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Fino Cut, Engraved and Pressed Table Glass-
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Decanters, Claret Jugs and Wine Glasses in
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*Mills at Kewatin and Portage la
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The best equipped Mills in the Dominion.

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Company, Limited.**

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Incorporated By Royal Charter, 1862.

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Reserve Fund..... (£200,000) \$1,000,000

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Branches at

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

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Incorporated by Royal Charter.

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INCORPORATED BY ACT OF PARLIAMENT.

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Pioneer Steam Coffee and Spice Mills,

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AGENTS FOR

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Lightbould, Halston & Co., Montreal.
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Agents of the New York Life Insurance Co. for Vancouver Island.

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Financial, Real Estate, Insurance and General Agents.

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Bills discounted. Checks collected. Exchanges effected. Corporation Bonds, Mining Stock, Gas and all other Company Shares bought and sold, and every kind of Broking Business transacted.

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Max Sultain Champagne, Reims

Extra quality. Extra dry.

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4 prize medals.

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It is most gratifying, pure or mixed with wine or spirits.

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Wholesale Dealers.

AGENTS FOR THE CELEBRATED CORONADO MINERAL WATER.

Pure California Wine a Specialty.

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**HARDWARE, BAR IRON, FARM
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(ESTABLISHED 1858.)

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ISLAND LUMBER AND SPARS.

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Doors, Windows and all kinds of
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CONSTANTLY ON HAND A GOOD SUPPLY
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Prepared to Cut Lumber to Order at
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Shelf and Heavy Hardware,
Crockery, Glassware,
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Catalogues and prices sent on application
special attention paid to interior orders.

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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:

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

Giant Powder Co., Works: Cadboro Bay, all grades of Giant Powder and Judson Powder manufactured and kept on hand.
Columbia Flouring Mill Co. of Enderby.
Pacific Coast Steamship Co's line of Steamers between Victoria and San Francisco

ROBERT WARD & COMPANY,

LIMITED LIABILITY.

(Incorporated under the Companies Act 1890.)

Commission .. Merchants .. and - Importers,

VICTORIA B. C.,

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

ROYAL SWEDISH AND NORWEGIAN CONSULATE.

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

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CHARTERS EFFECTED.

GENERAL AGENTS:

- Royal Insurance Company,
- London & Lancashire Fire Insurance Co.
- Standard Life Assurance Co.
- London and Provincial Marine Insurance Co. Ltd.
- Western Assurance Co., (Marine)
- London Assurance Corporation. (Marine.)
- Agents for the British Columbia Corporation, Ltd.,
- Mortgages, Debentures, Trusts, &c.

SOLE AGENTS:

- Curtis & Harvey's Sporting and Blasting Powder
- Joseph Kirkman & Son's Gold Medal Invention Exhibition, 1884. Pianofortes.
- J. & W. Stuart's Patent Double-Knotted Mesh Fishing Nets, Twines, Etc.
- Importers of Havana Cigars, Oilmen's Stores, Tin Plates, Portland Cement, Etc.
- British Columbia Salmon:—Ewen & Co., "Lion," "Bonnie Dundee"; Bon Accord Fishery Co. "Consuls"; A. J. McLellan's "Express,

IMPORTS AND EXPORTS.

IMPORTS.

The following is a summary of the quantity, value and duty on imports at the port of Victoria for the month of December, 1892:

ARTICLES.	QUAN.	VALUE.	DUTY.
Acids		\$ 61	\$ 26 02
Agricultural imple- ments		290	161 50
Alc. beer & port wgs	1,450	1,375	345 12
Animals		5,410	1,495 80
Books, pamphlets, etc.		2,024	433 51
Brass & manuf's of.		737	100 00
Brushstuffs, etc., viz			
Grain, of all kinds			
Flour, brls.....	188	144	23 72
Meal,	570	2,124	490 90
Rice and all other breadstuffs.....	173	611	92 30
Candles, lbs.....	3,903	4,111	1,797 43
Chloory, lbs.....		375	94 30
Coal and coke, tons.	10.3	103	5 15
Coffee, from U.S. lbs	8,256	1,712	192 20
Copper and m's of.		144	42 90
Cordage all kinds....		477	105 89
Cotton, manuf's of		2,756	843 60
Drugs and medicines	35,891	12,789 50	
Earthen, stone and China ware.....		858	1,277 40
Fancy goods.....		2,463	828 63
Fish.....		4,913	1,225 66
Fruit, dried.....		2,293	815 41
Green.....		2,565	637 88
Furs.....		141	25 50
Glass, glassware....		1,496	467 00
Gunpdr, exp sub's		1,753	499 19
Hats, caps, bonnets		1,044	313 20
Hops, lbs.....	516	117	36 30
Iron and steel m's of		8,015	2,251 74
Jewelry and watches and m's of gold and silver.....		918	244 50
Lead and manuf's of		239	41 57
Leather and m's of.		2,906	470 96
Marble and stone and manuf's of...		107	28 90
Malt, bush.....	2,810	2,033	421 50
Metals, composition and m's of.....		223	101 90
Musical instruments		593	189 60
Oils, coal and kero- sene, gals.....	28,775	6,623	2,071 80
All other, gals....	7,553	3,101	750 56
Paints and colors,		279	122 56
Paper and m's of...		1,672	550 18
Perfumery.....		208	67 20
Provisions, Bacon hams, etc.		5,067	1,328 60
Salt, not from Great Britain or British possessions, or for fisheries, lbs.....	70,610	370	52 09
Seeds.....		294	34 87
Silk, manuf's of....		0,197	1,854 80
Soup of all kinds....		169	56 10
Spices of all kinds..		65	20 85
Starch, lbs.....	1,437	61	23 74
Spirits, Of all kinds, gals..	4,887	6,197	10,387 67
Wine, other than Sparkling, gals...	1,853	1,567	1,255 76
Wine sparkling doz	33	409	226 65
Sugar above 10 lbs	3,124	197	24 99
Sugar syrups, cauo juice, etc., lbs....	12,248	271	195 53
Sugar candy, etc, lbs	4,102	445	207 00

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, Jan. 10.
VICTORIA.

With the opening of the new year, there is a noticeable improvement in trade. Bankers state that collections are being well met, and so far show quite an improvement over last month. Wholesale grocers also say that the volume of trade was larger last week than during the same period of December, which is generally considered a good month. Wholesale collections are reported better. The sailing fleet are fitting out for the season's work and owners will spend large sums of money before all of the fleet are able to go to sea.

