chattel Mortgages and all kinds

Of Negotiable Securities. Interest allowed

On time Deposits

Bankers: Bank of British Columbia.

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

—+ FOR +—

Real Estate, Insurance,

Exchange, Mortgages,

Stocks and Shares,

—GO TO—

**A. W. MORE & CO.,**

TURNER BLOCK, DOUGLAS STREET

VICTORIA, B. C.

**HALL, GOEPEL & CO.,**

AGENTS:

The Liverpool & London & Globe  
Fire Insurance Co.

The California (Marine) Insurance Co.

The Traveler's Life & Accident  
Insurance Co.

—:O:—

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

AGENTS FOR

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

CANNERIES:

Deas Island, Fraser River,

Maas River Fishery,

Windsor Cannery, Skeena River,

Rivers Inlet Cannery.

Victoria Cannery, } Rivers Inlet.  
Victoria Saw Mills, }

London Office:

43 to 46 Threadneedle Street.

**ROBERT WARD & CO.,**

VICTORIA, B. C.,

**Merchants & Importers,**Represented in London by H. J. Gardiner & Co.,  
Gresham Buildings, E. C.ROYAL SWEDISH AND NORWEGIAN  
CONSULATE.Execute Indents for every description of  
British and Foreign Merchandise,  
Lumber, Timber, Spars,  
Fish and other products  
of British Columbia.**SHIPPING AND INSURANCE AGENTS.**

CHARTERS EFFECTED.

GENERAL AGENTS:

Royal Insurance Company,  
London & Lancashire Fire Insurance Co.  
Standard Life Assurance Co.  
London and Provincial Marine Insurance Co. Ltd.  
Union Marine Insurance Co.  
London Assurance Corporation.

SOLE AGENTS:

Curtis' & Harvey's Sporting and Blasting Powder.  
Joseph Kirkman & Son's Gold Medal, Inven-  
tions Exhibition, 1885, Pianofortes.J. & W. Stuart's Patent Double-Knotted Mesh  
Fishing Nets, Twines, Etc.Importers of Havana Cigars, Oilmen's Stores,  
Tin Plates, Portland Cement, Etc.Agents for the following brands of British  
Columbia Salmon:Ewen & Co., "Lion"; Bon Accord Fishery Co.,  
"Consuls"; A. J. McLellan's "Express."**NOTICE OF REMOVAL.****H. CARMICHAEL & CO.**

VICTORIA,

**Financial and Real Estate****BROKERS,**

Have removed from 52 Government St.

—TO—

**32 GOVERNMENT STREET**

OFFICE OF THE

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

**THOMAS EARLE,**  
**IMPORTER**  
 -AND-  
**Wholesale Grocer.**

AGENT FOR  
 ALERT BAY CANNING CO.  
 NIMPISH BRAND.

Pioneer Steam Coffee and  
 Spice Mills.

WHARF ST., VICTORIA.

**P. F. RICHARDSON,**  
 SOLE AGENT FOR  
 The Toronto Radiator Mf'g  
 COMPANY,

SOLE MANUFACTURERS OF  
 Safford Patent Radiators

-FOR-  
 HOT WATER AND STEAM HEATING.

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

42 YATES ST., VICTORIA.

**J. & T. BELL,**

MANUFACTURERS OF

**FINE BOOTS AND SHOES**

WHOLESALE.

1667 NOTRE DAME STREET,  
 MONTREAL.

**VICTORIA STEAM BAKERY.**

**M. R. SMITH & CO.,**

WHOLESALE AND RETAIL

**CRACKER BAKERS,**

VICTORIA. - - B. C.

Office: 57 Fort St. Factory: 91 Niagara St.

**T.B. PEARSON & CO**

Manufacturers of Clothing,

OVERALLS, : SHIRTS, : &c.

Salesroom and Factory:

YATES ST., NEAR ORIENTAL HOTEL,

VICTORIA, - - B. C.

**NICHOLLES & RENOUF**

-DEALERS IN-

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

Coach, Car & House Painters Supplies

S. E. COR. YATES AND BROAD STS.

TELEPHONE 82. P. O. BOX. 80.

VICTORIA. - B. C.

REPRESENTED BY  
 Welch & Co., San Francisco.

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

**R. P. RITHET & CO.,**

(LIMITED.)

WHARF STREET, VICTORIA, B. C.

**WHOLESALE \* MERCHANTS.**  
**SHIPPING AND INSURANCE AGENTS.**

**AGENTS FOR**

Queen (Fire) Insurance Company.  
 Maritime (Marine) Insurance Company.  
 Reliance (Marine) Insurance Company.  
 New Zealand (Marine) Insurance Company.  
 Thames & Mersey (Marine) Insurance Co.  
 Straits (Marine) Insurance Company.  
 Sun (Marine) Insurance Company.  
 Sea (Marine) Insurance Co.

Moodyville Saw Mill Co., of Burrard Inlet.

**SALMON CANNERY AGENCIES.**

**FRASER RIVER:**

Delta Canning Co's Maple Leaf Brand.  
 Laidlaw & Co's Dominion Brand.  
 Wellington Packing Co., Wellington Brand.  
 Harlock Packing Co's Brand.

**NORTHERN AND SKEENA RIVER:**

Warnuck Packing Co's Rivers Inlet Clipper Brand.  
 Standard Packing Co., Skeena River, Neptune Brand.  
 Skeena Packing Co., Skeena River, "Diamond C" Brand.  
 Lowe Inlet Packing Co., Lowe Inlet, "Diamond C" Brand.  
 Cascade Packing Co., Naas River, Cascade Brand.

Giant Powder Co., Works: Cadboro Bay, all grades of Giant Powder and  
 Judson Powder manufactured and kept on hand.

Columbia Flouring Mill Co. of Enderby.

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

**E. B. MARVIN & CO.,**

**Ship - Chandlers - and - Commission - Merchants.**

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

Cable Address:  
 MARVIN VICTORIA.

WHARF ST., VICTORIA, B. C.

A. J. Langley. T. M. Henderson.  
 J. N. Henderson.

**LANGLEY & CO.,**

ESTABLISHED 1858.

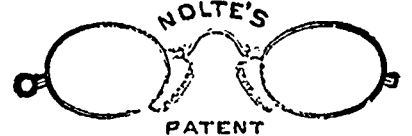
**Wholesale Druggists**

21 & 23 YATES STREET,

VICTORIA, B. C.

**HEISTERMAN & CO.** ESTABLISHED 1864  
 INSURANCE, FINANCIAL &  
**REAL ESTATE AGENTS,**  
**VICTORIA, B. C.**  
 CITY PROPERTY, FARM LANDS ON V. I. & MAINLAND  
 MONEY TO LOAN, CONVEYANCING & NOTARIES PUBLIC  
 GENERAL AGENTS, BRITISH COLUMBIA  
**MUTUAL LIFE INS COMPANY of N.Y.**

**F. W. NOLTE & CO.**



Practical and Manufacturing  
**OPTICIANS**

Will open their new store on or about Sept. 20th, with the finest and most complete stock of Spectacles and Eye-Glasses in British Columbia. Grinding of complicated lenses our specialty. All work pertaining to the business done by ourselves.

**62 GOVERNMENT STREET.**

**TRADE AND COMMERCE.**

COMMERCIAL JOURNAL OFFICE.  
 Tuesday Morning, September 15.

**VICTORIA.**

The chief feature of the week is the heavy freight shipments from the east, the docks here being literally covered with merchandise. The large shipments of sealskins is worthy of note. The steamer City of Kingston one night last week took over with her 238 casks, containing 11,777 sealskins, of the value of \$255,510, being a portion of this season's catch. They are consigned to Messrs. Culverwell, Brooks & Co, of London, England. They were transferred at Tacoma to a special train, by which they were conveyed over the Northern Pacific, Chicago, Burlington & Quincy and Grand Trunk railways to Montreal, there to be placed on board ship and carried to their destination.

The apparent scarcity of money in New York will be somewhat relieved before Christmas, as much of the gold exported some time ago will be required for the purchase of wheat to meet the European shortage. The effect of this will be felt at every point on the Pacific coast.

The demand for money on mortgage security is exceedingly light in Victoria. Security companies are asking 10 per cent for ordinary and 9 for gilt edge. The necessities of business men are not so great as to force them to accede to these rates.

**DRY GOODS AND CLOTHING.**

The dry goods trade feels the stimulating influence of the approaching good times. The fall trade has already begun, and the indications are good for a heavy season's business. The clothing manufacturers are crowded with fall orders, and, as usual, the lack of skilled white labor to meet the demand is felt. It might not be out of place to mention that there is a feeling in some quarters to proceed cautiously both in selling and manufacturing.

**DRUGS.**

Trade in this line is running along quietly, with no unusual features. We note the following changes. Camphor, lower; quinine, steadily declining, blue vitriol, declining, and glycerine, cream of tartar, carbolic acid and chloride of lime have advanced.

**FLOUR AND FEED.**

There has been no change in this line,

during the past week. The Victoria Roller mills have announced an advance of 25c. per bbl., which will take effect when they start to grind the new season's wheat. The Enderby mills will advance their brands of Columbia flour 25c. per bbl. for the coast cities, to take effect on Sept. 20. Manitoba and Oregon brands remain unchanged for the present. Oats are offered more freely, and quoted \$25 per ton for Fraser River Landing, with little demand. California oatmeal is said to be on the decline. The stock on hand will probably be sold lower, in anticipation of the price to be fixed when this year's crop comes in. Quotations are: Enderby flour, for carload lots, Premier, \$6.00; XXX., \$5.70; Strong Bakers or XX., \$5.25; Super fine, \$1.25.

