

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	12X	14X	16X	18X	20X	22X	24X	26X	28X	30X	32X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>



Vol. 1.

VICTORIA, B. C., TUESDAY, JULY 7, 1891.

No. 17.

FURNITURE.
WEILER BROS.,

SUCCESSORS TO
JOHN WEILER,
MANUFACTURERS
OF FURNITURE.

LARGEST IMPORTERS IN B. C.

—OF—

CARPETS, LINOLEUMS, CROCKERY,
GLASSWARE, WALL PAPER,
CUTLERY AND

HOUSE FURNISHING GOODS
OF EVERY DESCRIPTION.

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

51 TO 55 FORT STREET,
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.

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.

TURNER, BEETON & CO

Commission Merchants

—AND—

Importers

—

H. C. Beeton & Co., 33 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

North China (Marine) Insurance
Company, Limited.

—

BELL-IRVING, PATERSON & CO.,

NEW WESTMINSTER.

THE BANK OF BRITISH NORTH AMERICA.

Incorporated by Royal Charter.

Paid up Capital... £1,000,000 Stg.
Reserve Fund..... £255,000 "

LONDON OFFICE:

3 CLEMENTS LANE, LOMBARD ST. E. C.

COURT OF DIRECTORS:

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

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

R. R. GRINDLEY, General Manager.
E. STANER, 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.
LONDON BANKERS—The Bank of England; Messrs. Glyn & Co.
FOREIGN AGENTS—Liverpool—Bank of Liverpool, Scotland—National Bank of Scotland, (Limited) and branches, Ireland—Provincial Bank of Ireland (Ltd) and branches, National Bank, (Limited) and branches, Australia—Union Bank of Australia, New Zealand—Union Bank of Australia, India, China and Japan—Chartered Mercantile Bank of India, London and China—Agra Bank (Limited), West Indies—Colonial Bank, Paris—Messrs. Marcuard, Krauss et Cie. Lyons—Credit Lyonnais.

BANK OF MONTREAL.

ESTABLISHED IN 1817.

INCORPORATED BY ACT OF PARLIAMENT.

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

HEAD OFFICE, MONTREAL.

BOARD OF DIRECTORS:

Hon. Sir D. A. SMITH, K.C.M.G., President.	
Hon. G. A. DRUMMOND, Vice-President.	
Gilbert Scott, Esq.	E. B. Greenshields, Esq.
A. T. Paterson, Esq.	W. C. McDonald, Esq.
Hugh McLellan, Esq.	Hon. J. C. Abbott,
	Charles S. Watson, Esq.

E. S. CLOUSTON... General Manager.
A. MACNIDER..... Chief Inspector and Superintendent of Branches.

R. Y. HEDDEN..... Assistant Inspector.
A. B. BUCHANAN... Assistant Supt. of Branches

BRANCHES AND AGENCIES IN CANADA.

Montreal.....	H. V. Meredith, Manager.
West End Branch,	St. Catherine St.
Almonte, O	Hamilton, O
Belleville, O	Kingston, O
Brantford, O	Lindsay, O
Brockville, O	London, O
Calgary, N.W.T.	Moncton, N.B.
Chatham, N.B.	New Westminster, B.C.
Chatham, O	St. Mary's, O
Cornwall, O	Ottawa, O
Goderich, O	Peterborough, O
Guelp'h, O	Pictou, O
Halifax, N.S.	Pictou, O

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

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

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

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

GARESCHÉ, GREEN & CO.,

(ESTABLISHED 1873.)

BANKERS,

Government Street, Victoria, B. C.

A GENERAL BANKING business transacted.

DEPOSITS received on liberal rates of interest.

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

COLLECTIONS made at every point.

GOLD DUST purchased at highest market rates.

AGENTS FOR

Wells, Fargo & Company.

CASEMENT & CREERY 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.

— TO: —

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

BANK OF BRITISH COLUMBIA

Incorporated By Royal Charter, 1862.

Capital Paid up..... (£600,000) \$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, Molson's Bank, Commercial Bank of Manitoba and Bank of Nova Scotia.

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

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

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

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

ROBERT WARD & CO.,

VICTORIA, B. C.,

Merchants & Importers,

Represented in London by H. J. Gardiner & Co.,
Gresham Buildings, E. C.

ROYAL SWEDISH AND NORWEGIAN
CONSULATE.

Execute Indents for every description of
British and Foreign Merchandise,
Lumber, Timber, Spars,
Fish and other products
of British Columbia.

SHIPPING AND INSURANCE AGENTS.

CHARTERS EFFECTED.

GENERAL AGENTS:

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

SOLE AGENTS:

Curtis' & Harvey's Sporting and Blasting Powder.
Joseph Kirkman & Son's Gold Medal, Inventions
Exhibition, 1885, Pianofortes.
J. & W. Stuart's Patent Double-Knotted Mesh
Fishing Nets, Twines, Etc.

Importers of Havana Cigars, Olmea'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."

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. 86.

VICTORIA. - B. C.

THOMAS EARLE,
IMPORTER

—AND—
Wholesale Grocer.

—
AGENT FOR
 ALERT BAY CANNING Co.
 NIMPISH BRAND.

—
**Pioneer Steam Coffee and
 Spice Mills.**

WHARF ST., VICTORIA,

—
 ⇒ **THE** ⇒

Albion Iron Works
 COMPANY, [Ld.]

Engineers, Iron Founders

—AND—

Boiler Makers.

W. F. BULLEN, MANAGER,

P. O. DRAWER 12.

VICTORIA, - - B. C.

P. F. RICHARDSON,

SUCCESSOR TO

RICHARDSON & HEATHORN.

IMPORTER

—AND—

MANUFACTURERS'
AGENT.

P. O. BOX 107.

42 YATES ST., VICTORIA.

Findlay, Durham & Brodie
COMMISSION MERCHANTS

AGENTS FOR

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

CANNERIES:

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

—
 London Office:
 43 to 46 Threadneedle Street.

AMES, HOLDEN & CO., MONTREAL.

—
THE

AMES, HOLDEN CO.

MANUFACTURERS

AND WHOLESALE DEALERS IN

BOOTS & SHOES

**41 LANGLEY STREET,
 VICTORIA.**

—
 A. C. FLUMMERFELT, Victoria.

JAMES REDMOND, Winnipeg.

—
 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, Nep.unc 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 Skidgate Oil.

Cable Address:
 MARVIN VICTORIA.

WHARF ST., VICTORIA, B. C.

ESTABLISHED 1864.

TELEPHONE NO. 55.

HEISTERMAN & CO.

Real Estate and Insurance Agents.

FIRE - MARINE - LIFE.

Rents and Interest Collected. Money Loaned. Conveyancing

GENERAL AGENTS FOR BRITISH COLUMBIA

— OF THE —

MUTUAL LIFE INSURANCE CO. OF NEW YORK,

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

T. B. PEARSON & CO

Manufacturers of Clothing,

OVERALLS, : SHIRTS, : &c.

Salesroom and Factory:

YATES ST, NEAR ORIENTAL HOTEL,

VICTORIA, - - B. C.

Morrow, Holland & Co.,

REAL ESTATE BROKERS,

Notaries Public Conveyancers, &c.

MONEY TO LOAN.

46 BROAD STREET, VICTORIA, B. C.

TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, July 7.
VICTORIA.

Much improvement has been noticeable in the volume of trade, but collections with merchants are reported somewhat slow. The banks report that paper was taken up most satisfactorily on the 4th.

FRUITS AND VEGETABLES.

Strawberries may be said to be completely off the market, although a few small lots of an indifferent quality can be found in the retail stores. Raspberries are beginning to come in freely, and they are reported superior in quality.

FLOUR AND FEED.

Business has been very steady. The quotations for Enderby flour have dropped a little since last week. Quotations for carload lots: Premier, \$5.75; XXX, \$5.45; Strong Bakers' or XX, \$5; Superfine, \$4. The Royal brand has declined 15c. Oats have dropped \$2.50 per ton. Quotations are:

Delta, Victoria mills	\$5 25	00	00
Lion, " "	5 25	00	00
Premier, Enderby mills	6 00	00	00
XXX, " "	5 70	00	00
XX, " "	5 25	00	00
Superfine, " "	4 25	00	00
Manitoba Hungarian	6 25	00	00
Snowflake	6 35	00	00
Portland Roller	6 35	00	00
Royal	6 00	00	00
C & C	5 50	00	00
Oregon Superfine	4 50	00	00
Columbia Superfine X	4 19	00	00
Wheat, per ton	\$00 00	45	00
Oats	10 00	42	50
Oil cake meal	35 00	40	00
Chop feed	37 50	40	00
Shorts	28 00	39	00
Bran	26 00	28	00
California oatmeal	1 65	00	00
Rolled oats	4 75	00	00
California rolled oats	5 25	00	00
Tacoma rolled oats	4 80	00	00
Cornmeal	3 00	3	25
Cracked corn	50 00	4	50

GROCERIES AND PROVISIONS.

The movement of trade has been slightly demoralized on account of the holidays of the past week, and at the time of writing it is reported that business has not yet

fully recovered. There is still considerable interest manifested as to the outcome of the tariff changes. The call for meats, as might be expected at this season, is limited. Butter is in fair demand, and the market easy. The local receipts continue to be liberal. There has been a lull in eastern consignments on account of an overstocked market.

RICE.

Latest advices from Japan state the natives are endeavoring to get up another rice scare. They claim that the continued drouth will result in a short crop, with the evident desire of advancing prices. However, neither the markets in Japan nor here have been visibly affected. The Thermopylae is still discharging cargo at the Victoria Rice Mills. The Victoria Rice Mills quote wholesale:

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

LUMBER.

The situation is unchanged since last report. During the week the bark Svea cleared for Callao and the bark Hesper for Shanghai. At present there are 10 vessels on the berth loading lumber—3 at the Moodyville mill, 5 at the Hastings mill and 3 at the McLaren Ross mill. The tonnage is divided as follows: Melbourne, 4,335; Valparaiso, 2,348; Adelaide, 1,050; Sydney, 715; Callao, 825 and Iquiqui, 711, making a total of 10,171 tons. Quotations are as follows for cargo lots for foreign shipment, being the prices of the Pacific Pine Timber Association: Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, \$9 per M feet; rough deck plank, average length 35 feet, \$19; dressed flooring, \$17; pickets, \$9; laths, 4 feet, \$2. Local trade continues steady. The Rock Bay Saw Mill quotes:

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

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

Edwin Pearson, jeweller, Victoria, is reported to have left the city on Wednesday July 1st.

BRADSTREET'S REPORT.