The customs returns for the month of December show a decrease from the same

ARTICLES.	QUAN.	ALUE.	DUTY.
Molasses..... gals			
Ten, from U.S. lbs..	3,418	753	75 90
Tobacco and cigars..	2,137 1/2	2,675	2,530 08
Wood and m's of.		2,355	662 90
Woolen m's of.....		3,238	1,010 09
All other dutiable articles.....		{ 163	40 75
		{ 25,139	5,073 00
Total dutiable goods		\$158,089	\$56,426 58
Coin and bullion (ex- cept United States silver coin).....		115	
Free goods, all other		10,479	
Grand total.....		\$177,683	\$56,426 58

EXPORTS

From the port of Victoria, for the month of December, 1892—the produce of Canada:

THE MINE.	QUANTITY.	VALUE.
Coal.....	700	\$ 3,500
Gold dust, nuggets, etc.....		21,119
Other articles.....		258
THE FISHERIES.		
Fish of all descriptions		483,431
Furs or skins of creatures living in the water.....		3,021
THE FOREST.		
Lumber—planks, boards, etc		5
ANIMALS AND THEIR PRODUCE.		
Other animals.....		5
Other articles.....		23,378
AGRICULTURAL PRODUCTS.		
Fruits—green		38
Flour of wheat and rye brls	500	2,000
Other articles.....		1,718
MANUFACTURES.		
Iron—pig and scrap, cast- ings hardware, etc.....		100
Liquors, spirituous and natl, of all kinds..... gals	8	3
Sewing machines.....	2	110
Wood—m's of all kinds....		409
Other articles.....		865
Miscellaneous articles.....		100
Grand total.....		\$ 540,800

Goods, not the product of Canada, for the month of December, 1892:

	QUANTITY.	VALUE.
The Forest—		
Lumber—planks, boards, etc	40	
Animals and their produce—		
Other animals.....	10	
Manufactures—		
Cottons, woollens, etc....		54
Iron—pig and scrap, cast- ings, hardware, etc....		126
Sewing machines.....	4	155
Wood m's of all kinds....		318
Other articles.....		8,022
Miscellaneous articles....		705
Coin—gold.....		165
—silver.....		361
Grand total.....		\$ 9,956
Total exports of all kinds.....		\$550,756

period last year as follows: Value of goods entered for consumption December, 1892, \$177,683; duty \$56,426.58. December, 1891, \$310,732; duty, \$73,603.27.

The Mercantile Agency of Dun Wiman & Co. report 98 failures in British Columbia during the past year with liabilities aggregating \$600,878, as follows: First quarter, 20 failures, \$159,350; second quarter, 23 failures, \$199,776; third quarter, 20 failures, \$143,840; fourth quarter, 30 failures, \$157,906.

GROCERIES AND PROVISIONS.

Merchants report trade better than during the first week in December. Collections are also reported as coming in better than last month. Butter is steady in price. The steamship Umatilla, on January 9, brought up 10 firkins and 20 half barrels, from San Francisco, for to supply to sealing schooners in bond. Eggs are in good demand. Canadian

LEITCH BROS. OAK LAKE ANCHOR BRAND FLOURS

FROM

No. 1 Hard Wheat.

Patent Hungarian, Strong Bakers, Imperial Bakers, Extra, Low Grade, Bran and Shorts, and all kinds Chopped Feed and Grain.

MAJOR & ELDRIDGE, AGTS,
VANCOUVER.

WOOD, TRAVIS & CO.,

Public Accountants,
Auditors,
Arbitrators,
Average Staters,
Commission Brokers,
Shorthand Writers.

Trader's Books Adjusted and kept Periodically, Balance Sheets Prepared.

6 BASTION SQUARE, VICTORIA, B. C.

To the Electors of the North Ward:

I intend to be a candidate for alderman at the coming municipal election, and respectfully solicit your vote and influence.

A. G. McCANDLESS.

To the Municipal Electors of North Ward:

I shall be a candidate for Alderman at the coming election, and solicit your support.

MUNROE MILLER.

A. LEFRED,

(Graduate of Laval and McGill.)

MINING ENGINEER.

MAIN OFFICE: Quebec. BRANCH OFFICE: Sherbrooke. Montreal, 17 Place d'Armes Hill.

MINES, MINERAL PRODUCTS.

pickled eggs are quoted at 25c per dozen, and fresh Canadian at 28c. The American meat market is stronger short clear sides and dry salt have been advanced 1c in packers lists, and the markets are very firm. Barred beef and pork are very scarce and high in fact some of the leading packers have turned down orders from this market. The latest packers quotations are as follows: Extra Mess beef per bbl., \$12, prime plate beef \$14, prime mess pork, \$25, all in bond. With the advance in pork a corresponding advance has taken place in lard. American white label pure lard has advanced 1 1/2 in 10 lb pails. Fairbanks lard is quoted by the

Hudson Bay Company in basis of tierces: Lard compound, 14c; pure lard, 10c. Lard has been advancing for some time at the rate of about 3c per week, and there seems no probability in some merchants minds of any drop from present prices before June.

Raw sugar has lately advanced from 3c to 3c in both the New York and Halifax markets and, in all probability, the B. C. Refinery will advance the prices on their list in sympathy. A good authority states that the advance will probably be 3c on list prices.

Commission agents quote American meats f. o. b. Victoria, duty paid, as follows: Medium hams 10c per lb; heavy hams, 15c; choice breakfast bacon, 10c; short clear sides, 13c, and dry salt clear sides, 12c. Armour's white label pure lard, 1c lb. pails, 17c per lb.

Armour's Gold Band meats, which are the finest quality on the American market, being a special grade for choice family trade, are quoted, (duty paid, Victoria), hams, 17c, breakfast bacon, 18c.

London layer raisins are quoted by Victoria jobbers in 20 lb. boxes from \$2.30 to \$2.40 per box; Valencias, 28 lb. boxes, from 7c to 8c per lb.; and sultanas, 10c to 12c per lb., currants, in bbls., 7c per lb., half bbl. 7c, cases 8c to 8c. Candied peels are quoted as follows in 7 lb. boxes:—Lemon 18c, orange 19c, and citron 20c to 28c. California evaporated fruits are quoted as follows:—Apples, evaporated, 50 lb. boxes, 12c per lb., 25 lb. boxes 13c; apricots, 25 lb. boxes, 18c; prunes, 25 lb. boxes, 14c; plums, 25 lb. boxes, 14c to 14c; peaches, 50 lb. boxes, 16c, 25 lb. boxes 16c. Canadian evaporated apples, 50 lb boxes, 9c

The British Columbia Sugar Refining Co. Ltd., quote as follows in their weekly price list: Powdered icing and bar, 6c; Paris lumps, 6c; granulated 5c; extra C. 4c; fancy yellow, 4c; yellow 4c; golden C. 4c. Above prices are for barrels or kegs; half-barrels and 100 pound kegs, 3c; more, boxes 3c more. No order taken for less than 100 barrels or its equivalent.