Delta, Victoria mills	.....	\$5 50	@	00 00
Lion, " "	.....	5 50	@	00 00
Premier, Enderby mills	.....	6 25	@	00 00
XXX., " "	.....	5 95	@	00 00
XX., " "	.....	5 50	@	00 00
Superfine, " "	.....	4 50	@	00 00
Ogilvie's Hungarian	.....	6 50	@	00 00
" Strong Bakers	.....	6 25	@	00 00
Snowflake	.....	6 25	@	00 00
Portland Roller	.....	6 25	@	00 00
Royal	.....	6 00	@	00 00
Oregon Superfine	.....	4 50	@	00 00
Wheat, per ton	.....	\$10 00	@	00 00
Oats	.....	30 00	@	00 00
Oil cake meal	.....	35 00	@	40 00
Chop feed	.....	37 50	@	00 00
Shorts	.....	28 00	@	30 00
Bran	.....	26 00	@	28 00
California oatmeal	.....	4 50	@	00 00
Rolled oats	.....	4 25	@	00 00
California rolled oats	.....	5 25	@	00 00
Tacoma rolled oats	.....	4 80	@	00 00
Corameal	.....	3 00	@	00 00
Cracked corn	.....	50 00	@	55 00

**WHEAT.**

The latest Manitoba *Free Press* to hand reports that there is not much wheat left to cut in Manitoba, and what is left standing is not of much account. Stacking is reported to be general and threshing may be said to have commenced, as some has been done in fields where the threshing was direct from the stooks. So many conflicting opinions are advanced as to the quality of the whole crop that it is safe to say that, until the threshers get to work in different sections of the country all estimates of the percentages of the grading are purely the result of guess work. There is certainly a large percentage of superior grain, but what the percentage of damaged grain, varying in degree, really is, is the

question on which all supposed authorities split. Extremists in both directions on quality generally agree that the yield is enormous, and that it is by millions of bushels the very largest crop ever harvested in Manitoba and the Territories. Men usually informed as to the quantity of grain expected to show for exportation from the province vary in their estimates, their figures from wheat running all the way from twenty to twenty-five millions of bushels of all grades. The railroad companies evidently expect a very large tonnage from the elaborate preparations made to handle the traffic. A few cars of new wheat have already been shipped from Virden to the Ogilvie mill at Winnipeg. The samples for the making of the year's grain standards are being arranged for and the meeting will likely be held on the 28th of September.

The steamer Rainbow's cargo of 75 tons of wheat from Ladner's, Sept. 11, was a portion of the crop from samples sent out to farmers in the province by the Victoria mills last year. About 100 tons have already been turned in, and there are 40 or more farmers to hear from. It is a splendid result of an experiment, and proves that British Columbia can readily grow sufficient wheat for her wants if the farmers will only apply themselves to the task. The results already to hand average 63 pounds to the bushel, and prove to be a good, hard, substantial grain.

The price to be paid for wheat this season by the Columbia Milling Co., Enderby, will be: Spring wheat, \$25; fall wheat, \$21 per ton. This increased price can to a great extent be attributed to combination on the part of wheat growers. A far larger quantity of fall than of spring wheat is grown in the Okanagon district, but the latter makes the best flour. Hitherto, the same price has been paid for both varieties.

**FRUITS AND VEGETABLES.**

There has been a steady fruit market during the week, and all receipts found a good market at unchanged prices. Santa Barbara oranges are noticeably scarce, but the new crop from Tahiti is expected by to-day's steamer. The regular shipments of California fruits imported from San Francisco, are gradually dropping off. Quotations are. Peaches, \$1.25; pears, (bartletts), \$1.05; plums, 90c.; grapes, (white), \$1.65; grapes, (black), \$1.50; apples, (green), \$1.25; apples, (gravenstein), \$1.25; Santa Barbara oranges, \$5.25 to \$5.50; California Messina lemons, \$7.25 to \$7.50; bananas, \$3.25; cantilopes, \$4.50; nutmeg, melons, \$1.50; watermelons, \$5.50 a crate; nec-



W. L. M'CAHE, TACOMA,  
1st Vice-Pres.

CAPT. JAS. CARROLL,  
Pres't.

J. P. BETTS, VANCOUVER, B. C.,  
2nd Vice-Pres.

# PUGET SOUND AND BRITISH COLUMBIA STEVEDORING COMPANY.

INCORPORATED.

Doing business at all Puget Sound and British Columbia Ports. The only concern with a complete stevedoring plant. Head office, Port Townsend, Washington.

Capt. John Barneson, Sec'y, Manager, Port Townsend. R. Ch.cott, Manager Seattle and Port Blakely. F. M. Yorke, Manager Victoria, Chemalmus and Cowichan, B. C.

All communications to be addressed to the Sec'y at the head office, Port Townsend, Wash. Cable address: Barneson, Port Townsend.

H. McDOWELL.

H. H. WATSON

## H. McDOWELL & CO.,

### WHOLESALE - DRUGGISTS.

10 and 12 Cordova St.,

630 Granville St.,

VANCOUVER, . . . . . B. C.

## H. G. WATERSON,

PRINTER,

130½ : GOVERNMENT : STREET,  
Telephone 200. VICTORIA, B. C.

## H. A. LILLEY, CITY : CANDY : FACTORY.

Manufacturer of all kinds of  
**PLAIN AND FANCY CANDIES,**  
Also Importer and Dealer in Foreign and Domestic  
Fruit, Nuts, Cigars, &c.  
105 Douglas St. bet. Johnson & Pandora, Victoria.  
P. O. Box 556.

# BOECKH'S

STANDARD

## BRUSHES & BROOMS

ARE HANDLED

By all leading Hardware, Paint and  
Oil and Grocery Trade.

MANUFACTURED BY

## CHAS. BOECKH & SONS, TORONTO.

Illustrated Catalogue and Price List mailed  
on application.

### THE EXHIBITION.

On the 29th of the present month the exhibition will be opened, but not for admission to the general public until the day following, and will continue until October 3rd. The gentlemen having charge of the preliminary arrangements are leaving nothing undone that will add to the success of the affair, and it is pleasing to note in this connection that the public, who are greatly interested in the matter, are rendering them all the assistance in their power towards the common end. This is as it should be. The value of such an exhibition to a city situated as Victoria is cannot be over-estimated. The progress made by the city of Victoria in her triumphant march to commercial importance reads more like a romance and fiction than stern truth and reality. But when people come to consider all the requisites necessary to found a large, thriving city, and to make a great and powerful community, the advancement is really not so wonderful after all. It could not well be otherwise. In no other land, perhaps, has nature dealt more generously and bountifully than in British Columbia—she has lavished upon us her rarest and most precious gifts. The resources of this Province are unparalleled and almost inexhaustible. A fertile soil, vast forests of valuable timber, with sufficient mineral wealth concealed in her bosom to enrich all the sons and daughters of men, and a climate for healthfulness and salubrity unsurpassed in the wide world. All these can be found in British Columbia and more, and under conditions so favorable Victoria cannot fail to become a great and wealthy city, if the people see to it that the resources at their command are properly and judiciously developed.

It is, comparatively speaking, but a short time since there was any Victoria, and if so great achievements can be accomplished in so short a space, what must the future bring forth. The shipping at this port has increased every year, and in the natural course of things must continue to grow. Let us, then, with un-

abated vigor, "with that hope that springs eternal," with renewed assurance, increased activity and zeal issue the fiat that we are going forth conquering and to conquer.

That the gentlemen who have charge of the forthcoming exhibition are determined on pursuing this course, one need only survey the work they have already accomplished to find proof. In no way can the advantages possessed by British Columbia be better advertised to the world than by the means they have adopted. Visitors will be afforded an excellent opportunity of judging to what extent the resources of this Province have been developed and the committee promises that the exhibition will be infinitely superior to all previous ones. The total value of the prizes to be competed for is upward of \$1,000, besides the diplomas and the medals and purses contributed by private individuals. The cattle list comprises 61 classes and 7 divisions; the horses, 83 classes in 8 divisions; sheep, 28 classes, 7 divisions; pigs, 29 classes, 8 divisions; fowls, 168 classes, comprising all the fashionable breeds. A special division is provided for pit game, in which there are 20 classes. Bantams are comprehended under 20 classes, while under breeding pens of fowls there are no less than 40 classes. Turkeys, geese, ducks, pheasants, sea fowl and singing birds are liberally provided for in the way of prizes, and the children's pets, rabbits and guinea pigs, will afford the juveniles capital opportunities of competing with each other. Pigeons will be found under 70 classes. Dairy produce, bread and eggs, as a matter of course are upon the list. Implements, carriages and wagons—particularly those manufactured in the Province—are specially encouraged, and the fine arts, natural history, mineralogy and the comprehensive "miscellaneous" constitute numerous classes. Under vegetables, there are 26 headings, and, in field produce, 30. Fruit growers have been specially remembered, 55 descriptions of apples being on the catalogue, 22 of pears, 19 of plums and, of other fruits, 15.

Floral plants cover 12 descriptions, and cut flowers no less than 57. For fancy work, there are over 100 prizes, and for millinery, 5.

Every day there will be sports and special attractions on the Fair Grounds which cannot fail to be of the utmost interest. In the Driving Park, adjoining the Fair Grounds, \$3,000 will be disposed of in trotting, running and hurdle races, for which many of the best horses on the coast are being trained.

The Northwestern Firemen's Association have arranged for a three days' tournament during three days of exhibition week, in which 15 to 20 teams from Oregon, Washington and British Columbia will compete. The exhibition buildings and grounds will be illuminated every evening, and there can be little doubt that, taking all the attractions into consideration, this will be the grandest week of sports ever offered on the Pacific Coast.

### A TRUTHFUL INTERPRETATION.

There is quite a sermon in this story told by an old Scotchman: A Dundee navy, on awakening one morning, told his wife of a curious dream that he had during the night. He dreamed that he saw a big, fat rat coming towards him followed by two lean ones, and, in the rear, one blind one. He was greatly worried over it, and swore that some great evil was about to fall upon him. He had heard that to dream of rats, foreboded some dire calamity. In vain did he appeal to his wife, but she could not relieve him. His son, who, by the way, was a bright lad, hearing the dream told, volunteered to interpret it, and he did it with all the wisdom of a Joseph. Said he. "The fat rat is the man who keeps the public house where ye gang to sae often, and the two lean ones are me and me mither, and the blind one is yersel', father."

The German war department is buying grain in large quantities in Hungary and the Balkan states.



## COMMERCIAL SUMMARY.

The Egyptian crops, this year, are the largest on record.

Schwendiman's planing mill, at Drayton, Ont., has been burned. Loss, \$5,000.

The Fall River, Mass., Cotton Manufacturers' Association has decided to reduce wages.

There is now a total of \$1,500,000 gold on the way or ready to start from Europe for New York.

No workman can secure employment on the streets of New Bedford, Mass., until he shall have been naturalized.

The five greatest naval powers of the world are, England, France, Italy, Russia, Germany, in the order as they appear.