Special telegrams to *Bradstreet's* record the evidences of a week broken by a holiday, both in the United States and Canada, which (occurring during the period of midsummer dullness) tends to still further restrict the volume of general business, except in a few staple lines. In Boston, Philadelphia, Memphis and San Francisco rather more than seasonal dullness is reported, at the latter intensified by excessive heat. At New York, Baltimore, Cleveland and Cincinnati, the volume of goods distributed has been of distinctly moderate proportions, even those enterprising centres, Pittsburg, St. Joseph, Omaha, St. Louis, Kansas City, Chicago and Duluth, report trade as fair, while St. Paul remains conspicuous for more encouraging reports. Pig iron, anthracite coal, lumber, leather and tobacco have been in no better demand, and except the latter, are taken for wants only. The tendency being for stocks to increase and of prices to heaviness, the volume of sales of staple dry goods, notions and clothing, at western centres, has decreased. Print cloths are unchanged at bottom figures. Wool is more firmly held at the west, but the movement is not encouraged.

Wall Street has experienced a tangible renewal of speculative activity and something of an improvement in share values. Covering by the short interest was the main factor, but European buying apparently gave the needed encouragement to the bulls. In spite of gold exports aggregating \$2,700,000 Europe seems inclined to take a favorable view of the situation, while a sharp decline in exchange encourages the belief that the gold movement has come to a close. Railroad interests take a favorable view of the outlook which affects the speculative community. Money at New York remains very easy on call, but is firm and scarce for extended time loans on intimation that the amounts of gold lately shipped to France are to be returned. The bank clearances totals at 53 cities for six months this year equal \$26,000,000,000, fully \$3,000,000,000 less than in six months of 1890, a decrease of ten per cent. There were nearly eleven per cent. more business failures in the six months of 1891 than in the like period of 1890, while

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.

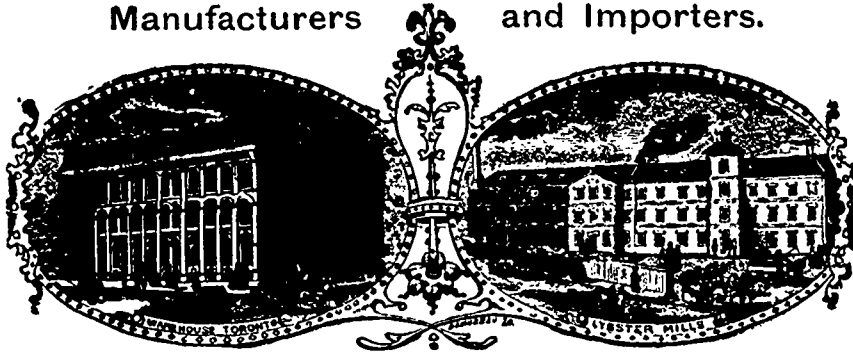
Saw : Mill : Shingle, : Planing : and : Mining : Machinery.
Mill Supplies always on hand.

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

GORDON, MACKAY & CO.

TORONTO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

the increase of liabilities was fully fifty per cent. chiefly in the southern and western states, largely among banks, bankers and investment companies, and to some extent among manufacturers and dealers in iron pipe, woollens, shoes, dry goods and lumber.

The available stocks of wheat in the United States and Canada on July 1 were about 23,000,000 bushels, which, with invisible stocks in the United States, indicate a total reserve not to exceed 33,000,000 bushels, the smallest at a like date for nine years.

Wheat crop prospects in the Dominion of Canada continue very favorable, and exert an influence in general trade which has heretofore been slow and depressed. Business failures in the Dominion (including those for Newfoundland) increased 121, or 14 per cent. in the six months of 1891 over 1890, while the increase of liabilities was \$1,478,282, or 20 per cent.

R. E. Smith, Kamloops, has purchased the stock of J. L. Brown at that place.

PROVINCIAL TRADE NOTES.

J. Cohen has rented the Coldstream Hotel from the Vernon townsite syndicate. A movement is on foot in Nanaimo for the closing of the stores at six instead of seven; also to do away with the Thursday half-holiday. It is claimed that early closing is more beneficial to the clerks than a holiday.

Two important discoveries of gold are reported from the Okanagan and Kettle river districts. At Boundary creek, panabase has been struck in abundance. Mr. T. Kruger has struck some good mica about two miles from Osoyoos, which promises to be a really fine thing.

The following officers were elected by the British Columbia Board of Trade at its last meeting: President, T. B. Hall; Vice-President, Mr. A. C. Flummerfelt; Secretary, Mr. Elworthy; Council, Messrs. A. B. Gray, D. R. Ker, Thomas Earle, W. H. Ellis, M. T. Johnson, W. F. Bullin, George Byrnes, Joshua Davies, H. F. Heisterman, Gus. Lelser, E. A. McQuade, C. E. Renouf.

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

LANGLEY & CO.,

ESTABLISHED 1858.

Wholesale Druggists

21 & 23 YATES STREET,

VICTORIA, B. C.

F. W. NOLTE & CO., PRACTICAL OPTICIANS,

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

BUSINESS CHANGES.

Cross & Farmer, brokers, New Westminster, have dissolved. G. H. Cross continues.

Messrs. Draper & Leithhead, Vancouver, have started business as wholesale tobacconists.

R. V. Vinch, of Vancouver, has opened a wholesale fish and fruit store in New Westminster.

L. G. Wing & Bros., boot and shoe dealers, Victoria, have sold out their business to Wm. Smith.

Kirschberg & Marymount, loan office, Vancouver, have sold out their stock, fixtures, etc., to J. Izen.

Messrs. Charles Wilson and E. E. Wooten, Victoria, have entered into partnership as barristers and solicitors.

Frank Stirsky, jeweller and watchmaker, New Westminster, has transferred his business to his son Joseph Stirsky.

Harry Arkell, Vancouver, has sold his flour and feed business to Messrs. Walsh Bros., recent arrivals from the east.

The Victor Ranch company, Kamloops, have sold their stock to Messrs. Hall & Mann and Hull Bros. Good prices were paid.

A Lewis & Co. will be found next door to Clearihue & Co., Yates street, during the erection of their new building on the old site.

Messrs. J. Sehl and Hastie & Erskine, furniture manufacturers and dealers, have combined their business, and hereafter will be known as the Sehl Hastie-Erskine Furniture Co., Limited, of Victoria. The present stores on Government street will be retained for the present or until necessary additions and alterations have been made to the Sehl building, when the company's business will be concentrated in those premises.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the month ending June 30th:

NEW VANCOUVER COAL CO SHIPPING.	
1—Commadore, sp., Wilmington, Cal.	3,085
3—Queen, ss, Tacoma, Wash.	605
4—Tacoma, ss., Port Townsend	57
8—Mexico, ss., Portland	600
9—San Benito, ss., San Francisco	4,850
9—Brittain, ss., Whatcom, Wash	208
10—America, shp, Wilmington, Cal.	3,129
10—Oregon, bk, San Francisco	2,250
10—Bertha, ss., San Francisco	484
12—Eriasson, shp, San Francisco	2,161
12—Mogul, ss., Port Townsend	50
12—Sea Lion, ss., Port Townsend	52
12—Occident, ss., Port Townsend	13
15—Tacoma, ss., Port Townsend	64
16—Jeanie, ss., Arctic Ocean.	1,081
16—Sea Lion, ss., Port Townsend	60
17—J. B. Brown, shp., Wilmington, California	2,526
19—Queen, ss., Port Townsend	599
19—Wilna, bark, Wilmington, Cal	2,489
20—Louis Walsh, shp., San Fran'co	2,425
21—Rapid Transit, ss., Whatcom	48
20—Mogul, ss., Port Townsend	51
23—Remus, ss., San Francisco	4,161
26—Parallone, ss., Port Townsend	453
27—San Benito, ss., San Francisco	4,904
29—Wachusett, sp, Wilmington	2,560
30—Hounslow, ss, San Francisco	702
30—Umatilla, ss., San Francisco	1,057
Total	40,030

WELLINGTON SHIPPING.

Date.	Vessel and Destination.	Tons.
1—	Parthia, ss., Hong Kong.	1,300
1—	West Indian, ss., San Francisco	200
1—	Lakme, ss., San Francisco	2,500
4—	City of Topeka, ss., Sitka	250
4—	Mexico, ss., Port Townsend	200
5—	Eliza Edwards, ss., Behring Sea	60
8—	Hounslow, ss., San Diego	4,350
8—	Holyoke, ss., Port Townsend	10
10—	Costa Rica, ss., San Francisco	2,400
10—	Sea Lion, ss., Port Townsend	52
11—	Discovery, ss., Port Townsend	31
12—	F. Cutting, ss., Wrangle	43
12—	Wellington, ss., San Francisco	2,500
15—	Umatilla, ss., Seattle	950
15—	Pioneer, ss., Port Townsend	36
16—	Taichiew, ss., Portland	550
18—	Highland Light, bk, San Fran.	2,100
19—	Mexico, ss, Sitka	800
19—	Michigan, ss., Westminster.	30
20—	Pioneer, ss., Port Townsend	15
20—	City of Puebla ss., Seattle.	1,350
20—	Wanderer, ss, Port Townsend.	79
20—	Lakme, ss., San Francisco	915
21—	Holyoke, ss., Port Townsend	80
22—	Discovery, ss., Port Angeles	37
25—	Walla Walla, ss., Seattle	1,550
26—	Costa Rica, Victoria	2,450
30—	Wellington, ss., San Francisco	2,530
Total		27,758

EAST WELLINGTON SHIPPING.

Date.	Vessel and Destination.	Tons
1—	Gen. Fairchild, bk, San Fran'co.	2,500
9—	Empire, ss., San Francisco	650
18—	Aureola, bk., San Francisco	1,200
25—	Empire, ss., San Francisco	925
Total		5,575

UNION SHIPPING.

Date.	Vessel and Destination.	Tons.
13—	San Mateo, San Francisco	4,500

PROFIT SHARING IN EUROPE.

A recent blue book, issued by the Imperial Parliament, deals with the question of profit sharing in Europe, and the facts given are such as to show that in general the experiment of profit sharing has proved successful. The chief forms of profit-sharing are stated thus:

In some cases the advantage is given as

a gift or thank offering to the workers, or a portion of them, for the success of the year—a gift popularly described as a bonus. In others a definite part of the profits is paid over to a provident fund, for the benefit of each participating workman in case of sickness or old age. In a large number of instances this share allotted to labor as extra wage is set aside, to secure the workman an opportunity of becoming a joint owner in the business of which his labor has contributed to increase the income. In others, again, each workman receives out of the net profits a cash payment determined by the proportion of each man's contribution in labor to the total amount of labor done. In France, where profit-sharing came into operation in 1848, or at about that time, it has made considerable progress, over eighty-one firms, representing a great variety of commercial enterprises, having adopted the system in one form or another, several of them having practised it for about forty years. In England, the system attained some popularity about twenty years after its start in France, and it has had a good deal of success in Switzerland, while its teachers have found numerous disciples in the United States. In many instances, the result of profit-sharing has been a considerable increase in the profits of the undertakings in which it has been embodied, the supposed sources of the advantages being these:—

Reduction of waste of material. Superior excellence in the work done. Diminished expense of superintendence. Greater stability in the staff, and consequent reduction of risk in commercial enterprise. Increase of practical information connected with the business, the workers being stimulated to aid the managing staff with suggestions as to improvements and information as to new processes.—*Canadian Journal of Fabrics.*

CALIFORNIA FRUITS.