They quote syrup as follows: Finest golden, in 30 gal. bls. 2c; ditto in 10 gal. kegs. 3c; ditto in 5 gal. kegs, \$2.25 each; ditto in 1 gal. tins, \$1.50 per case of 10; ditto in 1/2 gal. tins, \$6 per case of 20. Prices cover delivery in Vancouver, and at Victoria, New Westminster and Nanaimo, and are subject to a discount of 2 1/2 per cent. for cash in fourteen days. All prices subject to change without notice.

Dairy produce is quoted:

Butter—Eastern Creamery, tubs.....	27 1/2 @ 30
Manitoba Dairy, choice.....	22 @ 23
Cheese—Canadian, lb.....	12 @ 14 1/2
California.....	16 @ 00
Eggs, pickled, per doz.....	23 @ 25

Smoked meats and lard are quoted:

Hams.....	15 @ 18
Breakfast bacon.....	15 @ 17 1/2
Short rolls.....	12 @ 13
Backs.....	13 @ 15
Dry Salt, long clear.....	11 @ 12 1/2
Puro Lard, 50 lbs.....	14 @ 15
" " 20 lbs.....	14 1/2 @ 15 1/2
Lard Compound.....	12 1/2 @ 13 1/2

Sugar—Jobber's prices 3/4-barrels and kegs in each case being 3c higher:
 Dry Granulated..... 5 1/2
 Extra C..... 5 1/2
 Fancy Yellow..... 5

Yellow.....	4 1/2
Golden C.....	4 1/2
Syrups, per lb.....	3

FRUITS AND VEGETABLES.

The receipts from San Francisco by steamship Umatilla, Jan., 9th, were very light, comprising 11 cs lemons, 17 cs oranges, 1 bx pineapples, 1 sack chestnuts, and 6 bags of nuts. The fruit business is slim, in fact at this season of the year there is almost nothing doing. Oranges have dropped a little, Navels from \$1.75 to \$1.50, per case and Riverside seedlings from \$4.00 to \$3.50. Sicily lemons are also somewhat cheaper. Potatoes are scarce, this is no doubt owing to the fact that farmers are afraid of frost and do not care to open their pits. Owing to the bareness of the market prices have gone up, \$20 a ton is said to have been paid for good potatoes, while the regular quotation is about \$18. Japanese oranges are sold out of wholesalers hands. The Empress of Japan which is due about the 14th, inst., may bring a small consignment. It is almost to late in the season to expect good fruit, and if any arrive they will in all probability be unfit for sale.

Jobbers' quotations for fruits are as follows:—

Oranges—Sweet Lorotta.....	\$1.50 @ 3.75
Navels.....	4.50 @ 0.00
Riverside Seedlings.....	3.50 @ 0.00
Japanese.....	0.75 @ 0.00
Lemons—California.....	5.50 @ 7.50
Sicily.....	7.00 @ 7.50
Bananas, bunch.....	2.50 @ 3.50
Apples—Red.....	1.50 @ 1.75
" Green.....	1.50 @ 0.00
" Canadian, bbls.....	6.00 @ 0.00

Vegetables are quoted:

Potatoes—Local.....	per ton 18.00 @ 00.00
Onions—Red California.....	1 1/2 @
California Silverskins..	1 1/2 @

FLOUR AND FEED.

Dealers state that the month has opened up very well, trade is fair and the prospect is brightening. Manitoba Hungarian flour has again dropped in price and jobbers are quoting 10c per barrel less than last week. Snowflake is also lower than last week

The Columbia Flouring Mills quote Enderby flour in carload lots:

Premier.....	\$5.00
XXX.....	4.75
Strong Bakers or XX.....	4.50
Superfino.....	3.75

Jobbers' quotations to the trade are:

Delta, Victoria mills.....	\$ 4.75 @ 0.00
Lion, ".....	4.75 @ 0.00
Premier, Enderby mills.....	5.25 @ 0.00
XXX, ".....	5.00 @ 0.00
XX, ".....	4.75 @ 0.00
Superfino, ".....	4.00 @ 4.25
Ogilvie's Hungarian.....	5.25 @ 0.00
" Strong Bakers.....	5.00 @ 0.00
H. B. C. Fort Garry Hungarian..	5.25 @ 0.00
" Strong Bakers.....	5.00 @ 0.00
Lake of the Woods Hungarian..	5.25 @ 0.00
" Strong Bakers.....	5.00 @ 0.00
Oak Lake Patent Hungarian.....	5.25 @ 0.00
" Strong Bakers.....	5.00 @ 0.00
Benton County, Oregon.....	4.85 @ 0.00
Portland Roller.....	4.90 @ 5.00
Snowflake.....	4.90 @ 0.00
Royal.....	4.75 @ 0.00
Wheat, per ton.....	28.00 @ 35.00
Oats.....	25.00 @ 30.00
Oil cake meal.....	40.00 @ 45.00
Chop feed.....	28.00 @ 30.00
Shorts.....	26.00 @ 28.00
Bran.....	23.50 @ 25.00

National Mills oatmeal.....	3.50 @ 0.00
" " rolled oats.....	3.50 @ 0.00
" " split peas.....	3.50 @ 0.00
" " pearl barley.....	4.50 @ 0.00
" " Chop feed.....	20.00 @ 28.00
California oatmeal.....	4.25 @ 4.35
California rolled oats.....	3.75 @ 3.85
Corn, whole.....	per ton 37.50 @ 40.00
Cormeal.....	2.75 @ 3.00
Commical-feed.....	per ton 40.00 @ 50.00
Cracked corn.....	40.00 @ 45.00
Hay, per ton.....	17.00 @ 18.00
Straw, per bale.....	1.00 @ 0.00

LUMBER.

Since last review, advices have been received that the Chil. ship Hindostan, 1,512 tons, Capt. Walsh, sailed from Valparaiso Dec, 20 for Moodyville to load a return cargo of lumber on owners account. The George Thompson was towed out of the Fraser River on Jan. 2 to Vancouver. She is lightened considerably and crossed the bar drawing 10 ft 6 in, whereas when loaded with full cargo she drew 21 ft 6 in. After a diver's survey, the balance of cargo will be reloaded and she will proceed to her destination—Sydney.