All the barbed wire interests of the United States have been merged at St. Louis into a trust as the Columbia Patent Co.

Bogus Dominion \$1 notes of the issue 1878 are in circulation in Hamilton, Ont. It is a new counterfeit, but very poorly executed.

The official estimates of damage by the cyclone which swept over Martinique, place the amount at \$10,000,000, while 378 people lost their lives.

A company has been incorporated in Paris, France, for the manufacture of false teeth for horses. The company goes to work with a capital of \$400,000.

The Bank of France is trying to keep gold to meet the purchase of American wheat. The Governor, in an interview, estimated the payment for wheat at \$20,000,000.

The Dundas cotton mills have been sold by auction, for \$150,200, to Mr. Thompson, by the law firm of Thompson, Henderson & Bell, Toronto, who are said to be acting for Gault Bros., of Montreal.

John Archibald is one of the Standard Oil magnates. He started in as an office boy at Titusville a few years ago, speculated successfully as soon as he got hold of a little money, and is, to day worth \$15,000,000.

The shareholders of the defunct Consolidated Bank have taken action for \$200,000 against Senator Ogilvie, who was one of the directors. It is claimed that the former directors are individually as well as collectively responsible for the bank's failure.

The amount of phosphorus consumed per annum is about 2,000 tons, and is chiefly used in match making. Hitherto, chemicals were used in its manufacture, but by a recent improvement, the raw material and coke are placed in a specially prepared furnace and electric heat is applied. The vapor arising is condensed and marketable phosphorus is produced.

A cablegram from London to the *Toronto Globe*, says the new cattle trade regulations are receiving a good deal of criticism. Many authorities claim that the rules show a laudable desire on Chaplin's part to minimize the suffering of cattle and to protect the best interests of the trade, but some shipowners contend the order is premature and will likely prove of little value, as Chaplin should have waited to see the result of the new rules adopted on the other side of the Atlantic.

Of the twelve largest cities in the world three are in Japan.

London's rate of assessments, this year, is 18 mills, a drop of 4 mills from last year.

A report is current that the Banque de Paris has offered Russia £12,000,000 at 4 per cent.

The largest bay in the world is Hudson's Bay which measures 850 miles north and south by 600 miles in width.

Dr. C. L. Sleich, of Berlin, Germany, has discovered that water injected under the skin renders a surgical operation painless.

The assignment of the Central Market Company, Chicago, has been announced, with liabilities of \$160,000 and assets of \$305,000.

The long expected decree rescinding the prohibition placed upon the importation of American pork in Germany has been signed at Berlin.

The value of diamonds and other precious stones imported into America in a single year is set at about \$12,000,000, and the demand is rapidly increasing.

Plans have been prepared for a tenement house which will be erected in New York on the west side of lower Broadway, opposite Bowling Green, which will be twenty-two stories high, have a tower that will rise 550 feet from the ground, and will cost \$4,000,000.

The several Consul-Generals of the South American Republics, in London, have inaugurated a movement for the establishment of a bureau of information concerning South American affairs, similar to the Bureau of American Republics at Washington. A similar movement has also been inaugurated at Paris.

The British steel ship Carrock, owned in Glasgow, and bound from Dundee to San Francisco, has been burned, with 2,500 tons of Scottish splint coal. She sailed from Leith on June 16. Spontaneous combustion is ascribed to be the cause. The Dutch bark Kersones, with a cargo of oil, was burnt and sunk in the harbor of Montevideo, July 22.

The biggest Leary log raft yet towed to New York has recently arrived at that city. This is the largest raft of lumber ever towed, and consists of sixteen sections, each 19 feet deep and 55 feet long. The whole raft is 1,100 feet in length and contains about 23,000 feet of lineal measure, or 3,500,000 feet board measure. It contains more lumber than all previous Leary rafts put together.

Commenting on the statement cabled from Shanghai purporting to give the views of Chinese educated classes in regard to foreign missionaries and demanding the withdrawal of missions from Chinese territory, the *London Times* says, the lesson to be drawn is that a liberal treatment of China is useless. Europe should inflexibly and sternly insist on the observance of treaty rights, and thus avoid irritating and fussy naval displays. We are glad to believe that this view is now held by the foreign office. The *Post* says, it is evident equally from the inherent strength of the Chinese as from their manifest weakness, that a trifling policy is the worst that can be adopted. Europe must prepare either to enforce or renounce her treaty rights.

During the last 100 years, 385,000 patents have been issued by the United States. There have been 600 applications.

The cashier of the Bank of England declares there is no truth in the report that the bank has been robbed of a large sum.

It is reported that General Hawley, of Connecticut, will succeed Secretary Proctor, in charge of the United States' War Department.

It is said that old sailors are made seasick by the excessive amount of vibration caused by the propellers of some of the highspeed cruisers.

The English bark *Figli*, running from Hamburg to Melbourne, Australia, has been wrecked at Warnambcoo and 13 of the crew drowned.

A number of railway workmen, who live in Canada and have been working in Buffalo, were marched back to the boundary line by a Buffalo marshal, recently, under the alien labor law.

The colored cotton pickers in the United States have organized and intend to strike for a uniform rate of wages of \$1 per 100 lbs. and board. The organization numbers 500,000 and is rapidly increasing in numbers.

Arrangements have been completed for the taking over of the Dominion Government telephone line to Cape Beale by the C. P. R. Co., who will at once substitute telegraphic for telephonic service. Operators will be placed at both Carmanah Point and Cape Beale, and the line is expected to be in regular operation within two months.

The Canadian Pacific Railway, as a military route to India, is the subject of an article in a German periodical, the *Deutsche Rundschau*, from the pen of Major Wachs. Major Wachs admits that the Canadian Pacific route to India is of great value, and discusses the entrance to the St. Lawrence, the course and ends of the long continental railway, and the ports of Hong Kong, Singapore, Trincomalee and Point de Galle. He is very clear that Great Britain, in spite of her enormous wealth, does very little for her protection and for the defence of her vast Empire and its long communications.

The *Winnipeg Free Press* says that Mr. F. W. Thompson, manager of the Ogilvie Milling Company, has returned to Winnipeg from a trip to the Pacific Coast. Mr. Thompson says that the people of British Columbia are taking a great interest in the result of the year's crop in Manitoba, and are hoping that it will turn out as well as expected. Speaking of the operations of the Ogilvie company, Mr. Thompson stated to a reporter that they were extending their business in all directions. They had decided to establish agencies in Yokohama, Japan and Hong Kong, China. The company's mills have all been improved this summer. Additions have been made to the Glenora mill, Montreal, which cost \$80,000. The capacity of this mill is 2,000 barrels per day. The Winnipeg mill has also been improved at a considerable outlay of money. Ogilvie made arrangements some time ago to make thoroughly practical test of the flour producing qualities of the Ladoga wheat, which has been attracting the attention of farmers during the last two or three years. The test will be made as soon as a stock of Ladoga can be secured.



# THE BRITISH COLUMBIA COMMERCIAL JOURNAL

ISSUED EVERY TUESDAY AT VICTORIA, B. C.

**SUBSCRIPTION - - \$2.00 PER YEAR.**

Advertising Rates on Application.

D. M. CARLEY . . . . . EDITOR.

L. G. HENDERSON . . . BUSINESS MANAGER.

Office—No. 77 Johnston Street.

VICTORIA, TUESDAY, SEPT. 15, 1891.

## THE SUGAR TRADE.

There has been much dissatisfaction for some time at the manner in which sugar retailers in this Province have been treated by the Vancouver Sugar Refinery. It is alleged that the demand for sugar in British Columbia does not reach the output of the refinery, and that the surplus is shipped east as far as Winnipeg, where it is quoted 5½c. per lb. for granulated and ¼c. for yellow, freight paid, which is cheaper than it can be bought in Victoria or Vancouver. This discrimination against Provincial retailers is accounted for by the fact that competition compels the Vancouver refinery people to sell in Winnipeg at a small margin of profit in order to induce trade. But it looks as if they will be forced to pursue a similar policy in this Province, or lose considerable of the local trade. By the importation of a shipment of sugar from Hong Kong per steamship *Empress of India*, by R. P. Rithet & Co. (Limited), the prices of this article have become somewhat demoralized, and Victoria merchants are perfectly independent in so far as the Vancouver article is concerned. It has been the boast of certain interested parties, it is said, that Victoria merchants must submit to the prices dictated by the refinery people in spite of themselves. From the foregoing it will be seen that such is not the case.

The refinery officials must have felt surprised when they saw unloaded at their doors one thousand mats of white granulated sugar, of a superior quality, consigned to a Victoria house. As a consequence, sugar has been sold during the past week in Victoria at perhaps the lowest price in the history of the Province—the landed cost, it is stated, being somewhat under 5c. per lb.—and it was sold to almost every grocer in the city at something like 5½c. or about the same price as refinery yellow. Many merchants in Vancouver, Nanaimo, New Westminster and the interior, also availed themselves of the opportunity of securing a first-class article at a reasonable price.

Of course, as this sugar has met with such a ready sale, larger shipments are certain to follow, and the question naturally arises, what are the refinery people going to do about it? As yet no reduction has taken place in their price. Undoubtedly if they come down in order to meet the China sugar, their margin of profit will not be so great. It is alleged, and with some degree of reason, that this

shipment of sugar will have the effect of confining the refinery people to a legitimate business profit, which means cheap sugar for British Columbia.

## LOBSTER CANNING.

Last year, in addition to supplying the home demand, the lobster canning industry in the Dominion exported 8,001,333 lbs. of tinned lobsters valued at \$907,651. Of this quantity the United States received nearly one-half and Great Britain nearly as much, with Germany and France as much smaller purchasers. It will surprise some readers to learn that official statistics show that this industry gives employment during the season to 28,818 men, women and boys. There are in the Dominion 364 factories, and last year over half a million traps were in use to supply them with lobsters.

The *St. John (N. B.) Telegraph* is authority for the statement that the lobster fishery on the coast of Maine has been greatly exhausted by the taking of the young and but partly grown shell-fish, and there is too much reason to believe that the Canadian fishery suffers in the same way from lax administration and persistent violation of the law. In the meantime, the demand has been increasing, and will be further strengthened by the closing of some six British factories on the Newfoundland coast, pending the settlement of the French shore question. Prices are reported to be advancing, and the season promises to be a successful one to those engaged in the canning industry.