The California State Board of Trade is at work upon a new and comprehensive method of advertisement, by which California fruits may be shown in permanent exhibits in every city in the United States. Glass cases, three feet by five feet in surface, are being prepared and filled with several varieties of California fruit, sun dried. Each case will be appropriately labeled, and to it will also be attached the information that any person may secure samples without cost. These exhibits will be placed most advantageously in the various cities, in large groceries wherever possible. About 1,000 cases will be prepared, at an estimated cost of \$5,000. They will be ready for shipment in a few weeks.

B. C. SALMON FLEET, 1891-02.

The following vessels have been chartered prior to arrival to load salmon for the United Kingdom:

Br. bark Callao, 97 tons, R. P. Rithet & Co. (ltd), consignees.

Br. bark Lebu, 726, R. P. Rithet & Co. (ltd).

Br. ship Titania, 879, Bell Irving & Paterson.

Br. ship Serica, 913, Findlay, Durham & Brodie.

Br. bark Wanlock, 745, Turner, Beeton & Co.

British ship Rothesay Bay, 750 tons

U. S. CONSUL MYER'S REPORT.

The report of United States Consul Myers for the quarter, ending July 1, shows the following interesting facts. During this period, 249 American vessels of a gross tonnage of 190,616 tons, entered the port of Victoria. The exports from this port to American ports during the period were of the following articles and values:

Animals	.....	\$ 4,150 00
Coal	.....	2,383 25
Dry Goods	.....	2,103 20
Fish	.....	48 30
Guns	.....	272 28
Hides, skins and furs	.....	50,407 18
Iron (old)	.....	509 50
Jewellers' sweepings	.....	91 00
Limo	.....	197 50
Liquors	.....	2,290 54
Miscellaneous	.....	135 75
Personal effects, household goods	.....	961 00
Printing	.....	63 50
Returned American goods	.....	8,768 75
Rice	.....	2,053 65
Tar	.....	104 50
Treasure	.....	70,788 30
Total	.....	\$145,327 26

THE TRADE JOURNAL.

The trade and the people have come to look upon trade journals as the fittest medium for the message of the former to the latter. Trade journalism has passed beyond its experimental stage.

It is a part of the business economy of the country.

The so-called newspapers, daily and weekly, are political organs in the main.

Most of them are political primarily and commercial secondarily. With them party is of first consideration.

A trade journal has but one mission, and that is to represent the business of those in whose interest it is published.

It acknowledges allegiance to no party of politicians.

It is, therefore, free to promote the interests of its patrons without bias.

It mirrors the state of trade fully and accurately.

It reaches those whom the business men used to reach burdens itself with nothing else.

It speaks distinctly and consistently in advocating the cause of its patrons, since it is not hampered with a clientele of divergent interests.

The trade journal has acquired a distinct and permanent place in the literature of the time, and it wields a tremendous influence.

There is no agency that a business man can use to better effect than the trade journal.

The names of the most progressive business men of to-day are in the trade journals.

The firms that ask the assistance of the trade journals are the ones that do the largest business.

The establishments that patronize trade journals judiciously and liberally are the ones that show the largest profits when the balance is struck.

The *Official Gazette* announces that by order of Her Majesty, the name of Sir William Gordon-Cumming has been struck off the list of deputy lieutenants of Elginshire, Scotland.

COMMERCIAL SUMMARY.

An English firm will erect a plush mill at Tariffville, Conn.

The damage by the flood in Sutherland, Ia., aggregates some \$100,000.

The defunct North River Bank of New York will pay a 20 per cent. dividend.

Alexander & Co., one of the largest houses in London and Liverpool has failed.

The Imperial Bank of Russia will issue 11,000,000 roubles, a third 4 per cent., interest loan.

Another effort will be made to secure the pardon of E. G. Harper, the Cincinnati bank president, now undergoing a term of imprisonment.

In the House of Commons, Chancellor Goschen said the Government were willing to advance £50,000 to promote immigration to British Columbia from the Scottish highlands.

The visit of the Austrian Kaiser to the British fleet has aroused a jealous feeling in Paris, where the exhibition of friendship between the two powers is accepted as evidence of a tacit understanding between Great Britain and the triple alliance.

A Sydney, N.S.W., dispatch says: Complete election returns show that the opposition has elected 57 members, the Ministerialists 51, the Labor party 26 and the Independents 3. Grouped according to the tariff they will number 75 for protection and 62 for free trade.

In the House of Commons, last Thursday, the Minister of Justice said that the award of the arbitrators in the claim of the Canadian Pacific against the Government, in connection with the British Columbia section, would be in a couple of weeks. The award would be final and the arbitrators were now merely considering the amount.

A New York dispatch says: The business failures for the first six months of the present year are reported by R. G. Dun & Co. to number 6,074 as against 5,385 during the same period in 1890. The increase of 689 failures is unusually large. The extent of the liabilities is also excessive. The amount owing by the parties who have failed in 1891 foots up to \$92,000,000, while for the same period in 1890 they were only \$65,000,000 indicating an increase in liabilities of \$27,000,000.

The Montreal *Witness* of a late date says: Business on the wharf is stagnant. There are still no signs of its picking up. The freight sheds are empty, and there is a quietness all over which would compare favorably with the streets of Toronto on a Sunday morning. The season, so far, according to the proverbial oldest inhabitant, is the dulllest on record. A steamship agent said to-day that while the exports were not so bad, the imports were really not worth handling. He recounted for this in two words—"heavy duties." Laborers are making a miserable pittance and spend most of their time playing cards for coppers. The Lower Province coal trade is very good, and several ships are arriving weekly with cargoes.

Sir John E. Gorst has written a letter criticising and disparaging the Admiralty.

The harvest prospects in Russia are growing worse, and there are fears of a partial famine. It is proposed to prohibit the export of corn.

A Shanghai correspondent of the London *Standard* says that the wholesale cutting off of heads has not had the effect of deterring the Chinese from committing outrages on Christians.

The Asbury Park National bank of New Jersey, has closed, by order of the controller of currency. The total debts are \$172,000. Simmons, of bank wrecking fame, used the bank last year in "kiting" his checks. The depositors will be paid in full. There is no excitement over the matter, as their business was comparatively small.

Work has been re-opened at the anthracite coal mine west of Calgary. There are now some forty men employed in tunnelling from the foot of the present slope (350 feet down) to cut three or four overlapping veins which will let them run into over 18 feet of coal. From these veins by the beginning of the year at least 500 tons per day can be safely counted upon.

The officers of the New York Life Insurance Co. have instructed their counsel, William B. Hornblower, to commence suit at once against the editors, publishers and proprietors of the New York *Times* for one million dollars damages for libel, and have retained as associates counsel Messrs. Joseph Choate, Frederick R. Conder and Henry Beckman.

It appears that the exhumation of the body of James McHenry, the well-known Erie railroad litigant, with a view to examination, was done for the reason that McHenry's life was insured for over £1,000,000 in various companies in England and America, and some of the companies suspected suicide by poison, which would render void the policies. The analysis of the stomach is not yet complete.

Some interesting experiments were made near Washington recently in the way of carrying out the provisions of the agricultural appropriation bill to ascertain the possibility of producing rain in the arid regions. Prof. Dyhdendurth, as special agent of the agricultural department, exploded at a high altitude several balloons inflated with hydrogen gas. The concussions were of great force, the first balloon being exploded at a height of 800 feet. The balloons were held by wires, and when they reached a sufficient height a battery was applied, which fired fuses in the neck of the balloon and exploded the gas. It is the first time that hydrogen gas has ever been manufactured in any quantity. The object of the experiments was to determine the availability of the apparatus, both for manufacturing the gas and exploding it. The machinery is still crude and imperfect, but its success is assured, whether it succeeds for the purpose for which it was designed—that of causing remains to be demonstrated. The balloons used had 500 cubic feet of gas. The appropriation is small, and will not go beyond the experimental stage.

PERSECUTED JEWS.

It is not unnatural that there should be a prejudice against the Jews in some Continental countries. Many of them, as money-lenders, have acquired a strong hold over vast numbers of the peasantry; and Jewish usurers are not, as a class, famous for the mildness with which they exercise their legal rights. It is monstrous, however, that the Government of any country should make the evil practices of a particular set of persons an excuse for the persecution of the entire Jewish population. This is what is being done by the Russian Government, which is driving from Moscow, Kieff, Odessa and other centres, crowds of Jews who have no more chance of indulging in usury than the mass of ordinary Russian citizens. Even usurers ought to be dealt with by the ordinary law; but here it is people of a wholly different kind who are being expelled from their homes. It is against the harmless artisans that the Czar is now using his terrible power. He is raised so high above the ordinary world that he does not know how his despotism impresses disinterested on-lookers. If he did, even he would probably begin to have some doubts as to the wisdom and humanity of these relentless decrees. It is said that some wealthy Jews, with Baron Hirsch at their head, are devising a scheme on a great scale for the permanent relief of the poorer class of their people, both in Russia and elsewhere; and it will be good news if the statements which have been made on the subject prove to be accurate. There are still various parts of the world where industrious Jewish colonies might be comfortably settled; and the formation of such colonies would be incomparably the best way of meeting the present urgent need.

A PROPHECY OF ANNEXATION.

"It will not be Canada that will be annexed to the United States," wrote the Bishop of Three Rivers, not long ago, but rather a portion of the United States which will be annexed to Canada. . . . There will happen on the North American continent something analogous to that which took place in Europe at the time of the dismemberment of the Roman Empire. In the more or less distant future, and for causes already apparent, the American republic will be divided into several independent States, and it is not improbable that a portion of this last republic will seek annexation in Canada in order to join a great independent state."

Say rather that the feeling in favor of British connection, which, even after the departure of the Loyalists, and as late as the outbreak of the war of 1812, existed in New England, will be again revived and shall prevail, and New England once more form a part of British North America.—*Ex.*

Cardinal Manning is formulating a scheme for the union of the entire English-speaking Catholic workmen of the workmen of the world. Cardinal Gibbon has control of the scheme in America. This huge idea is on the lines laid down by the Pope's encyclical.

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, JULY 7, 1891.

B. C. BOARD OF TRADE.

The annual meeting of the British Columbia Board of Trade, held on Friday, was, in many respects, an important event. The report presented to the members amply demonstrated that the institution was not a mere body of men who had assumed a corporate name, but a body which had banded itself together for the sake of, in its corporate capacity, doing the province and the city some substantial service. For some time it has had the honor of having as its President, Mr. Robert Ward, one of the leading business men of Victoria, who has not been content to merely attend to matters with which he and his firm have been charged, but has been accustomed to look ahead and do all that he could to promote the public advancement. With the assistance of Mr. Thomas B. Hall, the enterprising vice-president, and other members of the Board, Mr. Ward has during his term of office done considerable towards promoting the objects that the Board have in view, and what has been accomplished attests that their labors have not been in vain.