There are at present 5 vessels loading at British Columbia ports for foreign. At Burrard Inlet—Br. bark Mark Curry, 1,250 tons; Nor. bark Fritzoe, 1,078 tons, for Valparaiso; and The Br. bark Highlands, 1,235 tons, for Montreal. Chil. bark India, 953 tons, at Moodyville, for Valparaiso f. o.; Br. bark Bittern, 390 tons, for Fremantle, Australia; Ger. ship Katharine, 1,030 tons, at Moodyville for West Coast S. A. At Cowichan—Am. bark Colorado, 1,030 tons, for Valparaiso for orders.

Quotations for Douglas Fir Lumber, in cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association:

Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet..	\$ 9.00
Deck plank, rough, average length, 35 feet per M.....	19.00
Dressed T. and G. flooring, per M.....	17.00
Pickets, rough, per M.....	9.00
Laths, 4 feet, per M.....	00

A MANUFACTURER'S GRIEVANCE.

To the Editor of THE BRITISH COLUMBIA COMMERCIAL JOURNAL.

SIR:—In all progressive Eastern cities manufacturers (large and small) are encouraged; but I think the electors of Victoria will see that such is not the case in this city. If they take the trouble to read Mr. Beaven's Municipal Bill they will find that the manufacturer is done away with, and he is made either a retail or wholesale trader and subject to a municipal tax.

Again, in all Eastern cities the tax on commercial travellers is abolished, and it is only lately that our city fathers have allowed the representatives of the wholesale houses and of manufacturers to offer their goods for sale without being called on for the \$100 tax. Certainly the above concession was a little progressive and a step in the right direction.

But, sir, what I cannot understand is while the city permits those men to sell their goods here, home industries are taxed to the tune of \$100 per annum for selling their own production. This being the law under the Municipal Bill, of which Mr. Beaven is the father, any further comment is needless.

No industries, no employment for workmen, result retrogression for Victoria, while owing to her position and climate she ought to lead. Electors, remember Mr. Beaven's Municipal Act taxes industries.

FAIR PLAY.

Duluth!

Situated at the Entrance to Seymour Narrows, the Terminus of the Canada Western Railway, in connection with the Ferry to the Mainland.

LOTS IN THE ORIGINAL
TOWNSITE.

Lots in this Townsite can be obtained at present prices until January 1st, at which date prices will be raised 25 per cent.

The Lots owned by the Canada Western Railway Co. in Duluth are
NOT FOR SALE.

For Prices and Terms Apply to the Head Office,
HENRY CROFT, 72 Government St.

TELEPHONING AT SEA.

At Buffalo, on a recent night, the first public exhibition of the telephoto was given by the inventor. The telephoto is an instrument by which ships can converse at sea, officers direct their troops, or any one hold communication at long distance over unimpeded territory, as a plain or water service. The inventor is C. B. Boughton. The instrument consists of a series of wires and electrical apparatus, operated by a keyboard similar to that of a typewriter. There are 100 electric lights operated by the keyboard and contained in a shaft 27 feet long, which may be taken apart and reduced to compact form. The large number of lamps is reduced to regulate the spaces between the letters in relative proportions. The lights flash the characters of the Morse alphabet. The dots are represented by two lamps, and the dashes by 12 lamps. The experiments were successful. The lights could be seen ten miles out on the lake.

FARMERS PAYING OFF MORTGAGES

Next to the banks, perhaps, the surest barometers by which to gauge the financial state of the country is its loan and investment companies. That being the case, it may be safely assumed that Manitoba generally is in a prosperous condition, for according to the reports given to a *Free Press* representative, farmers this year have met their payments promptly and satisfactorily. When the farmers of a country are able "make both ends meet," the towns and cities cannot be otherwise than flourishing. Mr. Eden, manager of the Manitoba Mortgage and Investment company, said he had found the farmers, as a whole, amply prepared to liquidate their liabilities, and the state of the country appeared to be very satisfactory. In only a very few cases had his company had to press delinquents. Some had asked for extensions but only because they desired to hold their grain in anticipation of better prices. Such requests had been freely granted, the security being in all cases good. Mr. Harris, manager of the Canada Permanent company, made a similar report, and, in fact, all the loan companies' representatives agreed that collections were very good, and that no cause existed for complaint. —*Western World*.

AMERICAN CANNED GOODS.

There is a tremendous agitation against the use of canned goods from America, says a cable from London. This agitation has increased since the passage of the McKinley law and the decrease of British income in the canning trade. A large number of instances of poisoning by eating canned goods has been reported and several cases recently have been credited to the same cause. Still the people persist in consuming enormous quantities of American canned goods, despite the doctors. Many deaths have been caused by eating canned goods, among people who had no money to buy them any other food, and with a quarter of a million people destitute in London the danger of starving appears a good deal more serious to the

average Englishman than the danger from American canned goods. The latest attempt to create a sensation on the subject is an interview with the analyst, Hebner, who explains that the cause of the poison is frequently subject to the lead used in soldering, but the danger is oftener due to ptomaines, bacteria and existing alkaloids. The analyst gives his opinion that fruit ought not to be canned, and declares that the government must examine the whole question and appoint inspectors to examine American canned fruit, and not leave the lives of the people in the hands of the ptomaines and bacteria.

INDIAN MAGNIFICENCE.

Years ago, when Ismail Pasha ruled Egypt, Messrs. Phillipson, coach builders, Newcastle-on-Tyne, built for His Highness some gorgeous railway carriages, brilliant with arabesques and harmonious color, to run on the line which, before the days of the Suez Canal, connected the Mediterranean with the Red Sea shore. Luxurious as these carriages were, the three magnificent saloon carriages now being re-erected in Bombay go far beyond them in the arrangements for ministering to the comfort of Indian princes who will journey in them by rail. These carriages were built in England, and were sent out to Bombay in sections. The length of each is sixty-three feet, and the width nearly ten and one-half feet. The outside color is cream and gold. The roofs are double, with an air space between, and sun shades are placed along the whole length of the sides, such protection from the sun's rays being indispensable in the climate of India.

Provision is made for lowering the temperature by inserting an ice-tray in the floor of the carriages, over which is placed an ornamental grid. The first of the carriages is a ladies' saloon divided into dining, drawing and bedrooms, and provided with bath room, lavatories and servants' quarters. The saloon and bedroom are upholstered in blue silk and old gold.