## THE HOP BUSINESS.

According to latest advices from Puyallup, the hop crop there will, this year—at least the bulk of it—be of third or fourth grade. Owing to the rain and the hop louse, much of the crop, especially in the smaller yards, has been picked green. In fact, the absence of really choice samples is a matter of constant remark, and what ever there may happen to be of this grade will command a first class price. This result shows the necessity of greater care in the cultivation of hops; more expenditure upon them and much more attention to the matter of keeping the hop yards absolutely clear of the weeds in which the parasites are harbored. In Oregon, not more than a half crop will be gathered, and the quality is very poor. Washington will not secure more than 30,000 bales, or 20,000 less than the average, and not one-third of it can be regarded as choice. Germany expects to have a large yield, with a large surplus for shipment. There the stock of hops in hand are very small. What are termed choice Bohemian are, this year, of exceptionally high quality, and it is not likely that in this respect the native American article can in any way approach it. The state of New York will, it is believed, secure 100,000 bales, or 20,000 more than last year, but, in quality, it is a miscellaneous lot. The English crops will probably reach about 275,000 bales, the quality being a fair average. In hops, the rule of compensation would seem to have been worked out this season. There will be a good supply of the article, taking the world's supply into account, and prices are not likely to rise higher than usual, if, indeed, they are as much.

## SHIPBUILDING.

Shipbuilding in Nova Scotia is steadily increasing. The following shows the number of vessels built in that Province since 1887, and their aggregate tonnage:

	Vessels Built.	Aggregate Tonnage.
1887	87	12,300
1888	116	12,900
1889	106	16,615
1890	148	33,746

Some of the vessels recently built in Nova Scotia are among the largest and finest wooden ships afloat. It has been said that in this Province we ought to have a large shipbuilding interest. How much longer must we send to the east for our sealing schooners and for other vessels to ply upon the waters of Puget Sound and the Pacific Ocean? The answer will be given by some people—"Just so long as the Protective National Policy Government at Ottawa fails to encourage local industry, and persists—in face of facts and protests—in getting ships for the Dominion service built out of the country." Such a policy as this weakens the confidence of the people in their own established institutions, and takes, as it were, the heart out of those who are inclined to be enterprising. We can build wooden vessels second to none in the world; we have the best of material close at hand—our own natural product—and the experience of H. M. S. *Amphion* has shown that as iron ship-workers we are in no way behind, and for excellence of work and the pluck to undertake it cannot be surpassed.

## HOW IT WORKS.

In 1889-90 the declared value of dutiable articles imported into Canada was \$77,100,296. The duties paid amounted to \$23,921,233.75, or 31 per cent. The free imports were valued at \$35,653,208; so that the declared value of the total imports entered for consumption was \$112,753,504; and the duty of \$23,921,233.75, on the whole amount, was a fraction more than 21 per cent.

It has been frequently and, indeed, persistently asserted that domestic goods sell at prices corresponding to foreign prices of like articles with the duty added, whereas it notorious—and the fact is readily ascertainable by a visit to the stores—that many articles on which under recent tariff amendments the duty has been augmented, are actually lower. Domestic competition has reduced the price of cottons, woollens, agricultural implements, furniture, boots and shoes, ready-made clothing, though duties on all these articles have been increased. These facts are incontrovertible, and cannot fail to have the effect of binding more closely together the different provinces of this Canadian Confederation. Mutual pecuniary interest goes a long way. The C.P.R. was the first great link which is constantly being made stronger by the commercial and social relations that exist between us whose value is every day becoming more apparent. Interprovincial trade—the building up of Canadian industries, the development of a home market were among the first considerations of the men who worked out the problem of an important British Canadian nationality.

## AMONG THE MINERS.

It does appear as if matters among the Union Miners at Nanaimo had almost reached a point when there must either be a compromise or a break up of the Miners' and Mine Laborers' Protective Association. The working miners at both Nanaimo and Wellington are doing well; but many of them are kicking like steers against being forced to support in idleness the men whom the Union called out under promise of maintaining them. As has previously been intimated in these columns, some of the Union workers have absolutely refused to pay the assessments any longer, and about three weeks ago at a mass meeting of the dissatisfied a motion of this kind was unanimously adopted. Some forty men who were peremptory in their refusal to pay have been thrown out of work as Non-Unionists. The men who have thus been deprived of the means of earning their livelihood are in every way worthy citizens. They claim that they and their sympathizers are a majority of the Union, but of the opportunity to show this by a secret ballot they are deprived; their only course being, as they say,—and this many of them have taken—to come out boldly and imperil their own positions and the welfare of their families by running the risk of discharge. Meantime committees of the dissatisfied members of the Union and the Union itself have matters in hand, and it is hoped, almost against hope, that something satisfactory may result. But, should no settlement be made, a whole host of complications and unpleasantnesses are likely to ensue. Every man who declines to pay his assessment towards the maintenance of a strike which failing of success should long ago have been officially declared to be over, will be thrown out of work and, in many cases, be compelled either to starve or live on the charity of the community, for he will have no Union on which to rely for the maintenance of himself and his family. Additional bad blood will be created among men who have been accustomed to associate together, and legal questions, possibly of conspiracy, illegality of organization and damages are not unlikely to arise. What will be the outcome? The situation is one that ought under no circumstances to exist, and it should be the hope of every one that an end may ere long be reached.

## ONE MORE GO-BY.

Manifestly the Canadian Pacific Railway authorities have little use for the city of Victoria and the island of Vancouver. None of them ever come here unless they can help it. On the occasion of the arrival of the first of the Empresses, President Van Horne did muster up courage enough to come here, but he only remained a few hours and got away again in short order. A day or two since, he arrived at Vancouver, with Lord Mount Stephen, and, as soon as he had done his business there, without venturing to cross the Gulf in order that he might compare with the people of this Island the statements which he recently made, and the realization of what had been naturally anticipated. He left as quickly as he could and possibly is now congratulating himself on his escape from

strong protestations against utterly neglected promises. No doubt President Van Horne had no desire to be informed about the steamers of the Upton line which under C. P. R. management were unable to come alongside the outer wharf; but which under the new management have no difficulty in doing so. There may possibly be something in the contention that it would not be safe for the new vessels which are of deeper draught to make an attempt to reach the wharf until further improvements are made, but there are other topics that he might fairly consent to discuss now that he has had more time to think them over. It is, to say the least of it, unfortunate that Mr. Van Horne is too busy to come here and that his engagements with President Hill, have obliged him to rush away in such a hurry, but it is certain that an interpretation will be placed upon the circumstances which Mr. Van Horne and his co-directors may some day be sorry has been given. In effect, if not in so many words, we are told. Mr. Van Horne has but little use for us and that it is for us to look out for ourselves.

## EDITORIAL NOTES.

THE New York *Tribune* of September 2 says: "There is soil in America that can grow the wheat that is grown in Manitoba." Open confession is good for the soul.

ALEXANDER & SON, corn brokers, of Threedneedle street, have failed, with liabilities of £188,000, and assets of £27,370. The failure is attributed by members of the firm to losses in grain speculation since May last.

THE price of bread is rising in London, and the working classes are already beginning to feel the pinch of the distress caused by the deficient harvests. From other parts of Europe come reports of a similar character.

THE bright prospect of a big potato crop in Ontario has been somewhat beclouded by the appearance of the dreaded rot. There is a difference of opinion as to its extent, but it is generally conceded that great damage will be done, the disease being in its most virulent form.

IT APPEARS that the bulk of the wool in the Northwest is going into the hands of a Toronto dealer who handled the most of it last year. The sale is reported of 30,000 lbs. at 13c. f.o.b. Calgary and Swift Current. In this market it is nominally quoted at 15c to 17c as to quality.

It is estimated by the authorities in New Hampshire that summer boarders and tourists leave \$5,000,000 in that state every year. With first-class hotel accommodation Victoria could secure a great deal of the tourists' travel of this continent, and, as may be seen from the above, it pays well.

The Philadelphia *Bulletin* suggests a way to prevent the influx of undesirable immigrants into the United States. Its remedy is for Congress to impose a tax of \$50 on every foreign born man, woman and child who goes into that country to

live. In other words it wants its Chinese Exclusion Act made to apply to all the rest of the world.

THE trade in cottons between Canada and China, which had been progressing in a very satisfactory manner, has of late been materially affected, as has been the case also with other branches, by the rate of exchange, but this is expected to be only temporary, and, indeed, considerable has already been done towards the removal of the difficulty. There need hardly be expected to be any let up in the Oriental business or traffic of this country.

THE directors of the Bank of Ottawa have called a special meeting of the shareholders for the 20th of September, to consider a by-law giving the board power to issue \$500,000 additional stock. This will make the capital of the bank \$1,500,000. In the event of the by-law being passed, the board propose to allot the whole amount of the new stock among the shareholders at the allotment; but only to call for payment of the new shares as funds are needed for the bank's business.

It is satisfactory to note that visitors from Great Britain having once seen Canada like to come back. Lord and Lady Aberdeen, whose residence in Canada last year seems to have pleased them with the country, are returning for another visit. The earl and his family have arrived in this country, and are on their way to British Columbia to inspect a property which he purchased there. Lady Aberdeen, who is interested in promoting the industry of Irish lace making, intends to make arrangements for an exhibit of Irish textile products at the Chicago exposition.

It is alleged that the C. P. R. Co. showed their appreciation of the enterprise of the Victoria merchants who recently imported a large consignment of sugar ex Empress of India, by delaying the shipment as long as possible. They waited until the mails by that steamer were landed in London and until merchandise was delivered in the Eastern States, before the freight for Victoria was despatched by the Yosemite. This was ten days after its arrival in Vancouver, when it might have been here in less than one-quarter of the time. This does not speak well for the enterprise of the C. P. R.

THE worst fears of the people of Manitoba and the Northwest with regard to the crops have not been realized, for by latest accounts, only a small quantity of wheat has been touched. It is said that great excitement prevailed in Winnipeg one night a couple of weeks ago, when it was feared that frost had injured the wheat in some sections of the Northwest. Throughout the night, we are told, that the citizens of Winnipeg, Portage la Prairie and Brandon were busy watching the falling of the mercury, or spirits of wine, in their thermometers, and that as the frost point was neared the excitement became intense. It should be remembered that the frost in the Northwest, is in many instances, and especially in the one referred to, not by any means general, but was confined to one or two localities where the sowing was behind hand.