The Board in its report has very properly referred, among other matters, to the China and Japan mail steamship service, in connection with which it is pointed out that, outside of the amount granted by the Dominion annually, by way of subsidy, Victoria has paid during the last eighteen months \$81,650 as freight to vessels running in connection with the C. P. R., and, therefore, her claims call for more than ordinary comment, which, it may here be remarked, it would appear to be the settled policy of that company to ignore, despite the pledges given by it and the engagements undertaken by President Van Horne individually. It would be difficult, if not impossible, to lay too much stress upon this subject, and, it may be added, that at the present time by liberally encouraging the rival company, the Upton line, Victoria may secure all the Asiatic service which she desires, as it is beyond question the new company has had the most satisfactory encouragement. This paper has since its establishment given no uncertain sound on this question, as it regards as absolutely essential much better facilities in connection with both the existing Oriental and the contemplated Australian service. It is idle now to pretend, as the company have been accustomed to do, that the dockage facilities

at the Outer Wharf are inadequate. They have been conclusively proved to be ample, and if the company continue to pursue their present policy, Victoria merchants cannot do other than place the C. P. Railway and Steamship Company on the black list.

Very naturally, the Board makes a cogent reference to the necessity of improved harbor facilities. Enlarged harbor accommodations must be had, and those not mere individual and isolated works, but as portions, as the report puts it, of "a well-defined scheme." The Island of Vancouver, as every one knows, is very badly off in connection with its telegraphic service, which may be said to be almost the worst that can be imagined. It is at the mercy of one company, which, besides the carelessness almost incidental to the control it enjoys, does just about as little as it can to meet the public requirements—whether that be in connection with the press service or the wants of ordinary business. The hope is expressed by the Council of the Board of Trade, in their report, that the recent visit of an officer of the Marine and Fisheries Department may have as its effect the doing of something to improve the lights, beacons and buoy service on the coast of British Columbia and the Fraser River. The following extract from the Board's annual statement cannot fail to be emphasized by all who are in any way interested directly or indirectly in the sealing industry:

"It is earnestly to be hoped that the Imperial Government, when considering the whole question, will not only speedily arrange that the sealing industry can, in future, be proceeded with untrammelled, but will also make ample provision to recompense our people, who, in the past, have had their property seized and sold, and, who, in the present, are deprived from following that which has been recognized by our Government as a lawful pursuit."

To this we fervently say "Amen;" as also to the conclusion at which the committee has come "that the time has now arrived when the railway system of Vancouver Island should be extended northward, and trusts that the Provincial Government at the next session of the Legislature will take the necessary steps towards carrying out this important work, and thus open up a large and undeveloped section of this island." We are not, however, like some communities, which are so wrapped up in their own selfishness and self importance that they cannot look outside of themselves; but we are anxious to witness more substantial mainland development, which, to our mind, is absolutely essential.

There has been so much that is peculiar in the policy of the Government with respect to the salmon industry that it is to be hoped that there are really substantial grounds for the impression which prevails that the Ottawa authorities are really about to appoint a commission at an early date to thoroughly enquire into the working of the industry and the existing regulations regarding it. In their reference to the various trade and other interests of the Province, the committee of the Board speak with very great hopefulness, and very justifiably point with pride to the insignificant number of failures that have occurred during the year, which, in connection with other facts, causes British

Columbia to take high rank in trade matters with the sister provinces. The following, while a most encouraging statement, may also be considered as a timely note of warning: "It is to be hoped that this enviable position will be maintained by her merchants, manufacturers and traders, to the exclusion of over-speculative operations in real estate, and ventures other than those of legitimate trade and commerce."

THE ESQUIMALT DOCK.

H. M. S. Warspite will, in all probability have taken possession of the Esquimalt graving dock before this paper reaches its readers. This will practically prevent all other vessels, no matter their extremity, obtaining the benefit of the facilities which are there afforded. Already two vessels, which had applied for accommodation, have had to go away without obtaining it, and the same has been the case with other craft at previous times. The great need of the dock has been abundantly manifested, and probably without it H. M. S. Amphion and other valuable vessels might not now have been in commission but would have been abandoned wrecks. Against the construction of the dock grave and repeated objections were raised, and, since it has been in operation, there have been those who have pretended that it was not a paying concern, and that its construction and maintenance have been acts of folly.

But it is not everything of public benefit that pays its own way. The general benefits conferred, however, more than make up for the balance on the wrong side of the account. Who will say that the feeling of safety which the presence and operation of the dock confer upon vessel owners and mariners does not more than make up for any adverse balance there might exist? This, we contend, has not been demonstrated. How many public works are there that are maintained at a loss which do not return a tithe of the benefits that are secured at Esquimalt? Moreover, it is the general conviction, as judged from experience, that the accommodations provided are utterly inadequate to existing requirements; much less are they likely to be equal to the demands that are sure to arise with augmented commercial and shipping developments.

What is wanted is an enlargement of the present dock or the construction of another one alongside of it. In this way, the apparatus at present on the ground, which is necessarily not always employed, could be more largely and at the same time more economically made available. Vancouver has been sturdily begging for a dock; but its site, approached by so many tortuous channels from the ocean is not nearly as eligible as that of Esquimalt, which may be said to be almost on the direct path of disabled vessels, that while they might reach Esquimalt in safety, would have their risks tenfold increased by the dangers of the passage between Vancouver Island and the mainland. It is not in this case a matter of pleasing Vancouver or Victoria but it is a question of public policy, and, looking at the subject from that point of view, we cannot see how there should be two opinions on the matter.

EDITORIAL NOTES.

OWING to lack of space, THE COMMERCIAL JOURNAL is compelled to hold over a large amount of statistical information concerning the trade of the Province.

At the beginning of the present month, July, the new Bank Act came into force, and the different banks have been arranging for the redemption of their note circulation at the capital cities of the different Provinces.

THE Canadian Pacific railway are again running weekly refrigerator cars between Winnipeg and Pacific coast points for the accommodation of shippers of butter, eggs, cheese, poultry, fruit and vegetables. Freight is only taken on these cars from points between Winnipeg and Moose Jaw, inclusive, consigned to either Vancouver, Victoria, Westminster or Nanaimo.

It was once said by a well-known character—and the expression has become one of frequent use now-a-days—that "I should like to see a Government change quicker than I can." Until within the last couple of weeks, the Rev. LeRoy Hooker was one of the most devoted and earnest of the Methodist ministers in Toronto. The Conference of that body not having transferred him to London, where he desired to go, he at once blossomed out into a life insurance agent, and has gone to Detroit to represent the Canada Life Insurance Company. He was regarded as having been a very successful soul saver, and it may be that he will be equally fortunate as a life insurer.

THE Board of Trade in losing the services of Mr. Robert Ward as President, has lost a very valuable and energetic presiding officer, but in its new chief officer, Mr. Hall, it has a man of enterprise and energy, one, moreover, who enjoys the general esteem and regard, and who, with Vice-President Flummerfelt and the other official members of the Board, will be ever alive to the public interest. They will not, it is certain, allow political or other considerations to prevent them speaking and that plainly when the public interests demand it. There has been a considerable infusion of new blood into the Board, which will, no doubt, be advantaged by it.

To ALL appearance the Upton line of China and Japan steamships have been more successful than they had expected. The initial trips to this side are said to have paid handsomely, while for the return full cargoes have been secured, the third vessel of the fleet being reported to have even a better freight list than the sister ships. The line can hardly fail to pay unless it is choked off by sinister influences, which are said to be already at work.

IS THE Canadian Pacific Railway, it may be asked, to be all powerful in everything connected with this country? It was able, year after year, to enforce its sturdy demands upon the Canadian Parliament for further monetary considerations; it was allowed, despite the intense public feeling to the contrary to keep other railways out

of Manitoba; it has had whatever charter concessions it chose to ask for, and now its latest exploit is the killing by the House of Commons of the Alberta Company and the Columbia Southern Railway bills. Both asked powers to build through the Crow's Nest Pass, which the Canadian Pacific people failed to make use of. Postmaster-General Haggert said that the Canadian Pacific had been conceded the first opportunity to utilize the Pass, on which account the proper demands of the two local companies were refused, save and except that certain provisions were made to afford them running rights, which, they may rest assured, it will be rendered extremely hard, if not utterly impossible for them to take advantage of, and turn to practical account.

AT the suggestion of Lord Roseberry, the Imperial Federation League has started a fund for the erection of a memorial in St. Paul's Cathedral, London, in honor of the late Sir John Macdonald. A petition to the Queen is in circulation requesting that St. Paul's be made the sanctuary of the order of St. Michael and St. George. The grounds for the petition are that the order is Imperial, that London is the centre of the Empire and that St. Paul's is its most central and greatest church. These considerations are held to make it fitting that this should be made the resting place of the illustrious dead of the order.

SHIPPING.

SAN FRANCISCO, July 6—Arrived—Strs. Umatilla, Victoria; Columbia, Portland; bark R. K. Ham, Port Blakely; barkentine C. C. Funk, Tacoma. Sailed—Str. State of California, Portland.

NEW JEWELLERY STORE.

Messrs. Jackson & Mylius will open a jewellery store at 70 Government street, on Friday. Mr. Mylius made a trip east, a few weeks ago, and while there selected an entirely new stock, consisting of diamonds, watches, clocks, etc.

FOREIGN COAL SHIPMENTS.

The following are the shipmen's for the week ending July 4th:

Date.	Vessel and Destination.	Tons.
29—	Wachusett, sp, Wilmington....	2,500
30—	Hounslow, ss, San Francisco ..	702
30—	Umatilla, ss., San Francisco....	1,057
1—	Mogul, ss., Port Townsend.....	39
2—	Queen, ss., Port Townsend.....	453
3—	Gov. Ames, schr., San Francisco	2,900
3—	Tacoma, ss., Port Townsend....	69
4—	Willamette, ss., San Francisco..	1,000
Total.....		9,280

G. F. Burnett & Co., wholesale clothiers, Montreal, have been served with a demand of assignment by A. F. Gault. Liabilities, \$100,000.

Gold is reported to have been discovered in paying quantities on the south side of the Fraser river, near New Westminster. A few small nuggets and some dust has been exhibited as coming from the alleged auriferous location, but, so far, its whereabouts are kept dark.

THE DANUBE.