Conspicuous in the bedroom is a highly ornamented brass bedstead and an elaborately carved dressing table. The two other carriages are for gentlemen, with some modifications, and are quite as elaborate in furnishing and decoration. The saloon of one carriage is upholstered in dark blue Russian leather and old gold, that of the other in green and old gold silk. Each saloon is fitted with bronzed grate and tiled hearth and carved walnut chimney piece and overmantel, and coal fires can be burned. Heavy silk and plush curtains hang over all the doors, and the decorations throughout are of Oriental magnificence.

FRIENDLY GROCERS.

Why not be friendly with your fellow grocers? is a question of vital importance and one which ought to be carefully thought over by every grocer in the city.

"There are tricks in all trades," is an old adage, and is quoted quite generally, but all tricks do not suit all trades. One thing essential in business is sociability, a certain amount of it at least, and without

this one quality business men, in general, will find it a hard road to travel.

Then the question might be asked: Does it pay for one grocer to be sociable to another? Or does it pay at all to be sociable with each other? "Of course it does," remarked an old grocer recently. "In fact," he continued, "a grocer, or any other business man, cannot succeed without a small quantity of sociability about him. Some men talk of being independent, but all is nonsense. No man is independent who has to work for a living, and the sooner he finds that out the better it will be for him." In the grocery business it pays a man to be sociable, for many reasons.

There are many times when one grocer can more readily dispose of some article than another, and if the live grocers are sociable and deal with each other, the article can very easily be exchanged, and in this way neither may be the loser.

A grocer should be sociable to his fellow grocers, because of the influence he throws out to his clerks and clerks of the other grocers. The lesson taught by the father will be readily learned by the son. Just so does the young man who is learning his business acquire the lessons taught him by his employer. Clerks should be sociable with one another as well as the grocers.

Grocers should be sociable for the sake of their customers, who always like to hear a grocer speak well of his neighbor. The grocer may think that the customer does not notice his dislike for his fellow man, but such is not the case. They are only too wise to let their feelings or sentiments in the case be known. It pays grocers to be genial, polite and accommodating to one another, just as much as it pays a clerk to be accommodating and polite to his customers.

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D. M. CARLEY EDITOR
L. G. HENDERSON BUSINESS MANAGER.
Office No. 77 Johnson Street.

VICTORIA, TUESDAY, JANUARY 19, 1893.

THE MAJORITY.

The handsome requisition which has been circulated in favor of Mr. William Dalby for Mayor would serve to show that he has a very strong support, and if all whose names are appended will not alone vote but work for him his success at the polls is assured. It must be manifest to every one that a change in the Chief magistrature of Victoria is not only advisable but absolutely necessary if the city is to keep pace with the times. It cannot afford to have any flies on the wheel, who do not possess a pound of weight, but who continually brag in terms of self-satisfaction at what they claim they have done. We want a man at the helm who can put his shoulder to the wheel, and can also when necessary, as is always the case, join the other members in giving a long pull, a strong pull and a pull altogether.

THE CITIZENS' TICKET.

Anyone who reads the citizens' ticket and at the same time considers the special objects of the organization under the auspices of which that ticket was prepared can scarcely fail to be convinced that the selection of candidates for Aldermen and School Trustees has been a wise one. They are all of them reliable men, and are, in every way, well fitted to serve the public in the best sense. The different ward candidates are men of probity, ability and enterprise, such indeed, as it is desirable to have especially enlisted in the work of directing civic affairs. It is therefore to be hoped that all who are in any way desirous of seeing better men and better methods inaugurated will not hesitate about casting their votes in their behalf. Public affairs are above and beyond all personal considerations, and the matter for all should be the best and most available men.

VICTORIA'S GREAT I AM.

In his own estimation, judging from his platform and written deliverances, there never, never was such a man as the Hon. Robert Heaven. From the claims which he put forth at his first meeting, but which, having been called to order, have been considerably modified, he must have been either a heaven-born financier, or what people in some parts of the world call a natural. The wonder is that, with his special endowments, he did not accomplish more either in the way of strengthening the credit of the city or of destroying it by his peculiar methods of finance

and management. And he coolly gets up and says "I did it!"

We are prepared to admit that Mr. Heaven did a great deal—that would have been better left undone—as his long public record shows—while much that he failed to do would, if carried out, have accomplished excellent results. In his great acts of quibbling and hair-splitting he is unique, probably he is unrivalled in the entire Dominion. His economic turn of mind would no doubt—had he personally distributed the supplies to the smallpox patients—have induced him to enter into elaborate and mathematical calculations in order to ascertain into how many parts an egg should be divided so as to give a convalescent some benefit, however small, without the immediate cost to the city being too burdensome.

In view of his confident expectations of being once more elected to the civic chair, it would on account of the certainty of his hospital proposal being again brought up, be comforting and consoling to some people if he would only estimate how few currants it would be possible to introduce into the lump so as to give it the appearance of plum pudding. He might also secure the best recipe for making chicken shadow soup for such people as are very weak. Another problem which would be interesting and instructive for him to demonstrate is, supposing the quality of the city's milk be as it is at present, how much of the fluid that comes from Elk Lake can be introduced without the public becoming aware of the imposition? Again, His Worship might estimate how many inches of gravel it would be possible to scrape off certain portions of the streets and apply them to other sections, thus avoiding the cost of obtaining fresh material.

Once more, Mr. Heaven might, as he is a hard student and calculator, enlighten the electors as to how much ammonia, charcoal, tin and other matters could be obtained by a judicious and well directed mining movement in the James Bay flats, and how great an amount of fertilizers might be got out from the same source, which has thus far been absolutely wasted by the unceremonious manner in which it has been dumped at that spot. We admire Mr. Heaven as a curious relic of a past age—we don't want him to drop completely out of sight as some of the curiosities have done—but we cannot say that we are particularly pleased with his work, though he does plume himself upon the achievements of others and strives to create the impression that he is the all and in all of the Board of Aldermen.

An event of no small interest to the commerce of the Pacific Coast, occurred on Friday, when the last spike was driven in the construction of the Great Northern Railway thereby securing to the Pacific Coast another transcontinental railway route. In this, we, the people of British Columbia, are to no small extent concerned, as it gives one more outlet and inlet for trade, and moreover is controlled by a man, who, in whatever he undertakes means business. The work of construction of the extension has been carried on with a vigor and rapidity that are worthy of all praise, the building having been begun on October 29, 1890, and finally completed as has been said before on Friday last.

SEALING AND SEALING.