THE SEALING FLEET—VESSELS IN PORT.

VICTORIA.

ARRIVED.	NAME.	TONNAGE.	AGENT OR OWNERS.
July 14.....	Maggie Mac.....	71	H. P. Rithet & Co. (Limited).....
July 27.....	Aihoko.....	75	Capt. Grant.....
July 27.....	E. B. Marvin.....	114	E. B. Marvin & Co.....
July 27.....	Walter L. Rich.....	79	C. N. Cameron.....
July 28.....	Annie E. Palm.....	82	Robert Irving.....
July 29.....	Mary Ellen.....	69	Capt. Victor Jacobson.....
August 1.....	Thistle, (steamer).....	117	M. Munson.....
August 1.....	Sea Lion.....	50	Geo. Collins.....
August 3.....	Minnie.....	46	Capt. Victor Jacobson.....
August 5.....	Triumph.....	18	E. B. Marvin & Co.....
August 11.....	Winnifred.....	13	C. Spring.....
August 11.....	Aurora.....	46	Thos. Harold.....
August 13.....	C. H. Tupper.....	19	Capt. C. J. Kelly.....
August 14.....	Henrietta.....	31	C. Spring.....
August 21.....	May Bell.....	58	Capt. Douglas.....
August 22.....	W. P. Sayward.....	60	Morris Moss.....
August 24.....	Laura.....	19	J. B. Jones.....
August 28.....	Labrador.....	30	Stevenson.....
August 29.....	Mary Taylor.....	43	Carne & Munsie.....
August 29.....	Mountain Chief.....		Navasssen.....
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.....	Geneva.....	12	Hall, Goepel & Co.....
August 31.....	Borealis.....	37	Thos. Hendry.....
September 2.....	Walter A. Earle.....	63	Thos. Earle.....
September 2.....	Sapphire.....	124	E. B. Marvin & Co.....
September 2.....	Carmolite.....	99	Peppit.....
September 7.....	Ariel.....	91	J. C. Prevost.....
September 9.....	Umbrina.....	98	Peppit.....

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 WHALEBACK.

The Review of Reviews says: There is current a mistaken impression that the Charles W. Wetmore made an unbroken voyage with her cargo from the docks at Duluth to the docks at Liverpool; and that her merit lies in her having so small a draft that she has settled the problem of a water passage from the Great Lakes to the sea. The facts are that the Wetmore, loaded, drew some fifteen feet of water. She is 205 feet long, and could not have gone through the lock of the Welland Canal if she had been a hand's breadth longer. The amount of grain loaded at the starting point was only 65,000 bushels, and thus she was able to pass through the Welland Canal, with its depth of fourteen feet. With that load, she had a clear passage through the chain of lakes, and around Niagara, to Kingston, Canada, at the head of the St. Lawrence. There she was obliged to put her cargo into lighters to be taken on again at Montreal, where the water is deep enough for the largest craft. Being much too long for the locks of the canals around the St. Lawrence rapids, the Wetmore "shot" safely down—a thing she could not have done with a cargo. At Montreal, she took an additional quantity of wheat for the ocean trip. Manifestly, she can never go back to the Lakes unless she is unriveted and passed through the St. Lawrence locks in two parts. While then, her voyage does not demonstrate the present feasibility of direct water traffic between Chicago, Milwaukee or Duluth and the seaports of the old world, in vessels of any considerable size, it is unquestionably stimulating a discussion in the West of the whole subject of a route to the sea. The West declares for nothing short of twenty feet of water from Duluth and Chicago to the Atlantic, whether by way of Albany and the Hudson and New York, or by way of Montreal and the St.

Lawrence. The next great passage for sea-going craft, after the Nicaragua Canal, will be the deep-water channel from the Lakes to the Atlantic.

MONEY IN CIRCULATION.

U. S. Secretary Foster, in response to many inquiries from different sections of the country, has prepared a statement showing the amounts of various kinds of money in circulation in the United States during the past 30 years. Tables accompanying the statement show the amounts of money in the United States in the treasury and the amount per capita in circulation from 1860 to 1891 inclusive:

Year.	Amount in Circulation.	Per Capita.
1860.....	\$ 435,407,252	\$13.85
1861.....	418,403,777	13.58
1862.....	334,097,744	10.23
1863.....	305,309,038	17.84
1864.....	609,641,478	19.67
1865.....	714,702,995	20.57
1866.....	673,488,144	18.90
1867.....	661,922,069	18.28
1868.....	680,103,661	18.39
1869.....	664,452,891	17.60
1870.....	675,213,794	17.50
1871.....	715,889,005	18.10
1872.....	788,309,519	18.10
1873.....	751,881,800	18.04
1874.....	776,083,031	18.13
1875.....	754,161,947	17.16
1876.....	727,609,688	16.12
1877.....	722,314,283	15.58
1878.....	729,182,634	15.32
1879.....	818,631,733	18.75
1880.....	973,382,228	19.41
1881.....	1,114,238,119	21.71
1882.....	1,174,300,419	22.37
1883.....	1,230,205,686	22.91
1884.....	1,243,925,009	22.65
1885.....	1,222,568,615	23.02
1886.....	1,252,700,525	21.83
1887.....	1,317,533,143	22.45
1888.....	1,372,170,570	22.88
1889.....	1,380,361,619	22.52
1890.....	1,423,251,273	22.82
1891.....	1,500,067,555	23.45

THE PROPRIETOR "FORWARD."

How many business men fully appreciate the fact that the public, and particularly regular customers, do not take kindly to a shop where the proprietor is seldom or never seen, or if seen, keeps aloof from them? It is a fact, however, as many a tradesman has discovered to his cost, perhaps when too late to rectify the fault. Some men have a repugnance to serving customers; they ought never to have gone into trade at all, they are unsuited for it. Others conceive that their duty is a general supervision, that their place is in the office, which should be as remote from the shop as possible, or that they cannot afford to waste time in talk that is not immediately productive. All this ignores certain traits of human nature whereof it would be more profitable to take note. It goes without saying that the tradesman cannot be equally attentive to all his customers, nor do all look for his personal attention, but he ought as far as possible to be where he can see who comes into his shop and discriminate judiciously as to whom he ought to see personally. It never derogates from any man's dignity to be courteous and affable, and a gracious word to this one, an inquiry of that if he is being served with what he wants, are ways of being affable that takes little time and yet import to the customer that agreeable sense of being welcome and a person of some importance. Even time spent in apparently unproductive chat with a customer who expects to be treated with extra consideration is not wasted, only put out at interest. We have to deal with human nature as it is, not as we should like it to be, and human nature, as a rule, likes to be made much of. Customers like to know the man they deal with, or to think that they know him, which is much the same thing, and where the tradesman understands the fine art of being social without presumption, attentive without obsequiousness, cordial without impertinence, he will bind his customers to him by ties which few men are proof against.—Ironmonger.

MONEY AND THE CROPS.

Although money is in ample supply and first class commercial paper is obtainable at 6 per cent., some of our bankers are refusing to increase their lines at that figure, as the demands for funds to move the crops in the West are becoming more urgent, large amounts of currency having been drawn from the vaults of our banks for shipment to their Western and North-western agencies, and during the next few weeks the demand for currency is expected to increase. Admitting that the damage by frost in Manitoba is considerable, that country will have a larger crop to market than in 1890, and as the prospects favor good prices, the currency requirements to handle it will be on a larger scale than formerly. And as the cereal crops of this Province are heavier than for a number of years past, everything points to unusually large requirements of funds during the coming fall. The chances, therefore, favor a firmer money market as the fall season advances. In the speculative market, money is easy, call loans being obtainable at 4 to 4½ per cent. as to collaterals.—Montreal Trade Bulletin.

## MANIFEST TO ARRIVE.

British ship *Rotheray Bay*, 750 tons, Capt. Partridge, sailed from Glasgow April 20, 1891, for Victoria, Vancouver and New Westminster—James Crawford, consignee.

## VICTORIA CARGO.

55 tons pig iron, Albion Iron Works; 300 cs whisky, Boucherat & Co; 50 cs whisky, Fell & Co; 150 cs whisky, Henry Saunders; 8,255 F C sewage pipes and connections, 917 bars iron, 175 bbls iron, 1,575 C I sash-weights, 39 bbls hoop iron, order; 25 bbls linseed oil, E B Marvin & Co; 5 cs settlers effects, W H Wilson, Cowichan; 9 bbls and 590 bars iron, 60 bbls bar steel, 30 bbls hoop iron, 90 sheets iron, Marvin & Tilton; 160 kegs red lead, 80 kegs do, 6 bbls linseed oil, Turner, Beeton & Co; 9 bales, C Strouss & Co; 8 cs household effects, order; 8 qr csks ruin, A B Gray & Co; 326 bars iron, 1 bdl do, order; 20 tons pig iron, J Crawford;

## NANAIMO CARGO.

74 bbls and 62 single iron tubes, 7 bbls iron tubes, Thos Robertson & Co;  
NEW WESTMINSTER CARGO.  
2,855 C I pipes, order;

## VANCOUVER CITY CARGO.

5 bbls iron, 437 bars do, 241 bars do, Thos Robertson & Co; 1,901 C I pipes, 90 bars lead, 15 coils yarn, 2 csks fire clay, Thos Robertson & Co; 50 tons pig iron, 25 tons do, 10 tons do, 34 steel boilers plates, 900 iron boiler tubes, 60 bbls iron, 334 bars do, 60 tons coke, Vancouver Foundry Co; 35 tons pig iron, 10 tons coke, order; 35 tons pig iron, order, 20 tons coke, order.

## JACK TAR UNDER GOOD QUEEN BESS

In the *English Historical Review* for July there is a very interesting paper on the Royal and Marine Navy under Elizabeth. It gives a curious picture of the way the British navy has come into existence. The State did not hesitate to prohibit the use of meat on three days of the week in order to develop the fishing industry, which was the nursery of seamen in those days. Piracy in those days had almost attained the dignity of a recognized profession. In 1563, there were four hundred known pirates in the four seas, including among them many men of good family. Ten years later, when these gentlemen had pillaged the Earl of Worcester's embassy, nine hundred of them were captured, of whom only three were hanged. The Elizabethan warship was a very cranky vessel indeed. It was kept from capsizing by a gravel ballast, of which the reviewer says:—

"It was seldom changed, and becoming soaked with bilge water, drainings from beer casks and the general waste of a ship, was a source of injury to the vessel and of danger to the health of the men. The 'cook-room,' a solid structure of brick and mortar, was built in the hold on this ballast, and in that position, besides making the ship hot and spoiling the stores, was a frequent cause of fire."