The C. P. N. Co's steamer Danube, which left this port on the 16th of June to go north and get the sealskins taken by the Victoria fleet on the coast, returned to port at 3 o'clock Monday afternoon, she having on board nearly 18,000 sealskins, taken from the following vessels whose coast catches are given as follows: Mary Taylor, 497; Maggie Mac, 785; Katherine, 101; Minnie, 520; W. P. Sayward, 921; E. B. Marvin, 753; C. H. Tupper, 235; Teresa, 307; Borealis, 473; Thistle, steamer, 204; Pioneer, 874; Aurora, 340; Ainoko, 406; Ocean Belle, 759; C. G. Cox, 517; Triumph, 838; Sapphire, 1,000; May Belle, 701; City of San Diego, 512; Penelope, 639; Umbrina, 405; Annie C. Moore, 442; Carmolite, 751; Sea Lion, 934; Favorite, 374; Maud S., 374; W. L. Rich, 510; Beatrice of Vancouver, 136; Oscar and Hattie, 409; Mary Ellen, 609; W. A. Earle, 1,046; Labrador, 374; Viva, 1,261; Wanderer, 200; Geneva, 224.

Besides the above vessels, the following were reported off Portlock Banks on the 19th of June, but did not gather at the rendezvous: Annie E. Paint, 151; Rosie Olsen, 200; Kate, 60; Vulture, 90.

The following were spoken by other schooners at different dates, but all very lately: C. D. Rand, 3; Vancouver Belle, 0; Laura, 0; Winnifred, 14; Ariel, 0.

Of the remainder of the fleet, the Beatrice, of Victoria, sailed from the south end of Portlock Banks for Behring Sea on the 23rd of June. She had at the time 360 seal skins, but took them into the sea with her. The rest of the original fleet, the Adele, Martha and Mascotte, accounted for, the two former being wrecked, and the latter detained by an explosion.

Two American schooners, the Hamilton Lewis, commanded by Alexander McLean, and the Webster, commanded by Dan Dan McLean, were spoken. The former had 470 skins, the latter about 600. Five of the crew of the latter deserted while the vessel was getting water at Lacy Harbor.

The American schooners Allie I. Alger, with 450 skins, and the Henry Dennis, Capt. Minor, with 750 skins, spoken. All well.

The trip up of the Danube was very pleasant, she taking the inside route to Fort Simpson, calling at the several way ports on the trip. After leaving Simpson, a course was directed to a point to the southward of Kodiak, an island off the Alaskan coast, and, on the 25th, the rendezvous was reached. Most of the fleet had already gathered there, and the work of transshipping the skins went on briskly, the Danube lying out in the open sea, that the U. S. officials could not claim their ports had been illegally used.

The steamship Danube, Captain Myer, has been chartered by the Imperial authorities to take the British sealing commissioners, Sir George Baden-Powell and Dr. Dawson, to Behring's Sea, and will sail with these gentlemen on the 15th inst. Sir George arrived in New York on Sunday.

The Hamilton Powder Co. have moved their office to Wharf street.

GRASSHOPPERS.

(Winnipeg Free Press.)

The genuine Rocky Mountain locust has made its appearance this season in a number of localities south of the boundary line, and, as a consequence, there is not a little alarm in the settlements affected. Past experience has taught how destructive to every kind of vegetable growth these pests can be. A bulletin from the United States department of Agriculture, just issued, is wholly devoted to the consideration of the several kinds of destructive locusts, together with the best means of destroying them. The Rocky Mountain species is the worst, and it is also the one which infests this part of the continent. The territory, covered by them, or liable to their invasion, is divided into permanent, subpermanent and temporary. Manitoba is divided between the two latter in about equal proportions. The permanent region, or home of the species, embraces the greater part of Montana, a narrow strip of Western Dakota, all but the northwestern quarter of Wyoming, the central and northwest portion of Colorado, a small tract in north central Utah and southeastern Dakota, another similar tract in eastern Oregon and southern Idaho, and a large area of our own Northwest Territories north of Montana. The subpermanent takes in about half of Manitoba, nearly the whole of Dakota and other territory south. The temporary includes the rest of Manitoba, and extends south almost to the Gulf of Mexico. The permanent region is described as that in which the locusts breed each year and is always to be found in greater or less numbers; the subpermanent, that in which it is liable to breed for some years, when it multiplies in excessive numbers in its truly permanent breeding grounds, but from which it in time disappears; and the temporary as that over which the locusts migrate in years of excessive abundance, but in which they seldom breed and generally disappear in a year.

Manitoba was visited by the Rocky Mountain locust in 1818 and 1819; next in 1867, then in 1861, 1874 and 1875. The invasion of 1874 was the most disastrous one, and covered nearly the whole of the territory in the United States embraced in the three divisions. The hatching season, in these more northern latitudes, is from the middle of May to the first of June. When full grown, the rate of migration is about twenty miles a day, although very irregular and dependent on the wind. The length of their stay depends much on circumstances. Early in the summer, when they first begin to pour down on the more fertile country, they seldom remain more than two or three days, but later in the season they stay much longer.

The remedies and devices for the destruction of locusts in their various stages, in the States most subject to them, are as numerous as the locations they invade. The eggs are destroyed by harrowing in the autumn, by ploughing and by other modes of cultivation; by irrigation, by tramping in fields where hogs, cattle and horses can be confined; and by a laborious system of collection. The young or unfledged locusts are burned, crushed or trapped; they are destroyed by ditching and trenching; they are dosed with coal oil and coal tar; and barriers are erected

to impede their march. Ingenious machines, some with netting and bags are invented for these purposes. The legislatures of several of the States have laws intended to fight this scourge, and in times of invasion they are rigorously enforced. From all this it will be inferred that south and west of us across the border the Rocky Mountain locust is a plague of very great seriousness. Fortunately we in Manitoba, although not wholly safe from invasion, are pretty well to the northern and eastern limit of their foraging ground, and are liable only to occasional visits. Although the telegraph and newspapers inform us of their presence in several localities in the adjoining States, and in sufficient numbers to cause uneasiness, there is no apparent cause to apprehend that they will extend this far.

The grasshoppers that are at present somewhat numerous in a few localities in Manitoba are not the dreaded Rocky Mountain locusts, but are a local and indigenous species, that are always present in greater or smaller quantities. They are sometimes quite destructive, but only in a local and comparatively limited sense.

TRANSFER OF THE MOODYVILLE SAW MILL.

In referring to the return a few days ago of Mr. J. Wulfsohn, of Vancouver, from Europe, the *News Advertiser* stated that among other important transactions he had completed during his absence, was the sale of the Moodyville Saw Mill property to an English company. The formal arrangement, not having then been completed, it was impossible to give all the details. Last Tuesday, however, the transfer was effected by Mr. Wulfsohn paying over the purchase money and the new owners, the Moodyville Land and Saw Mill Company, have taken formal possession of the property. The transaction amounts in value to about one million dollars, and is probably the most important which has occurred in the commercial history of Vancouver. The board of directors is a very influential one, comprising the following noblemen and gentlemen: The Earl of Chesterfield, the Earl of Durham, Mr. Arthur Heywood Lonsdale, Colonel: the Hon. Oliver Montague and Mr. Edmund Evan-Thomas. Messrs. Wulfsohn & Bewicke, (Limited), will be the general agents in British Columbia, and Mr. Johann Wulfsohn of that firm the general manager of the company.

The property acquired by the new company is a very extensive and valuable one, including large and valuable tracts of land besides that embraced in the mill property itself. On the north shore of the Inlet, surrounding the mill, there are 1,786 acres, with a valuable water frontage of three miles. Other valuable agricultural lands are situated at Mud Bay, Strainer Island, in the Coast District and elsewhere, aggregating 9,381 acres. There are also no less than 31,448 acres of valuable timber limits included in the purchase. The local management of the mill and the general conduct of the business will be the same as at present, the results of the operation of the business having given results that show this policy to be in accord with the interests of the concern. The successful completion of the negotiation by Mr. Wulfsohn cannot fail to be of great advantage to Vancouver.

HIMALAYAN [EXPLORATION.

It is something of a reproach to the Indian Government that the stupendous mountain barrier which hedges in Hindostan on the north has been mainly left to private explorers. Thanks to them, the *fauna* and *flora* are pretty well known, but it remains to be ascertained whether the Himalaya contains any mineral wealth of a valuable sort. In the interesting paper he read at the Royal Geographical Society on Monday, Colonel Tanner laid yet more stress on our ignorance of Himalayan philology. Here and there some more or less feeble efforts have been made to investigate the languages and customs of remote hill tribes. Dr. Leitner brought back a marvellous tale from Kafiristan many years ago; he ascertained quite enough about the Posh Kaffirs to create great interest in their origin. But the work was never continued, and we know nothing farther about the people except that the Afghans regard them as infidels, and, therefore, as only fit for slaughter. There are other interesting races, it is believed in Tibet, on the confines of British India, peoples who have many characteristics, both physical and linguistic, which differentiate them from their neighbors. Were any other Power but England in possession of Hindostan, the work of investigation would have been taken in hand long ago at Government expense. But it in the British way to leave such matters to private inquirers; the whole revenue is always required for purposes of more immediate benefit to the governed. Perhaps, after all, it may be just as well that this is the case. If reproached with our ignorance of Himalayan humanity in its scientific aspect, we can, at all events, point to the diminution of disease, to the disappearance of famine, to the spread of education, to the multiplication of industries, and to one of the finest railway systems in the world, as proofs that John Bull is a faithful trustee for subject races.—*The Graphic*.

DIFFERENCE IN GOLD.

Most people suppose that all gold is alike when refined, but this is not the case. An experienced man can tell at a glance from what part of the world a gold piece comes, and in some cases from what part of a particular gold district the metal was obtained. The Australian gold, for instance, is distinctly redder than the Californian, and this difference in color is always perceptible, even when the gold is 1000 fine. Again, the gold obtained from the placers is yellower than that which is taken directly from quartz. Why this should be the case is one of the mysteries of metallurgy, for the placer gold all comes from the veins. The Ural gold is the reddest found anywhere. Few people know the real color of gold, as it is seldom seen unless heavily alloyed, which renders it redder than when pure. The purest coins ever made were said to be the \$50 pieces that used to be common in California. The coinage was abandoned for two reasons—first, because the loss by abrasion was so great, and, secondly, because the interior could be bred out and lead substituted, the difference in weight being too small to be readily noticed in so large a piece. These octagonal coins were reputed to be the most valuable ever struck.

THE DRUMMER'S DREAM.

A little room in a little hotel
 In a little country town,
 On a little bed with a musty smell
 A man was lying down.

A great big man, with a great big snore—
 For he lay on his back you see—
 And a peaceful look on his face he wore,
 For sound asleep was he.

In his dreams what marvellous trips he made,
 What tremendous bills he sold;
 And nobody failed and everyone paid,
 And his orders were as good as gold.

He smiled and smothered a scornful laugh
 When his fellow drummers blowed,
 For he knew that no other had sold the half
 Of what his order book showed.

He got this letter from home one day:
 "Dear Sir—We've no flatter term
 To use in your case than simply to say,
 Henceforth you are one of the firm."

And a glorious change this made in his life,
 He now from the road withdrew,
 And, really, soon got to know his wife,
 His son and his daughter, too.