It is noteworthy that the two great subjects at issue between the people of the Dominion and those of the United States involve questions of sealing. In the one the Americans seek to prevent Canadians from taking seals either upon the high seas or those waters to whose ownership they at first laid the most pretentious claims, but which they have modified since the matter has been referred to arbitration. The other sealing matter relates to the transportation of goods in bond by "Canadian" railway companies over portions of United States territory in cars under consular seal. In order to retaliate upon and to coerce Canada, partially because upon the other sealing question they could not have their own way, the American authorities, through President Harrison, have threatened to do away with what they term the "sealing privileges" and declare that they will not only do this but will force the Canadian roads to come under the operations of the Interstate Commerce Law. It has, however, been shown in New England and on the Atlantic seaboard states much, of whose maritime traffic is supplied by goods brought from or through Canada, that they are not disposed to submit to such interference with what they consider to be their own special business. Whatever Mr. Harrison may attempt to do in this way is sure to meet with considerable opposition, his hands not being so free as he may suppose them to be.

We notice that, in their last annual report, the Interstate Commerce Commissioners, in their reference to the Canadian roads, intimate that of the Grand Trunk Railway 1,039 miles are in the United States, where are also 145 of the Canadian Pacific. Referring to this pretension, the *Monetary Times* points out that the lines which are operated in the United States are not Canadian, but American, and, if they do not come under the Interstate Commerce Law, it is the fault of the United States themselves. The commissioners say that the remedy of existing grievances is to be found in congress compelling those foreign roads, through the operation of statutory restraints imposed by congress, to practically come under the provisions of the act to regulate commerce by making their compliance with its requirements the condition of engaging in international business. But as has been before said if those American lines which are now operated by Canadian companies are not working under the operation of the Interstate Commerce Law, the Americans are alone to blame, and it is absurd to pretend, as is manifestly the idea of the commissioners, that Canadian roads within the Dominion should also be governed by American laws. This is the same sort of doctrine as that held by our neighbors, when questions of trade reciprocity were under discussion, viz., in effect that the tariff of both countries should be regulated from Washington. For our part, we are inclined to the opinion that, after all, it would not be so bad if Mr. Harrison did show his whole hand, in which event we should understand the real character of the people with whom we are dealing.

BANK DEPOSITS.

The steady and continuous increase in Bank deposits is deserving much attention, as the following figures from the *Monetary Times* covering the last five years ending on the 30th November show:

1887.....	\$112,000,000
1888.....	131,000,000
1889.....	132,000,000
1890.....	138,000,000
1891.....	157,000,000
1892.....	179,000,000

Sixty seven thousand dollars of an increase in five years and this outside the savings institutions and Loan Companies, which received during the same period \$70,000,000 in all. Here is food for reflection on the part of those who are interested in economics and who are inclined to think that the Dominion of Canada is not prospering.

THE B. C. SALMON PACK.

Messrs. Findlay, Durham & Brodie have just issued their annual report as to the salmon pack of British Columbia, in 1892, which may be summarized as follows:

	CASES.
Fraser River Canneries	80,215
Alert Bay "	3,588
River's Inlet "	13,126
Skeena River "	89,789
Gardiner's Inlet "	6,156
Lowe Inlet "	8,161
Naas River "	25,131
Total.....	228,470

The disposition of a portion of this was as follows:

	CA. ES.
Shipped per Glengarry to Liverpool	37,352
" " Martha Fisher "	34,002
" " Chile "	39,023
" " Frederick to London.....	25,403
" " River Ganges "	29,461
Total.....	165,241

Eastern Canada took 29,350 cases; Australia, 1,498 cases; whilst local consumption and stock unsold are put down at 4,311 cases.

MINERAL LAW AMENDMENT.

If statements attributed to Mr. W. A. Jowett, who professes to have obtained his information from the Minister of Mines, be correct, the mining laws of the province are to be materially amended next session. There are a variety of ways in which amendments are suggested in order to make the law perfect and, unless we are mistaken, it will require considerable work of that kind to make our mineral law what the majority of people will recognize as fairly satisfactory. We fully recognize that much of the squabbling over the law as it exists to-day and as it was during its various stages of evolution up to the present, was due to partizanship, on which account much that might have been done was prevented. Indeed, but for that, the work of the Mineral Commission appointed some time ago would have been much more efficient; but it is to the future that we must now look, and we therefore trust that our legislators will for the time being forget the fact that there are two such opposing forces in the House as those which are respectively led by Hon. Messrs. Davie and Heaven, and do their utmost to meet the requirements of

the Province, which, when we remember the vastness of our resources and how they may be advantaged, are very great.

QUARANTINE AND HOSPITAL.

We are well satisfied that the Board of Trade, at its last meeting, took up the questions of quarantine and marine hospital accommodations and adopted cogent resolutions with respect to them. Time and again have there been denunciations of the existing condition of things which ought to have had some effect; but the deafness and obtuseness of the Deputy Minister of Marine, Mr. William Smith—whom even his subordinates think so little of as to speak of as "Billy"—have prevented any action being taken. Mr. Prior, too, has had sufficient courage to talk out against Mr. Smith who belongs to an age when the people were well satisfied with supplies of rain water for their sick, with fish of their own taking to live upon and with driftwood—saturated with water and salt as their fuel. Moreover, this same Mr. Smith has ideas regarding the value of money and its purchasing power that are a long way off, otherwise he would not hold that \$10 per month was a magnificent salary for a hospital caretaker and his wife, who have not only to find themselves but to run all the risks that are inseparable from the care of the sick.

Then as to the quarantine station and marine hospitals themselves, it is notorious that they possess no accommodations worth calling such and this although British Columbians and the seamen who come here pay more money per head into the treasury than those of any part of Canada. The resolutions of urgency for increased and improved facilities at both the institutions of which we speak are in the right direction; but they do not go far enough—for instance one of them should demand, and that without delay, the immediate chopping off of the head of the Deputy Minister of Marine and such of the officials as belong to the same category as that to which he appertains. We want men of progress at Ottawa as well as elsewhere.

THE OSCAR AND HATTIE CONFISCATED.

Contrary to expectation, and, taking as it were the worst side of the case that could possibly be presented, Chief Justice Begbie, on complaint of the commander of the American cruiser Mohican has adjudged the British Columbia sealer Oscar and Hattie to have violated the provisions of the *modus vivendi*, by entering the harbor at Atu to take water. The evidence for the prosecution did not show more than this, yet a British Court of Vice-Admiralty has declared the schooner to have incurred the penalty of confiscation. The reasons of the presiding judge have not yet been published; but as far as we can gather it was distinctly not proven that the schooner went in sealing, and there were no seals within miles and miles of the place; she was not trading, as she had nothing to sell, and if she had there was no one to buy. Besides, she was not en-

deavoring to purchase supplies—there were none to be had—and what we have to reflect on is that a British Justice in a British Court has confiscated a sealing vessel for seeking to obtain water from foreigners. It is not the custom of even the most barbarous of nations to refuse this.