Notwithstanding the defects of the ships, they were sometimes threescore years in active service, while one, the *St. Michael*, rode the waters for nearly one hundred years. The *Royal William*, built in 1670, was not broken up until 1813. The chief danger which the sailors of those days had

to face was not the storms of the sea, but the scurvy and other diseases caused by bad food and worse sanitation. In the expedition of 1559, two-thirds of the men employed perished for want of food; old oil and fish casks were used for the storage of beer. Elizabeth pinched the Navy, as many of her successors have done since. Hawkins, who was treasurer of the Navy and superintendent of the building, equipping and repairing of ships, lamented to Cecil that there was no man living who had so careful, so miserable, so unfortunate and so dangerous a life. There is hardly any time left to serve God and to satisfy man, so great was the business of the office and the trouble and the distrust.

"In 1588, she made Howard and Drake pay out of their own pockets for the wine and arrowroot supplied to the dying sailors at Plymouth, but her own bill for Gascony wine alone, in the preceding year, was some £12,000."

The pay of a Lord High Admiral a day, in the Armada year, was £3 6s. 8d., and the pay of the sailor was 10s. a month, and a preacher received from £2 to £3 per month.

The naval estimates for the six years after the Armada varied from £51,000 to £26,000 per annum. The cost of building the largest ship in the navy, in 1561, was £3,788, and her stone shot cost 6d. apiece. These vessels carried 450 seamen, 50 gunners and 200 soldiers, considerably more than the complement of a first-class ironclad of to-day which costs a million sterling. The heaviest anchor weighed 30 cwt., and a man-of-war usually carried from ten to twelve of them. The article, which is by Mr. Oppenheim, is full of curious details, which will be read with interest by all the successors of the sea kings who established the supremacy of Britain in the reign of Good Queen Bess.

## CANADIAN TRADE WITH CUBA.

The reply of the Minister of Finance to the inquiries of the Halifax Board of Trade in reference to the trade relations between Canada and Cuba under the most favored nation clause is satisfactory so far as it goes. Canadian products, says Mr. Foster, should, under the existing treaty with Spain, be admitted to Cuba on the same terms as those of the United States until July next year. To prevent misunderstanding, however, the British government has requested the Spanish foreign minister to make an official statement on the subject; and this will no doubt be forthcoming without delay, and will contain an assurance that the terms of the treaty will be respected. It is not at all improbable that a little pressure brought to bear by Lord Salisbury upon Spain would result in securing a new arrangement in accordance with which, after the expiration of the treaty in July, 1892, privileges equal to those enjoyed by the United States could be obtained for this country.—*Canadian Trade Review*.

E. B. Eddy & Co., at Ottawa, is building a smoke chimney in connection with their paper mill, which will be probably the highest in Canada, being 186 feet high.

## STORAGE BATTERY PROGRESS.

Since the judicial affirmation of the validity of the Brush storage battery patents recently, several street railway companies have signified their intention of adopting that system of traction in New York, where the overhead wire system, with its attendant perils and inconveniences, is not permitted.

The development of the storage battery has been slow, but sufficient progress has been made to warrant the belief that it will early supplant the overhead system. The system is used with pronounced success on the Milford and Hopedale line in Massachusetts over grades as high as 8 per cent., including one of 5 per cent. for 1,500 feet. The battery equipment on each car weighs 1,480 pounds, and the advantage of the improved system is in the controlling switches, each of which has six different positions, and regulates the current through the motors by changing the connections of the batteries and so varying the potentiality. The early deficiency of the storage battery system was the inability to increase or diminish the potentiality according to the grades encountered. This is no longer so serious an obstacle as heretofore, and the advance made justifies the conclusion that accumulators will be able to perform equal service as the trolley system as to grades. The great weight of the storage battery equipment has handicapped the system, but there are no insuperable difficulties to overcome.

The Bank of England rate remains at 2½ per cent.

The petition against the return of James Conmee, Liberal, as member of the Ontario Legislature for West Algoma, was dismissed with costs.

At the invitation of the Government, English and Scotch farmers will visit the Maritime Provinces shortly and report upon their agricultural capabilities.

The Molsons Bank has declared a dividend of four per cent. for the current half year, payable 1st October next. The annual meeting will be held on the 12th October next.

A vessel, supposed to be the bark *Camelia*, is wrecked off Saltaire, Cape Breton, with the loss of all hands. The vessel was owned by L. & J. Tessier, of St. John's, Nfld.

It is expected that arrangements will soon be perfected by which a fast Canadian Atlantic mail service will be established in connection with the Canadian Pacific system, placing the through route continuously under British control.

Montreal boot and shoe manufacturers are busy filling orders which have made a very satisfactory total. They are also occupied in granting renewals of notes falling due on the fourth, though whether they will be more than usual cannot be known at the time of writing.

The Government has decided to increase the depth of the new Canadian canal at Sault Ste. Marie to 19 feet, at an additional cost of half a million. The deepening of the harbor and approaches will add another half a million, making the total cost of the work about four millions.

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## BRITISH COLUMBIA SALMON FLEET 1890-91.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Wanlock	715	Cooper	Sept 17	Victoria	London	11,000		Feb 27
Br ship	Titan	879	Norman	Nov 19	Westminster	London	34,617		May 21
Br bark	Menhock	787	Robertson	Dec 18	Victoria	Liverpool	30,822		May 17
Br bark	Brodick Bay	737	Wakeman	Dec 22	Victoria	London	32,000		May 7
Br ship	Melville Island	1429	Ritchie	Jan 19	Tacoma	London	42,138		June 17
Am ship	Henry Villard	1553	Perkins	Feb 3	Victoria	London	65,318		June 17
Br bark	Irvine	635	Jones	April 20	Victoria	Liverpool	28,311		Aug 5
Br ship	Serica	913	Smythe		Victoria	London			
Br bark	Callao	978	James		Victoria	Liverpool			

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

## BRITISH COLUMBIA LUMBER FLEET 1891.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	RATE.	ARRIVED.	
Br ship	Stamboul	1248	Weston	Jan 3	Vancouver	Callao	960,300	\$ 9,600	50s	April 2	
Chil bark	India	353	Funke	Feb 1	Moodyville	Valparaiso	751,396	8,318	68s	April 29	
Br bark	Nineveh	1174	Broadfoot	Feb 23	Vancouver	Sydney	835,352	9,355	owners ac	April 24	
Am bark	Formosa	915	Kain	Mar 24	Vancouver	Arica	744,000	6,000	55s	July 5	
Am bkt	Catharine Sudden	368	Thompson	Mar 31	Moodyville	Tientsin	427,539	5,177	77s	6d	June 19
Am ship	Geo F Manson	1333	Crack	May 14	Moodyville	Sydney	88,151	9,752	55s	Aug 3	
Br ss	Eton	1746	Newcomb	May 15	Moodyville	Port Pirie	1,765,714	13,891	Private	Aug 26	
Am sch	Olga	478	Atwood	May 22	Moodyville	Shanghai	531,133	5,990	65s	Aug 2	
Am sch	Golden Shore	964	Henderson	June 3	Moodyville	Sydney	799,638	8,063	58s	Aug 4	
Br ship	Forest King	1692	Morris	June 3	Vancouver	Callao	1,224,846	14,224	47s	6d	
Am ship	Exporter	1312	Kezer	June 7	Vancouver	Melbourne	820,132	8,802	65s		
Am bark	Spartan	749	Anderson	June 14	Vancouver	Melbourne	502,000	5,276	68s		
Am bark	Hesper	664	Sodergren	July 4	Moodyville	Shanghai	688,544	8,353	62s	6d	
Swed bark	Svea	664	Azellius	July 5	Vancouver	Callao	438,913	4,709	47s	6d	
Am ship	Great Admiral	1497	Rowell	July 18	Vancouver	Melbourne	919,586	8,716	63s	9d	
Chil bark	Luisa Maria	715	Meyer	July 19	Westminster	Sydney	551,780		52s	6d	
Chil bark	Leonor	801	Harken	July 22	Westminster	Melbourne			60s		
Nor bark	Borghild	757	Haugeland	July 25	Vancouver	Melbourne	561,556	6,000	68s		
Br ship	Duke of Abercorn	1026	McDougal	July 29	Vancouver	Adelaide	688,303	8,213	62s	6d	
Ger ship	Cassandra	733	Stein	July 31	Vancouver	Iquique	545,619	6,917	47s	6d	
Br ship	Leading Wind	1280	S B Savory	Aug 6	Moodyville	Melbourne	763,443	8,430	60s		
Chil bark	Antonietta	965	Stack	Aug 8	Moodyville	Valparaiso	613,244	9,081	owners ac		
Br bark	Orlovic	825	Austin	Aug 9	Vancouver	Callao	613,300	6,546	50s		
Chil ship	Hindustan	1543	Welsh	Aug 14	Moodyville	Valparaiso	1,200,419	11,869	owners ac		
Br ship	H B Cann	1229	Foote	Aug 24	Moodyville	Sydney	1,011,172	12,214	50s		
Nor ship	Saga	1413	Aftedahl	Sept 3	Moodyville	Sydney	960,251	8,777	58s		
Nor bark	Lotos	718	Salvesen		Vancouver	Melbourne			63s		
Per bark	Pisagua	980	Benvenuto		Moodyville	Pisagua			owners ac		
Am bark	Newsboy	539	Johnson		Westminster	Sydney			52s	6d	
Nor ss	H. W. Jarlsberg	1938	Hague		Moodyville	Port Pirie			Private		
Chil ship	Emma Louise	1150	Beasone		Moodyville	Valparaiso			52s	6d	
Br bark	Alfred Hawley	412	Llewellyn		Westminster	Port Pirie			57s	6d	

A—Also 360,900 lbs. 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 38,374 feet rough lumber, 39,668 feet dressed lumber, and 57 bundles laths. D—Composed of 23,350 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 1,141,286 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 is on deck. K—Of which 78,615 feet is on deck, also 11,925 feet pickets and 2,091 bundles laths. L—Also 3,316 bundles laths. M—Also 1,053 bundles laths and 463 bundles pickets; deck load 72,062 feet. N—Also 90,411 feet dressed, 2,488 bundles pickets and 1,134 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 133,161 t & g flooring, 1,429 bundles laths and 47 pairs, deck load 41,942 feet. R—Composed of 484,996 feet rough and 128,304 feet flooring; deck load 57,729 feet rough. S—Also 2,001 bundles laths, deck load 104,197 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; on deck 111,437 feet rough.