And then removed from his obscure flat
 To the house on the avenue,
 Lived well, was happy, got healthy and fat,
 Respected and wealthy, too.

But with a thump—bang—whang—thump
 bang! again
 The landlord stood at the door.
 "It's p'ny nigh time for that 6:10 train!"
 And the drummer's dream was o'er.
 —American Commercial Traveller.

THE B. C. MINERAL BELT.

Mr. J. M. Kellie, M.P.P. for East Kootenay, spent several days in the city last week. In the course of a conversation with Mr. Kellie, THE COMMERCIAL JOURNAL learned much concerning the district which that gentleman, both in his seat in the Legislature and on the outside, has done so much to develop. Mr. Kellie came direct from the mining country. Since early in June, he has been travelling through a portion of his district which hitherto might be said to have remained unexplored. Starting from Revelstoke, the party, of which Mr. Kellie was a member, proceeded to the Araby boat, a distance of 40 miles. The government trail, now being built from the north end of Arrow Lake to Trout Lake, and from there to the upper end of Kootenay Lake, will open up a section of the country, the wealth of which will only be revealed in time. Trout Lake and the Lardon River are teeming with fish. The whole region is a continuation of the great mineral belt extending through that portion of the country, and the rich float crops out everywhere along the surface. There are some very rich claims located in there, but not much has been done yet, as it is impossible to get supplies in until the trails are opened up. Just as soon as it was discovered that the trail was to be opened, three ranches were immediately located by enterprising prospectors, which may, later on, turn out to be townsites. The mines of Kootenay have attracted a great deal of attention, and American capitalists and experts are pouring in to investigate. The latter pronounce it the greatest silver mineral district that has been discovered, and the Americans are buying up the mines as fast as they can, and will get possession of the

great majority of good claims. They have plenty of capital, know a good thing when they see it and are not afraid to put their money into good paying mining property. They do not hesitate at \$1,000,000 or \$2,000,000, if the property is worth it. He doesn't think that Canadians will get the good mines of the district unless they hurry up. They are too much afraid of a mining venture, even when its richness and success are assured. The Great Northern railroad will tap the Kootenay river in Washington, and that will give the country another outlet, as steamers will connect every mining camp in the country with the railroad. The Canadian Pacific is in to Nelson, so that the camps of the region are easily accessible during the summer months. There is a great necessity for all railroad connection, however, because the mines will be shut off from the outside world when lakes and rivers are frozen up. Hot Springs is growing fast, and there is a great deal of building going on, although building materials are somewhat scarce at present. Nelson also is building up right along. Capitalists and investors who are arriving daily are simply astonished at the showing already made by the district, and predict that, if sufficient capital is invested in the Kootenay region, it will be producing \$15,000,000 annually in less than three years. The ore is free milling silver, galena and some carbonates. It runs on an average, throughout the various mines, 40 ounces to the ton, while as a rule the highest average in noted American camps is about 15 ounces. The money appropriated by the government for the purpose of opening up trails, and the construction of wagon roads through the district, will put the Kootenay country in the front rank of important mining districts. It will open up all sections of it to the prospector, and will give a wonderful impetus to mining developments and business generally. The growth of Nelson Mr. Kelly considers to be nothing short of phenomenal. First-class buildings are springing up in all directions, and the future of the city is assured.

ICELANDERS AND ALASKA.

Ludwig von Dolcke, an Icelander who has been residing in Detroit, Michigan, for some time, has gone to Iceland for the purpose of interviewing the Government authorities of that country upon a scheme for transporting the entire population of Iceland to Alaska and there establishing a colony. It is understood that he will receive substantial backing from a number of capitalists interested in the development of Alaska, and it is said that the United States Government looks favorably upon his scheme.

The San Francisco Chronicle, speaking of the scheme, says: We do not know upon what authority the assertion is made, or who is empowered to speak for the Government of the United States. The President and all his Cabinet may favor the planting of an Icelandic colony in Alaska, but that does not establish the proposition that the intangible entity called the Government endorses it. The only way in which the Government can speak in a matter of this sort is through Congress, and that certainly has not been done. As to the policy of the transaction

which Mr. von Dolcke proposes, there is room for argument. The immediate settlement of Alaska is not a matter of such vital necessity as to demand the importation of a whole nation of aliens to occupy the territory. Alaska is, to a great extent, an unknown quantity, but it is certain that if its resources warrant it, it will be settled in due time by our own people. Just at the present time, when the subject of foreign immigration is attracting so much attention, the project of bringing over a nation wholesale would seem to be ill-timed. The Icelanders are a very desirable people in many ways. They are hardy, frugal, industrious and temperate. To them the rigors of an Alaskan winter would present no terrors, for their own land is, as its name suggests, the Land of Ice. The scheme may pass much merit, but it does not commend itself at first sight. At all events it should be thoroughly discussed and considered before any action is taken to carry it out.

A PHENOMONAL RIVER.

The St. Lawrence is a phenomon among rivers, says T. O. Russell, in "Nature's Realm." No other river is fed by such gigantic lakes; no other river is so independent of the elements. It despises alike rain, snow and sunshine. Ice and wind may be said to be the only things that affect its mighty flow.

Something almost as phenomenal as the St. Lawrence itself is the fact that there is so little generally known about it. It might safely be affirmed that not one per cent. of the American republic is aware of the fact that among all the great rivers of the world the St. Lawrence is the only absolutely floodless one.

Such, however, is the case. The St. Lawrence despises rain and sunshine. Its greatest variation caused by drought or rain hardly ever exceeds a foot or fourteen inches.

The cause of this almost everlasting sameness of volume is easily understood. The St. Lawrence is fed by the mightiest bodies of fresh water on earth.

Vast as is the volume of water it pours into the ocean, anyone who has traversed all the immense lakes that feed it, and for the surplus waters of which it is the only channel to the sea, wonders that it is not even more gigantic than it is.

Not one drop of the waters of the five great lakes find their way to the ocean save through this gigantic, extraordinary and wondrously beautiful river. No wonder, then, that it should despise the rain and defy the sunshine.

Bowdoin College, Brunswick, Maine sent out the first scientific expedition last Saturday, and the results of the trip will be awaited with the greatest interest by the whole scientific world. The objective point is the coast and the interior of Labrador. The expedition is under the immediate supervision of Prof. L. A. Lee, instructor of biology at the college. One of the most important lines of investigation will be that of anthropometry. Thus far, the measurements of but five Esquimaux are in the possession of scientists. The expedition will plan to return in time for the beginning of the academic year 1901-02.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1890-91.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark Wanlock.....	745.	Cooper.	Victoria. ...	Sept 17.	London	11,000	.....	Feb 27.....
Br ship Titania.....	579.	Norinan.....	Westminster	Nov 19a	London.....	34,617	.....	Mar. 24.....
Br bark Mennock.....	787.	Robertson...	Victoria.....	Dec 18.	Liverpool...	30,882	.....	May 17.....
Br bark Brodick Bay.....	753.	Wakeham.....	Victoria.....	Dec 22.	London.....	32,000	.....	May 7.....
Br ship Melville Island.....	1429.	Ritchie.....	Tacoma.....	Jan 19b	London.....	42,138	.....	June 17.....
Am ship Henry Villard.....	1553.	Perkins.....	Victoria.....	Feb 3.....	London.....	65,318	.....	June 17.....
Br bark Irvine.....	655.	Jones.....	Victoria.....	April 20.	Liverpool...	28,311	.....	.....

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

BRITISH COLUMBIA LUMBER FLEET 1891.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CARGO FT.	VALUE.	RATE.	ARRIVED
Br ship Stamboul.....	1248.	Weston.....	Vancouver.	Jan 3.....	Callao.....	960,300	\$ 9,600	50s	April 2....
Chil Bark India.....	853.	Funke.....	Moodyville.	Feb 1.....	Valparaiso	751,306	8,348	65s	.....
Br bark Ninevah.....	1174.	Broadfoot...	Vancouver.	Feb 28.	Sydney.....	855,352a	9,335	own'rs ac	April 21...
Br bark Formosa.....	915.	Kain.....	Vancouver.	Mar 24.	Arica.....	744,000b	0,000	55s	.....
Am bkt Catherine Sudden.....	368.	Thompson...	Moodyville.	Mar 31	Tientsin...	427,530c	5,177	77s 6d	.....
Br ship Forest King.....	1602.	Morris.....	Vancouver.	June 3.....	Callao.....	1,224,840d	14,224	47s 6d	.....
Am ship Geo F Manson.....	1353.	Crack.....	Moodyville.	May 14.	Sydney.....	808,154e	9,752	55s	.....
Am ship Exporter.....	1312.	Kezer.....	Vancouver.	June 7.....	Melbourne w	899,132g	8,802	65s	.....
Am sch Olga.....	478.	Atwood.....	Moodyville.	May 22.	Shanghai	534,133	5,900	65s	.....
Br ss Eton.....	1746.	Newcomb...	Moodyville.	May 15.	Port Pirie	1,765,714	15,891	Private	.....
Am bark Spartan.....	749.	Anderson...	Vancouver.	June 14.	Melbourne w	502,000h	5,276	60s	.....
Am sch Golden Shore.....	964.	Henderson...	Moodyville.	June 3.....	Sydney.....	799,658f	8,063	55s	.....
Swed bark Svea.....	603.	Afzelius...	Vancouver.	July 5.....	Callao.....	437,000i	.....	47s 6d	.....
Am Ship Great Admiral.....	1497.	Rowell.....	Vancouver.	.....	Melbourne.	.....	.....	63s 9d	.....
Br bark Ordovic.....	825.	Austin.....	Vancouver.	.....	Callao f. o.	.....	.....	47s 6d	.....
Br ship Duke of Abercorn.....	1050.	McDougall...	Vancouver.	.....	Adelaide.	.....	.....	65s	.....
Chil bark Luisa Marta.....	715.	Meyer.....	Westminster	.....	Sydney.....	.....	.....	52s 6d	.....
Am bark Hesper.....	664.	Sodergren...	Moodyville.	July 4.....	Shanghai	.....	.....	62s 6d	.....
Chil bark Leonor.....	801.	Harken.....	Westminster	.....	Melbourne	.....	.....	60s	.....
Nor bark Borghild.....	757.	Hugeland...	Vancouver.	.....	Melbourne	.....	.....	65s	.....
Ger bark Cassandra.....	711.	Stehr.....	Vancouver.	.....	Iquiqui	.....	.....	47s 6d	.....
Chil ship Hindostan.....	1543.	Welsh.....	Moodyville.	.....	Valparaiso	.....	.....	own'rs ac	.....
Chil bark Antonietta.....	995.	Stack.....	Moodyville.	.....	Valparaiso.	.....	.....	own'rs ac	.....
Br ship Leading Wind.....	1280.	S. B. Savory.	Moodyville.	.....	Melbourne.	.....	.....	60s	.....

a—Also 360,000 laths. b—Composed of 45,000 ft telegraph poles, 440,000 ft rough lumber, 151,000 ft flooring, and 108,000 ft ties. c—Composed of 387,871 ft rough lumber, 39,668 ft. dressed lumber, and 587 bundles of laths. d—composed of 1,144 286 feet rough, 80,560 feet T. & G. flooring, 21,000 ft box shooks (5,000 boxes). e—Composed of 23,355 feet dressed and 844,799 feet rough, also 22,916 feet pickets and 231,210 feet laths. f—Also 2,875 bbls laths. g—Also 1,073 bbls pickets and 1,406 bbls laths. h—Also 1,715 bbls laths. i—Composed of 347,000 feet rough and 90,000 feet flooring, of which 47,000 feet rough is on deck.