It has been suggested that the publication of an opinion that His Honor proposed to dismiss the case on payment of costs by the vessel owners and the fuss which was caused on the American side were the means of inducing the Court to look at the matter in its worst possible light. This, however, we do not consider possible, particularly in the case of a man like Sir Matthew Begbie, whose independence made him a law unto himself almost when there was no law, and we consequently expect that the text of the judgment when it is handed down will in its bearings on the principles involved in the *modus vivendi* be of more than ordinary interest and importance.

EDITORIAL NOTES.

A NOVEL insurance scheme has been submitted to the mayor of Toronto by W. A. B. Skeans. He proposes that the city undertake the fire insurance of all city property churches, etc., for ten years, charging present premium rates, "and in that time it will have accumulated in profits at the lowest calculation \$5,000,000. Then let it insure without charge (having this fund to fall back upon in case of very heavy losses) and do away with the cost of the insurance machinery altogether. The citizens would thus be relieved of the burden of insurance premiums and all losses would be shouldered by the community." He holds that it ought to meet with approval, for perhaps 95 per cent. of the buildings in the city are insured.

LARGE fires and heavy losses have marked the record of the last year in the United States, and it seems probable that the aggregate loss of 1892 will fully equal the loss of the previous year, which was not only excessive, but was regarded as phenomenal. Underwriters are pretty blue over the situation, and many of them have given up all hope of showing a profit upon the insurance transactions of the year. Their investments will undoubtedly enable them to make their usual dividends, but if the stockholders had to depend upon insurance profits for returns upon their investments, few of them would be able to add to their bank accounts by dividend checks from fire insurance companies. The accident companies have also had a very heavy loss ratio even on an increasing business, and the statements will not be very favorable.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending January 31—

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.....	Tons.
1.	Tyce, str., Port Townsend.....	82
2.	Holyoke, str., Port Townsend.....	37
5.	Eclipse, ship, Honolulu.....	2,129
6.	Wanderer, str., Port Townsend.....	36
6.	Wilmington, str., Portland, Or.....	128
7.	Gen. Fairchild, bk, Wilmington, Cal.....	2,300
Total.....		5,012

COMMERCIAL SUMMARY.

The postal revenue of New Zealand last year was £320,058, and the expenditure £268,313.

The big auditorium building in Chicago is said to be sinking, and the edifice is being braced up.

A New York capitalist has made extensive purchases of lithographic stone deposits in Marmora, Hastings county, Ont.

The Marquis De Bendana, a grandee of Spain, formerly Minister to Turkey, has been appointed Spanish Minister to the United States, to succeed Senor Guariz.

The Michigan Central Railway Company has declared a semi-annual dividend of 1½ per cent. The Lake Shore railroad has declared a semi-annual dividend of 3 per cent.

In London shipping circles, it is feared that the British bark Stanley, from Philadelphia, was wrecked during the same typhoon in which the British steamer Bokhara was lost.

According to statements issued by the liquidators, the enormous sum of \$20,000,000 has been expended by the Panama Canal Company. Of this sum, \$17,600,000 went for advertising and taxes.

A famous soap manufacturer was once asked why he did newspaper advertising altogether, and did not follow in the footsteps of other manufacturers, putting up sign boards, printing almanacs, etc. He replied that in his experience, he found that the man who did not read the newspapers never used soap.

The Red Star Line abandoned the steerage business on the first of January. All the other steamship lines should follow the example. They can do more and better business this year carrying first and second class passengers who will come to the World's Fair, and will object to detention at quarantine.

The iron ship H. Bischof (Ger.), Schwarting, which arrived from London, is one of the largest and first full rigged four masted ship that has ever visited Philadelphia. The vessel was built in Glasgow in 1865, and was formerly the steamer Ville de Paris. She is 2,675 net tons register, and is chartered to load 1,200,000 gallons of refined oil, in cases, for Japan.

A bill has been introduced in the U. S. senate which amends the laws regulating the transportation of goods by declaring that no merchandise shall be transported from one part of the United States to another in a vessel belonging wholly, or in part, to a subject of any foreign power. The sailing of any foreign vessel from one United States port to another is not prohibited, provided no merchandise other than that imported in such vessel from a foreign port shall be carried.

The notes of the Bank of England are not guaranteed by the government. The bank loaned to the public treasury £11,000,000 and holds £2,000,000 against which public debt it is allowed to issue £14,000,000 in notes. For all its issues over that sum it must have an equal amount in gold and silver, of which only one-fourth can

consist of the latter metal. These notes are a legal tender everywhere, except from the bank which must cash the notes on presentation. The government has no share in the management of the bank, and owns none of its capital.

Lanark County, Canada, has been exerting herself to produce a unique exhibit for the World's Fair, and if nothing happens she will succeed in whetting the appetites of all the gastronomers and epicures who come to Chicago in 1893. At the present time there lies awaiting shipment at Perth, Canada, a cheese such as was never before seen anywhere. It weighs a trifle more than twenty two thousand pounds, and is a huge disk six feet thick. Every cow in Lanark County contributed three days of her life to the exhibit, and local connoisseurs declare that the quality of the product is pre eminently good. A modest calculation places the number of Welsh rarebits which might be made from the cheese at 500,000, and it would supply ample relish for all the spaghetti Italy could produce in three months.

THE FIRE INSURANCE OUTLOOK.

As we approach the opening days of 1893, the anxious inquiry as to the kind of history which is likely to be made by fire underwriting naturally arises. With the close of 1891, completing the scorching record of more than a hundred and forty-three million dollars' worth of property burned up in the United States and Canada, entailing a loss of more than ninety-one millions to the insurance companies, underwriters began seriously to ask each other: What experience will 1892 bring to us? In fifteen days more that question will have been answered, barring any unusually destructive conflagration within that time, it seems reasonably certain that the outcome for the companies will be somewhat less disastrous than that of the preceding year. Not very much less, perhaps, but yet enough so to inspire the hope that better things are in store, and that a reasonably prosperity only waits for the application of common sense methods by a unified body of workers. The experiences of the past two years have, we think, pretty effectually convinced company managers that fair promises in the board room and foul play in the field, substituting to compacts and winking at their violation whenever a good point is to be scored, and conducting the campaign on a basis of insincerity generally, is not only demoralizing and unprofitable but ruinous.