### SHIPPING INTELLIGENCE.

The Hesper, from Moodyville July 4, arrived at Shanghai Aug. 27.

The Norwegian bark Elise reported chartered to load at Vancouver, has been cancelled.

Ship Queen Victoria sailed from Esquimalt Sept. 9 for Tacoma to load wheat for the U. K.

The Nor. bark Czar, 1314 tons, from Cardiff July 1, for Rio Janeiro, has been chartered to load lumber at Vancouver for Australia.

The Nor. bark Dominion, 1256 tons, from Newcastle June 4 for San Diego, has been chartered to load lumber at the Hastings mill for Australia.

It is stated that the Chilean bark, Georgina, Capt. Stanley, is coming this way.

The ship Geo. Thompson, Capt. Ravsmo, 32 days out, is on the way from Shanghai for Vancouver to load for Sydney.

The Princess Louise left Sunday morning for Rivers Inlet only on a special trip for Messrs. Findlay, Durham & Brodie. The Islander sailed Monday for Port Simpson and way ports on a flying trip. Both boats will bring back salmon.

The American ship Exporter, Captain Kezer, from Vancouver June 7 for Melbourne, put into Sydney prior to August 23, damaged in a severe gale, and must repair. She had to jettison deck load. The ship put in leaking and with bowsprit carried away.

The British Columbia Pioneer Stevedoring Co. are loading, on an average, 230,000 feet of lumber per day into the steamship Jarlsberg. It is expected she will be loaded by the end of this week.

The British bark Lebu, 720 tons, Capt. Worrall, arrived in Royal Roads Sept. 12 from London, with a general cargo consigned to R. P. Rithet & Co., Ltd. A copy of the manifest appeared in the COMMERCIAL JOURNAL of Sept. 1. She is under charter to load salmon for the U. K. on account of the consignees.

Frank H. Pierce, of New Hampshire, has been appointed successor to Jay Ewing as U. S. consular agent at Vancouver. Mr. Pierce has been in the consular service for some years in Cuba.

# 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	Lebu	726	Worrall	April 20	A London	Victoria	R. P. Rithet & Co. (Limited)	118
Br bark	Wanlock	745	Cooper	May 12	B London	Victoria	Turner, Beeton & Co	126
Br bark	City of Carlisle	823	Kendall	June 13	C Liverpool	Victoria	R. P. Rithet & Co. (Limited)	94
Br ship	Titanic	879	T W Selby	July 16	D London	B. C. Ports	H. B. Co. and Bell-Irving & Paterson	61
Br bark	Glentworth	890	Groundwater	August 19	E Liverpool	Victoria	R. P. Rithet & Co. (Limited)	27
Br --	Empress of China	3063	A Tillett	July 15	F Liverpool	Vancouver	Canadian Pacific Railway Company	62
Br bark	Lizzie Bell	1036	Adum		F Liverpool	Victoria	R. P. Rithet & Co. (Limited)	
Br ship	Rothsay Bay	750	Partridge	April 30	G Glasgow	B. C. Ports	Jas. Crawford	138
Br bark	Soddloburn	1053	Hall	May 18	H Glasgow	Westminster	D. McGillivray	120
Br bark	Argyleshire	1208	LePage		I Glasgow	Victoria		
Br bark	Hawthornbank	1288	Porter	August 3	J Java	Vancouver		43
Chl bark	India	1033	Kohke		K Valparaiso	Moodyville	Moodyville Sawmill Company	
Ger bark	Fatinka	816	Kohler	May 13	L Rio Janeiro	Moodyville	Moodyville Sawmill Company	
Nor bark	Flora	763	Anderson		M San Pedro	Vancouver	Hastings Sawmill	125
Ger ship	Elise	1036	Rawohl		N Sydney	Vancouver	Hastings Sawmill	
Am bark	Colorado	1036	Gibson	July 25	P New York	Chemainus	Victoria Lumber and Manufacturing Co	53
Br --	Hounslow	1790	Norman		Q Iquique	Nanaimo		
Am ship	Benjamin Sewell	1361	Sewell	August 15	R Okohuma	Vancouver	Canadian Pacific Railway Company	31
Am ship	Batavia	1475	Cotton		S Kobe	Vancouver	Canadian Pacific Railway Company	
Br --	Ratavia	1283	Hill	August 20	T Hong Kong	Victoria	F. C. Davidge & Co	26
Port bark	Quiteria	353	Leite	July 5	U Rio Janeiro	Victoria		72
Chl ship	Atacama	1255			Q Valparaiso	Moodyville	Moodyville Sawmill Company	
Br --	Sussex	1230	Bolt		R Hong Kong	Victoria	F. C. Davidge & Co	
Br --	Empress of India	3003	Marshall		S Hong Kong	Vancouver	Canadian Pacific Railway Company	
Am bark	Annie Johnson	697	H. Miller		T Honolulu		A. Crawford & Co	
Br --	Laudana	185	Bales	September 3	U Liverpool			12

A Chartered to load salmon for U. K. by R. P. Rithet & Co. (Ltd). B—Passed Dover May 13, passed Portland May 15, spoken May 17, lat. 47 N., long. 7 W., June 9 N. lat., long. 27 W., will be loaded at Victoria by Turner, Beeton & Co., for U. K. C—Spoken July 15 lat. 11 N., long. 25 W.  
 D Chartered by Bell Irving & Paterson to load salmon at Fraser River, July 20, passed Torquay. E—Arrived Hong Kong August 22.  
 F August loading. G Chartered for salmon to U. K., direct port, 43s 6d. H—Supplies for Westminster water works, spoken May 23, lat 49 N. 10 W.; May 29, lat. 33 N., long. 15 W. I—On berth. J—Cargo of sugar. L—To load a return cargo to Valparaiso on owners account.  
 M Chartered for Melbourne, A. or P. P., rate 62s 6d, option Sydney 52s 6d. N—To load for Melbourne, A. or P. P., rate 62s 6d. O—To load lumber for Melbourne, A. or P. P. P Cargo of blacksmiths' coal for San Francisco, thence to load lumber. Q—To load a return cargo on owner's account.

### FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending September 5th:

Date.	Vessel and Destination.	Tons.
7	J. C. Brittain, ss, Whatcom.	209
8	Wachusett, shp, San Pedro.	2,585
8	Lakme, ss., San Francisco.	872
10	Sanmole, bk., San Francisco.	2,332
Total.....		5,998

### THE COAL FLEET.

(Nanaimo, September 12th, 1891.)

#### WELLINGTON SHIPPING.

Am. bark Enoch Talbot, 1,194 tons, Capt. Rhodes loadin

#### EAST WELLINGTON SHIPPING.

Am. bark Southern Chief, 1,210 tons, Capt. Svensen, is loading for San Francisco.

#### UNION SHIPPING.

Steamship San Mateo, Capt. Smith, loading for San Francisco.

### FREIGHTS.

Lumber freights are dull, although coastwise rates are reported easier. Quotations are merely nominal. From Burrard Inlet to Puget Sound to Sydney, 45s to 47s 6d; Melbourne, Adelaide or Port Pirie, 55s to 57 6d. Grain freights are steady, with shippers firm and exporters indifferent. From San Francisco, 50s for iron vessels and 45 for wooden for orders for United Kingdom, Havre or Antwerp, is quoted. Coal freights: Nanaimo or Departure Bay to San Francisco, \$2.50; to San Diego and San Pedro, \$2.50 to \$2.75.

### PROVINCIAL TRADE NOTES.

Coal is said to have been discovered on Malcolm Island.

Aaron Lewis & Co., have moved into their new block on Yates street.

J. L. B. Jones has started a general store on the new townsite at Wellington.

A project is on foot at New Westminster to erect a hotel to cost about \$150,000.

Messrs. E. G. Prior & Co. are putting an electric elevator into their warehouse, the power to be supplied by the tramway company.

In consequence of competition, local manufactured sugar has been reduced, and is now quoted: Granulated, 5½c. in bbls., 5¼c. in sacks.

Two huge boilers and a lot of other machinery were shipped to Nanaimo on the Cutch, last Friday evening, to the N. V. C. Co., to be employed in the electric tramway now being built in the No. 1 shaft.

The National Mills, of the Brackman-Ker Milling Co., will commence running in about two weeks. They will manufacture all kinds of meal, feed, etc., together with oatmeal, rolled oats, pearl barley, split peas, etc.

Mr. W. J. Macaulay, Victoria, president of the Victoria Lumber and Manufacturing Co., is going to Chill via San Francisco, this week. His object is to open agencies for the Chemainus mill. Yards will also be established, when the demands of trade require it.

R. S. Norton, representing Gordon, McKay & Co., Toronto, arrived by the Rithet, Monday night.

Messrs. R. Dunsmuir & Co. are sinking a new and promising coal shaft between Wellington and Departure Bay.

A new postoffice is about to be established for the benefit of settlers in the neighborhood of Stave River, and as a store has also been started there this isolated portion of the district will be much better served than heretofore.

The schooner Sapphire returned, Monday, from Clayquot, where she landed her Indian hunters. At the station, she found the returning sealers Oscar and Hattie, with 1,100 skins; Venture, with 636; and Wanderer, with 500 odd. Each of the sealers is homeward bound, and none reported any new incident.

The decrease in the net debt of Canada for last month was half a million dollars.

It is stated that the manufacture of Irish damask has of late reached a higher point of excellence than it ever before attained, and the finest qualities now produced are not excelled, even if they are equalled by the choicest products of Saxony. The fine double damasks are indeed beautiful fabrics, in which the manufacturer seeks how to ensure credit for his taste and skill, without reference to any price; while in the case of single damasks and diapers, in which cheapness is a desideratum, the price at which they are produced is so very low as to encourage their consumption among nearly all classes of society.