SHIPPING INTELLIGENCE.

The SS. Sussex sailed from Hong Kong June 27th for Victoria with a full cargo.

Don Adolfo, Nic. bark, 653 tons. Capt. Collice, sailed from Callao June 26 for this port.

Hesper, Am. bark, 664 tons, sailed from Moodyville July 4th for Shanghai, with a cargo of lumber.

Sailor Boy, Am. schooner, finished discharging nitrate at East Wellington July 4th, and has gone to Port Ludlow to load lumber.

The owners of the steamer Emma, J. A. Fisher and J. W. Grahm, have dissolved. J. A. Fisher will continue to run the Emma in his own name.

The C. P. R. SS. Empress of India sailed from Hong Kong June 30 for Vancouver. Empress of Japan sailed from Vancouver July 1 for Yokohama

Duke of Argyle, Br. ship, completed discharging cargo at New Westminster last week, and has been towed round to Vancouver to Messrs. Bell-Irving & Paterson's wharf.

Empire, Am. schooner, 1,075 tons, Capt. Snow, sailed from Manila April 16 for this port.

The Upton Line SS. Zambesi sailed last week for HongKong with a cargo consisting of 400 tons flour, 700,000 feet lumber, and several hundred tons general merchandise.

Svea, Swedish bark, 603 tons, Capt. Afzelius, sailed from Vancouver July 5 for Callao, with cargo of lumber, from the Hastings Mill, consisting of 300,000 feet rough and 90,000 feet flooring in the hold and 47,000 feet rough on deck, a total of 437,000 feet.

FREIGHTS.

Nothing has been done either in lumber freights or miscellaneous chartering during the past week. Nearly all vessels bound for coast points have been chartered to arrive. The bark Svea cleared for Callao and the bark Hesper for Shanghai, both with cargoes of lumber from Burrard Inlet. For lumber, freights are quiet. The nominal rates are quoted as follows: From Burrard Inlet or Puget Sound to Sydney, 50s; Melbourne, Adelaide or Port Pirie, 60s

to 62s 6d; Shanghai, 62s 6d; West Coast of South America, 50s. to 55s. For coal freights, present quotations are: Nantaimo or Departure Bay to San Francisco, \$2.50; to San Diego and San Pedro, \$2.50 to \$2.75. Grain freights are quoted from Puget Sound to U. K., 42s. 6d, to 45s; from Portland, 50s., and from San Francisco 40s. to 42s. 6d.

THE COAL FLEET.

NEW V. C. CO'S SHIPPING.
SS. West Indian, 1,278 tons, Capt. Scott, loading for San Francisco.
Bark Seminole, 1,370 tons, Capt. Weeden, loading for San Francisco.
Bark Rufus E. Wood, 1,406 tons, Capt. Farnham, to load for San Francisco.
Ship Ivy, 1,181 tons, Capt. Lowell, to load for San Francisco.
Ship Glsry of the Seas, 2,109 tons, Capt. Freeman, from San Pedro, waiting to load.
Bark Memnon, 807 tons, Capt. Anderson, waiting to load.
WELLINGTON SHIPPING.
Schooner Saranac, 1,027 tons, Capt. Shaw, loading.
Ship Richard III., 955 tons, Capt. Connor, waiting to load.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CONSIGNEES.
Br bark Lanarkshire.....	704.	Melville.....	Newport Eng.	Feb 3r.	Vancouver.	N. W. Van. Tramway Co.....
Br ship Serica.....	913.	Smith.....	Cardiff.....	Feb 8a.	Esquimalt.	Naval Storekeeper.....
Br bark Wanlock.....	745.	Cooper.....	London.....	May 12h.	Victoria.	Turner, Beeton & Co.....
Br ss. Grandholm.....	871.	Masson.....	Liverpool.....	May 21.	Vancouver.	Union Steamship Company.....
Br bark Lebu.....	720.	Worrall.....	London.....	Apr 20 j.	Victoria.....	R. P. Rithet & Co. (L'td).....
Br bark City of Carlisle.....	823.	Kendall.....	London.....	June 13.	Victoria.....	R. P. Rithet & Co. (L'td).....
Br ship Morayshire.....	1428.	Swinton.....	Greenock.....	Mar 8 o.	Westminster	Naval Storekeeper.....
Br ship Blair Athole.....	1697.	Taylor.....	Cardiff.....	Mar 13k.	Esquimalt.	Naval Storekeeper.....
Br ship Queen Victoria.....	1605.	Holmes.....	Bristol.....	Apr 18e.	Esquimalt.	Naval Storekeeper.....
Ger ship Ellse.....	1348.	Rowehl.....	Newcastle.	April 29 s.	Vancouver.	Hastings Saw Mill.....
Br bark Noddleburn.....	1053.	Hall.....	Glasgow.....	May 18t.	Westminster	D. McGillivray.....
Br ship Rotheray Bay.....	750.	L. Veysel.....	Glasgow.....	April 30l.	Westminster	H. B. Co and Bell-Irving & Paterson.....
Br ship Titania.....	879.	Norman.....	London.....	June 1.	B. C. Ports	R. P. Rithet & Co.....
Br bark Callao.....	978.	James.....	Honolulu.....	Victoria.....	Victoria.....	Canadian Pacific Railway Co.....
Br ss Empress of China.....	3003.	A. Tillet.....	Liverpool.....	July 1.	Vancouver.	Moodyville Sawmill Co.....
Br bark H. B. Caun.....	1299.	Footo.....	Salaverry.....	May 27p.	Moodyville	Moodyville Sawmill Co.....
Nor bark Lotos.....	718.	Christensen.....	Callao.....	n.	Moodyville	Moodyville Sawmill Co.....
Ger bark Katinka.....	816.	Kohler.....	Rio Janeiro	Moodyville	Moodyville Sawmill Co.....	
Nor bark Saga.....	1431.	Oftedahl.....	Rio Janeiro	May 9.	Moodyville	Moodyville Sawmill Co.....
Nor bark Flora.....	760.	Anderson.....	Newcastle.	May 13c.	Vancouver.	Hastings Saw Mill.....
Am ship J. B. Walker.....	2106.	Wallace.....	Yokohama	June 13b.	Vancouver.	Canadian Pacific Railway Co.....
Br bark Lizzie Bell.....	1036.	Edwards.....	Liverpool.....	y.	Victoria.....	R. P. Rithet & Co. (L'td).....
British bark Glenberrie.....	800.	Groundwater	London.....	z.	Victoria.....	R. P. Rithet & Co. (L'td).....
Br bark Hawthornbank.....	1309.	.....	Java.....	July.....	Vancouver.	British Columbia Sugar Refinery.....
Am bark Colorado.....	1075.	Gibson.....	Boston.....	Chernainus.....	Victoria.....	Victoria Lumber and Manufacturing Co.....
Br bark Argyleshire.....	708.	LePage.....	Glasgow.....	Victoria.....	Victoria.....	Moodyville Saw Mill Company.....
Chilian bark India.....	953.	Funke.....	Valparaiso.	May 26.	Moodyville	Moodyville Saw Mill Company.....
Peruvian bark Pisagua.....	.....	.....	Pisagua.....	April 1.	Moodyville	Moodyville Saw Mill Company.....
Br ss Empress of India.....	3003.	Marshall.....	Hong Kong.	June 30.	Vancouver.	Canadian Pacific Railway Co.....
Nic bark Don Adolfo.....	653.	Collie.....	Callao.....	June 26.	.....	.....
Am schr Empire.....	1075.	Snow.....	Manilla.....	April 16.	.....	.....

a—Spoken March 11, lat. 9 N lon. 27 W, March 20, lat. 17 S, lon 31 W; chartered for salmon. h—passed Dover May 13^d passed Portland May 15; spoken May 17, lat. 47 N., long. 7 W.; will be loaded at Victoria by Turner, Beeton & Co. for U. K. j—Chartered to load salmon for U. K. k—Spoken April 9 lat. 2 N, long 24 W. b—Spoken May 23, lat. 49 N, long 10 W. o—Sailed Falmouth March 23 with water works supplies; spoken April 8, lat. 27 N., lon. 20 W., April 25, lat. 8 S., lon. 31 W. p—chartered to load lumber for Sydney, rate 50s. s—On the way to San Diego, thence in ballast to load lumber for Melbourne. t—Supplies for Westminster water works, spoken May 23, lat. 49 N., lon. 10 W. spoken May 29, lat. 33 N., long. 15 W. r—Spoken March 23, lat. 27. S., lon. 41 W. w—to arrive in September, chartered for salmon. e—Spoken April 21st, lat. 47 N., lon. 14 W., spoken April 25th, lat. 38 N., lon. 12 W. May 13th, lat. 41 N., long. 27 W. f—Chartered by Bell-Irving & Paterson to load salmon at Fraser River. n—Chartered to load for Melbourne. c—Via Santa Barbara to load for Melbourne, A or P P rate 62s 6d, May 18th put into Sydney leaky, she will be surveyed. y—August loading. z—July loading. h—Cargo 2,500 tons of tea. l—to load a return cargo on owner's account. i—Chartered for salmon to U. K., direct port, 43s 6d.

INLAND REVENUE AND CUSTOMS.

INLAND REVENUE RETURNS

For the month of June, 1891:

Victoria Division—Comprising all of Vancouver Island:

Spirits.....	\$ 6,172 79
Malt.....	2,456 53
Tobacco.....	2,911 80
Cigars.....	1,225 05
License.....	25 00
Inspection petroleum.....	236 60
Rent of land.....	75 00
Total.....	\$13,083 77

Vancouver Division—Comprising the Mainland of B. C.:

Spirits.....	\$ 3,571 33
Malt.....	532 39
Tobacco.....	1,750 30
Cigars.....	598 50
Petroleum Insp.....	204 50
Total.....	\$ 6,656 93

CUSTOMS RETURNS.

Collector of Customs Milne, of Victoria,

has prepared the following comparative table, showing the customs collections for the past fiscal year, ending June 30, and also for the year previous. The increase in collections for the past year exceed by about 19 per cent. those of the previous year. This is not only true of the aggregate, but with two exceptions each corresponding month shows a large increase.