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

## LION 'L' BRAND Pure Vinegars,

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

—PREPARED BY—

**Michel Lefebvre & Co**  
**MONTREAL.**

*Established 1849. Gold, Silver  
and Bronze Medals. 20 1st  
Prizes.*

## JOHN DOTY ENGINE CO., LTD.

520 CORDOVA ST., VANCOUVER, B. C.

MANUFACTURERS OF

Triple Expansion, Compound and High Pressure, Marine

### ENGINES AND BOILERS

Corliss Engines, Armington & Simms' Engines, Hoisting Engines, Gas Engines,  
(1 to 10 h. p.), Vertical Engines and Boilers.

A COMPLETE STOCK OF ENGINEERS' AND MILL SUPPLIES.

Belting, Brass Goods, Globe Valves, Packing, Rubber Hose, Safety Valves,  
Steam Fittings, Rubber Valves, Signal Lamps, Black and Galvanized  
Iron Pipe, all sizes up to 6-inch.

Estimates for Marine and Stationary Engines furnished on application.

P. O. Box 174. Telephone 368.

O. P. ST. JOHN, Manager.

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

OF PETERBOROUGH.

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

Mill Supplies always on hand.

BRANCH OFFICE: . . 408 CORDOVA STREET, . . . VANCOUVER

## McLEAN & STEWART,

General -- Outfitters

And Importers of

GENTLEMEN'S AND BOYS' CLOTHING

SCOTCH HOUSE,

1 FORT STREET, VICTORIA, B. C.

COLONIAL

## METROPOLE

Headquarters of the Theatrical Profession.

31 & 33 JOHNSON ST., VICTORIA.

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

THOS. TUGWELL, PROPRIETOR.

## THE WAVERLEY HOTEL,

Cor. Seymour and Georgia Sts.,

Close to New Opera House, VANCOUVER.

PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc. JOHN WHITTY, Propr.

## A. E. PLANTA & CO

REAL \* ESTATE,

AND INSURANCE AGENTS,

P O BOX 167. NANAIMO, B. C.

—) AGENTS FOR (—

Commercial Union Assurance Co., of  
London, England.

Equitable Life Insurance Society of New  
York.

Accident Insurance Co. of North America.

—: NEW GOODS —:

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

R. H. JAMESON,

33 FORT STREET.

## PAGE & MacGREGOR,

Real Estate, Financial and Life  
Insurance Agents.

Commission - Brokers.

18 TROUNCE AV., VICTORIA, B. C.

## KERR & BEGG,

Booksellers and Stationers

45 GOVERNMENT ST., VICTORIA.

VICTORIA NEWS AGENCY.

## W. G. CAMERON,

The Original and only One Price

CASH CLOTHIER,

55 Johnson Street.

## C. B. LOCKHART & CO.

Importers and Dealers in all kinds of

Furniture, Upholstery, Carpets,

Linoleums, Etc.

60 GOVERNMENT STREET,

P. O. Box 534.

VICTORIA, B. C.

## THOMAS HOOPER ARCHITECT,

Over Spencer's Arcad

GOVERNMENT STREET, VICTORIA.

Room 10, TURNER BLOCK,

VANCOUVER.

## C. GARDINER JOHNSON

612 CORDOVA ST., VANCOUVER.

Forwarder and Commission Merchant,

Customs Broker for C. P. R. Co.

MARINE NOTARY

For Canadian Pacific Steamship Co.

CONVEYANCER, ETC.

AGENT FOR

Henry & Albert Submarine Wrecking and Min-  
ing Divers. Complete outfit always on hand.  
Prices on application.

Union Marine Insurance Co.  
W. H. Dodd, Shipping Agent, Melbourne,  
Australia.

CORRESPONDENCE SOLICITED.

P. O. Box 415.

Telephone 357

## NOTICE.

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

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

LLOYD'S, London, February, 1891.



**Esquimalt & Nanaimo R'y**

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

GOING SOUTH READ UP	STATIONS		No. 3 Passenger Saturdays Mondays		No. 1 Passenger Daily	
	Victoria	Esquimalt	Ar	De	Ar	De
	VICTORIA	RUSSELL'S VIC. W.	Ar 6.58	De 8.24	Ar 12.24	De 12.24
	ESQUIMALT	ESQUIMALT	Ar 6.54	De 8.20	Ar 12.10	De 12.10
	GOLDSTREAM	GOLDSTREAM	Ar 6.49	De 8.15	Ar 11.45	De 11.45
	SHAWNIGAN L.E.	SHAWNIGAN L.E.	Ar 6.24	De 7.50	Ar 10.50	De 10.50
	COBBLE HILL	COBBLE HILL	Ar 6.14	De 7.40	Ar 10.40	De 10.40
	MCPHERSON'S	MCPHERSON'S	Ar 6.07	De 7.33	Ar 10.33	De 10.33
	KOKSILAH	KOKSILAH	Ar 5.50	De 7.16	Ar 10.16	De 10.16
	DUNCAN'S	DUNCAN'S	Ar 5.44	De 7.10	Ar 10.10	De 10.10
	SOANENOS	SOANENOS	Ar 5.34	De 7.00	Ar 10.00	De 10.00
	CHEMAINUS	CHEMAINUS	Ar 5.30	De 6.56	Ar 9.56	De 9.56
	NANAIMO	NANAIMO	Ar 5.24	De 6.50	Ar 9.50	De 9.50
	WELLINGTON	WELLINGTON	Ar 5.14	De 6.40	Ar 9.40	De 9.40
			De 2.50 P.M.	Ar 8.25	De 8.10 A.M.	Ar 8.25

**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., (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 S.S. Co's wharf, Vancouver, until noon.

**TOURISTS' TICKETS**

Are issued for round trip from Vancouver and return via Nanaimo, Esquimalt & Nanaimo Railway to Victoria, and return by E. & N. Ry. on C. P. N. Co's steamers from Victoria to Vancouver. Fare, Round Trip, \$6.00.

**VANCOUVER AND PORTLAND, ORE.**

Carrying Freight and Passenger.

**SS. TAICHIOW** (1300 tons). This steamship leaves Vancouver or makes fortnightly trips between Vancouver and Portland, via Victoria, Sound ports and Astoria.

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

**Union S.S. Co., B. C., Vancouver.**

**William Webster, Manager.**

TELEPHONE 94. - P. O. BOX 217.

**W. J. PENDRAY,**  
**BRITISH COLUMBIA**  
**SOAP WORKS.**

(Established 1875.)

**25 + HUMBOLDT + STREET,**

**VICTORIA, - - B. C.**

MANUFACTURER OF

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

DEALER IN

**CAUSTIC SODA AND ROSIN.**

**CANADIAN PACIFIC**  
**NAVIGATION CO.**

(LIMITED.)

**TIME TABLE No. 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 Plumper Pass Wednesday and Friday at 7 o'clock. For Moresby Island Friday at 7 o'clock.  
Leave New Westminster for Victoria, Monday at 13 o'clock; Thursday and Saturday at 7 o'clock. For Plumper Pass Saturday at 7 o'clock. For Chilliwack and Way 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, Ecola Uclulet, 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.

**G. A. CARLETON,**

General Agent.

**JOHN IRVING,**

Manager.

**Rock Bay Saw Mill,**

(ESTABLISHED 1858.)

32 Constance St., Victoria, B. C.

**WM. P. SAYWARD,**

Manufacturer and Dealer in

**ISLAND LUMBER AND SPARS.**

Importer and Dealer in

Doors, Windows and all kinds of Dressed Lumber, Etc.

CONSTANTLY ON HAND A GOOD SUPPLY OF BUILDING LUMBER.

Prepared to Cut Lumber to Order at Short Notice.

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

**VICTORIA**

Lumber & Manufacturing  
Company.

PROPRIETORS OF THE

**CHEMAINUS**  
**SAW MILL.**

E. J. PALMER, Manager.

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

**Puget Sound and Alaska Steamship Co**

**TIME CARD.**

**STEAMSHIP CITY OF KINGSTON.**  
**Victoria Route.**

8:00 a.m. .... Lv Tacoma Ar. .... 5:15 a.m.  
10:15 a.m. .... " Seattle Lv. .... 3:30 a.m.  
1:30 p.m. .... " Pt Towns'd " .... 12:00 p.m.  
4:30 p.m. .... Ar Victoria " " .... 8:30 p.m.

**STEAMSHIP CITY OF SEATTLE.**

**Whatcom Route.**

6:45 p.m. .... f Lv Tacoma Ar. .... 4:30 p.m.  
9:00 p.m. .... " Seattle Lv. .... 2:30 p.m.  
12:15 a.m. .... " Pt Towns'd " .... 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. .... " Selhome " .... 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. .... " Muckeltee " .... 10:45 p.m.  
12:00 p.m. .... " Marysville " .... 9:30 a.m.  
2:00 p.m. .... " Lowell " .... 8:00 a.m.  
3:00 p.m. .... Ar Snohomish " " .... 7:00 a.m.

**STEAMER EDITH.**

**Pt Townsend Mail Route.**

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

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

# COAL. COAL. COAL.

The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST.

THE NANAIMO COAL.

(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL.

(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

### THE "NANAIMO" COAL

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

### THE "SOUTH FIELD" COAL

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

### THE "NEW WELLINGTON" COAL,

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

SAMUEL M. ROBINS, Superintendent.

## OGILVIE MILLING CO., WINNIPEG, MAN.

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

STANDARD BRANDS:

## OGILVIE'S HUNGARIAN. OGILVIE'S STRONG BAKERS.

The Sehl-Hastie-Erskine Furniture Co.,

—IMMENSE STOCK OF—

Furniture, Carpets, Linoleums, Crockery,  
Glassware and General

## HOUSE FURNISHING GOODS.

WHOLESALE AND RETAIL. CORRESPONDENCE SOLICITED.

OFFICE AND SALESROOM:

66 to 68 Government Street.

FACTORY:

Laurel Point.

## 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.

## NANAIMO SAW MILL

Rough and Dressed Lumber,

Shingles, Laths and Pickets,

Doors, Windows and Blinds,

Moulding, Turning, Scroll Sawing,

And all kinds of Wood Finishing.

ALL ORDERS EXECUTED PROMPTLY.

ANDREW HASLAM, PROPR.

NANAIMO, B. C.