	1890	1891
July.....	\$582,249 65	\$ 67,077 94
August.....	85,199 23	77,188 93
September.....	78,262 84	91,582 34
October.....	70,882 73	82,901 97
November.....	62,610 34	75,959 02
December.....	52,389 12	65,869 33
January.....	46,652 81	58,470 17
February.....	42,733 60	63,329 71
March.....	97,025 26	93,369 51
April.....	78,444 81	102,832 87
May.....	79,708 48	103,073 02
June.....	76,652 68	95,816 96
Total.....	\$828,930 95	\$981,351 69
Collection for other departments.....	3,329 48	.....
Grand total.....	\$967,672 17	.....
Increase of revenue for the year 1890-1891.....	.....	\$158,741 22

The following table shows the duties and total collections at the port of Van-

couver for the last year, ending June 30th:

	DUTIES.	TOTAL COL.
1890—July.....	\$ 17,069 07	\$ 20,733 43
August.....	16,882 87	27,324 09
September.....	17,440 82	20,108 97
October.....	16,500 05	21,833 53
November.....	17,596 63	24,281 43
December.....	15,939 64	18,913 37
1891—January.....	20,795 90	24,853 10
February.....	25,220 60	28,701 56
March.....	28,585 73	26,656 32
April.....	37,777 51	43,532 41
May.....	22,857 38	27,920 24
June.....	28,658 62	45,096 87
Totals.....	\$261,064 82	\$331,955 12

The total collections for the year ending June 30, 1890, were \$210,315.79, showing an increase of over 50 per cent.

The total collection at the Port of Westminster for the year ending June 30, 1891, were \$983,680.45. The collections for the month of June amounted to \$61,845.67.

Following are the official returns at the Nanaimo custom house for the month of June:

Import duty.....	\$10,654 47
Sick mariners' dues.....	285 44
Oil inspection.....	26 00
Miscellaneous.....	573 35
Total.....	\$11,530 26

PAGE & MacGREGOR,

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

18 TROUNCE AV., VICTORIA, B. C.

—: CENTRAL :—

BOOK & STATIONERY CO'Y,

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

KERR. & BEGG.

McLEAN & STEWART,

General —: Outfitters

And Importers of

GENTLEMEN'S AND BOYS' CLOTHING
SCOTCH HOUSE,

31 FORT STREET, VICTORIA, B. C.

COLONIAL**METROPOLE**

Headquarters of the Theatrical Profession.

31 & 33 JOHNSON ST., VICTORIA.

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

THOS. TUGWELL, PROPRIETOR.

JOYCE & MEYER,

REAL ESTATE,

Financial and Insurance Agents,

Room 6, Bank of B. C. Building.

VICTORIA, B. C.

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.

THOMAS HOOPER

ARCHITECT,

Over Spencer's Arcade,
GOVERNMENT STREET, VICTORIA.

Room 10, TURNER BLOCK,
VANCOUVER.

A. MAXWELL MUIR,

ARCHITECT,

Rooms 3 and 18, Turner Block

DOUGLAS ST., VICTORIA, B. C.

R. B. McMICKING,

10 TROUNCE AVENUE,

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

Electrician and dealer in all
classes of Electrical Goods.

THE WAVERLEY HOTEL

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

W. G. CAMERON,

The Original and only One Price

CASH CLOTHIER,

55 Johnson Street.

—: NEW GOODS —:

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

R. H. JAMESON,
33 FORT STREET.

C. B. LOCKHART & CO.

Importers and Dealers in all kinds of

Furniture, Upholstery, Carpets,
Linoleums, Etc.

60 GOVERNMENT STREET,

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

F. M. YORKE & CO.,

—: LICENSED:—

GENERAL STEVEDORES.

The only concern in B. C. with a complete plant.
VANCOUVER, VICTORIA AND
NEW WESTMINSTER.

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

H. G. WATERSON,

—: PRINTER, —:

130½ : GOVERNMENT : STREET,

Telephone 200. VICTORIA, B. C.

PAULSEN & VAUTIN

Carpenters and Builders.

Office Fitting and General Jobbing.

DOUGLAS STREET,

COR. VIEW STREET, VICTORIA, B. C.

H. A. LILLEY,

CITY : CANDY : FACTORY.

Manufacturer of all kinds of

PLAIN AND FANCY CANDIES,

Also Importer and Dealer in Foreign and Domestic
Fruit, Nuts, Cigars, &c.

305 Douglas St. bet. Johnson & Pandora, Victoria.

P. O. Box 556.

NANAIMO SAW MILL

Rough and Dressed Lumber,

Shingles, Laths and Pickets,

Doors, Windows and Blinds,

Moulding, Turning, Scroll Sawing,

And all kinds of Wood Finishing.

ALL ORDERS EXECUTED PROMPTLY.

ANDREW HASLAM, PROPR.

NANAIMO, B. C.

ANDREW & EARSMAN

Commission, Fire and Life

Insurance and General Agents.

NOTARIES PUBLIC.

REAL ESTATE BROKERS.

Town, Suburban Property and Farm Lands
for Sale.

P. O. Box 483.

15½ YATES ST.

GEO. A. COOPER,

REAL ESTATE,

Financial and Insurance Agent,

16 TROUNCE AVENUE,

Opp. Telegraph Office.

P. O. Box 106.

VICTORIA, B. C.

B. LAURANCE

CELEBRATED

Spectacles : and : Eye : Glasses.

No Fancy Prices.

J. TEAGUE, JR., DRUGGIST,

57 YATES ST., VICTORIA.

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 Submarino Wrecking and Mining
Divers. Complete outfit always on hand.
Prices on application.

Union Marine Insurance Co.

W. H. Dodd, Shipping Agents, Melbourne,
Australia.

CORRESPONDENCE SOLICITED.

P. O. Box 415.

Telephone 357

NOTICE.

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

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

LLOYD'S, London, February, 1891.

Esquimalt & Nanaimo R'y

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

GOING SOUTH READ UP		STATIONS		GOING NORTH HEAD DOWN.	
No. 3 Passenger Saturdays Mondays	No. 1 Passenger Daily	VICTORIA	RUSSELL'S VIC. W.	No. 4 Passenger Saturdays Mondays	No. 2 Passenger Daily
Ar 6.58	Ar 12.24	ESQUIMALT	ESQUIMALT	De 8.00 A.M.	De 8.00 A.M.
Ar 6.54	Ar 12.20	GOLDSTREAM	GOLDSTREAM	De 8.04	De 8.04
Ar 6.44	Ar 11.45	SHAWNIGAN L'E	SHAWNIGAN L'E	De 8.30	De 8.30
Ar 6.10	Ar 10.50	COBBLE HILL	COBBLE HILL	De 9.34	De 9.34
Ar 5.24	Ar 10.40	MCPHERSON'S	MCPHERSON'S	De 9.57	De 9.57
Ar 5.14	Ar 10.27	KOKSILAH	KOKSILAH	De 10.07	De 10.07
Ar 4.59	Ar 10.17	DUNCAN'S	DUNCAN'S	De 10.12	De 10.12
Ar 4.49	Ar 10.12	SOMENOS	SOMENOS	De 10.22	De 10.22
Ar 4.34	Ar 10.02	CHEMAINUS	CHEMAINUS	De 10.48	De 10.48
Ar 4.12	Ar 9.36	NANAIMO	NANAIMO	Ar 11.50	Ar 11.50
Ar 3.14	De 8.54	WELLINGTON	WELLINGTON	Ar 11.59	Ar 11.59
De 2.59 P.M.	De 8.10 A.M.			Ar 12.49 P.M.	Ar 12.49 P.M.

On Saturdays, Sundays and Mondays

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

Return Tickets for one and a half ordinary fare may be purchased daily to all points good for three days, including day of issue.

No Return Tickets issued for a Single Fare, where such fare is twenty-five cents. Through rates between Victoria and Comox

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

The Union Steamship Co.

Of British Columbia, (Ltd.)

OFFICE:

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

OWNERS AND AGENTS FOR

S. S. Cutch, S. S. Senator,
S. S. Mystery, S. S. Dreadnaught
S. S. Skidegate, S. S. Leonora,
Eight Scows (No. 1 to No. 8).

3 New Steel Steamers Building.

VANCOUVER AND NANAIMO.

THE FAST AND POWERFUL.

S. S. CUTCH

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

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

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

WM. WEBSTER, Manager.

W. J. PENDRAY,
BRITISH COLUMBIA
SOAP WORKS.

(Established 1875.)

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

MANUFACTURER OF

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

DEALER IN

CAUSTIC SODA AND ROSIN.

CANADIAN PACIFIC
NAVIGATION CO.

(LIMITED.)

TIME TABLE No. 13.

Taking effect July 17, 1890.

Vancouver Route.

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

Vancouver to Victoria daily, except Monday, at 14:30 o'clock, or on arrival of C.P.R. No. 1 train.

New Westminster Route.

Leave Victoria for New Westminster, Ladner's Landing and Lulu Island, Sunday at 23 o'clock; Wednesday and Friday at 7 o'clock. (Sunday's steamer to New Westminster connects with C.P.R. train No. 2 going east Monday.)

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

For Moresby Island at 7 o'clock. Leave New Westminster for Victoria, Monday at 14:30 o'clock; Thursday and Saturday at 7 o'clock.

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

Fraser River Route.

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

Northern Route.

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

Barclay Sound Route.

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

Bute Inlet Route.

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

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

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

Rock Bay Saw Mill,

(ESTABLISHED 1858.)

32 Constance St., Victoria, B. C.

WM. P. SAYWARD,

Manufacturer and Dealer in

ISLAND LUMBER AND SPARS.

Importer and Dealer in

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

CONSTANTLY ON HAND A GOOD SUPPLY OF BUILDING LUMBER.

Prepared to Cut Lumber to Order at Short Notice.

x ÷ x ÷ x ÷ x ÷ x ÷ x ÷ x ÷ x

VICTORIA

Lumber & Manufacturing
Company.

PROPRIETORS OF THE

CHEMAINUS
SAW MILL.

E. J. PALMER, Madager

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.

6:00 p m..... 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..... " Fairhaven " 7:30 a m
6:15 a m..... " Sehome " 6:30 a m
4:30 a m..... Ar 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. " Muckelito " 10:45 p m
12:00 m..... " Marysville " 9:30 a m
2:00 p m..... " Lowell " 8:00 a m
3:00 p m..... Ar Snohomish " 7:00 a m

STEAMER EDITH.

Pt Townsend Mail Route.

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

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.

THE BRITISH COLUMBIA SUGAR REFINING CO. LIMITED.

PARIS LUMPS + POWDERED + GRANULATED AND YELLOW SUGARS

ALL OF VERY FINEST QUALITY AND ABSOLUTELY UNADULTERATED.

MANUFACTURED FROM PURE CANE SUGAR.

FINEST ÷ GOLDEN ÷ SYRUPS

WORKS:

VANCOUVER, B. C.