That the combined wisdom of the fire underwriting fraternity, joined to honest keeping of faith, is equal to the surmounting of all difficulties and the turning of defeat into victory already appears in what has been done during the current year. In New York city, for the first time in many years, a tariff association which means something and is not a burlesque on the name, has been maintained effectively, and other cities and towns have been, as a rule, successfully dominated by the various central organizations, like the Western Union, the New England Exchange, the S. E. Tariff Association and the Canadian Fire Underwriters' Association. The electrical haz-

ard has been studied to some purpose and the vagaries of building construction looked into, with rates promulgated to somewhere nearly fit the specified risk considered. More important than all has been the adoption and successful application in most parts of the United States of the eighty per cent. co-insurance clause, and the formulation of the carefully and scientifically constructed Universal Mercantile Schedule. That the beginning of the new year will witness its general application to the class of risks for which it has been designed seems to be a foregone conclusion. In view of all the foregoing facts, there really seems to be good ground for the hope that fire underwriting for 1892 may be conducted on more clearly defined and more scientific lines and buttressed by honest unity of endeavor. What now most clearly remains to be done is the education of the public to see and practically accept the new order of things as necessary to the continued maintenance of that protection to property which alone fire insurance affords, and which is an indispensable adjunct of all commercial interests. This will be a work of time, but firmness of attitude and patience of endeavor will accomplish even this very desirable result.—*Fire and Insurance Chronicle.*

ARE YOU INSURED?

Insurance has saved thousands of merchants from financial ruin; has afforded them the means of again embarking in business with unimpaired credit, or rebuilding their establishments and stocking them with new and saleable goods. The lack of insurance has resulted in bringing many a prominent and prosperous business man to poverty. In these times, and particularly at this season of the year when there is so much danger from fires, every merchant ought to keep his store and stock insured for a reasonable amount. The expense is not great, and he cannot afford to take the risk of losing his all by neglecting his insurance. Insurance has become at the present time the almost universal custom, and one of the first questions asked by a wholesaler of a retailer is: Do you keep your stock and store well insured? We think any wholesaler is justified in refusing credit to a customer who cannot answer this question affirmatively. Merchants should not be careless or indifferent in this matter. They should closely scan their policies, and see if every article specified is covered. Insurance companies cannot be held accountable for losses which they have not specified and agreed to make good. No man should accept an insurance policy which he has not read over carefully, and has assured himself that all its provisions are satisfactory, and no man should allow his insurance to lapse even for a day, as a conflagration may come at any moment, and in an hour sweep his property away. We know of a case which recently occurred, in which the man's policy had expired only an hour before the breaking out of the fire, which converted his property into smoke and ashes, and resulted in a total loss to him. All of the points which we have enumerated are important, and every merchant should keep them in mind.

WEALTH OF THE UNITED STATES.

The estimated wealth of the United States, that is, the value of all lands, buildings, railways, etc., is put at \$61,000,000,000. The amount of money of all kinds is estimated by the Secretary of the Treasury to be \$2,108,130,092, and this volume of currency is found amply sufficient to transact all the business of the country. No individual thinks it necessary to have in the bank or in his pocket a sum of money equal to the value of his farm or store; he is content that part of his wealth should be in other form than money. There is no fixed limit to the issue or coinage of money, except such as Congress may determine. That body fixed a limit for the issue of United States notes some years ago, but has since then violated the act in spirit, if not in letter, by largely inflating the paper currency by means of the silver certificates and the treasury notes of 1890. It is certainly true that if the government were required to redeem every silver dollar with a dollar in gold (which it may, indeed, be regarded as virtually pledged to do), it would have no profit in the coinage of silver. In fact, however, very few, if any, of these dollars come back to it to be redeemed. Should they be brought back thus in any large numbers, it would be only a short time before the treasury would be obliged to suspend gold payments altogether.

THE MERCHANT.

The idea that the distributor is really a useless member of the community and his services therefore ought to be dispensed with, leaving the producer and consumer face to face, is continually cropping out, and especially in agricultural districts, where the standards of intelligence and education are low, says the *Mechanic's Review*. In the west and south this notion bore fruit in co-operative stores or stores run on the Patrons of Industry plan, and some of them are still in existence, but of the old Grange stores none we believe has survived. It does not take long to convince the rash experimenters who denounce the distributor as a useless and expensive luxury, that he actually fills an important gap in the community and deserves as great a reward for his services and as much consideration and respect as either the producer or the consumer. The record of co-operative distribution in the agricultural districts is scored with many failures, and the results in many cases have been so convincing that no further attempts in the same direction are made.

Along with this notion, another is commonly entertained, namely, that the distributor—the merchant—has a very easy time, works little and makes much money, and that what he has to do any one, without the least experience, is competent to perform. This belief, which is quite general, is partly responsible for the spread of the co-operative idea and wholly responsible for the entry into the retail grocery and general storekeeping businesses of many individuals who possess neither experience, ability nor industry.

It is very probable that many merchants themselves are to blame for the

mistaken ideas that prevail as to the ability, experience and special skill required to successfully conduct a retail business. When a retail dealer cannot furnish a customer with elementary information regarding staple goods, and does not possess sufficient skill to enable him to distinguish different grades of any article, the customer is apt to form conclusions uncomplimentary to dealers generally, and consider it an easy thing to run a retail store. The exclusive handling of package goods is also conducive to the growth of a suspicion in the consumer's mind that a retail store-keeper must have "a soft thing," and require neither special skill nor energy.

As regards the notion that the merchant is surely on the road to great wealth, does not the heavy profit required to balance losses on bad debts, the result of reckless giving of credit, and to allow of money owed by slow-payers remaining uncollected for weeks and months—does not this wide margin of profit that many merchants are in this manner forced to place upon their goods, sufficiently account for the unfounded belief that storekeeping is a very profitable pursuit? We think it does.

There is no doubt in any rational mind that the intelligent and experienced merchant is a valuable member of the community and entitled to every cent that he honestly makes in business, but as much cannot be said of the unskilled, inexperienced dealer—the round peg in a square hole and it is worthy of note that the progress of modern civilization is making his condition more and more precarious.

THE FORECASTLE.

Wonderful progress has been made in the art of shipbuilding from the time that steam was introduced as a propelling power. Floating steam palaces, marvels of architectural skill, luxuriously furnished and elegantly equipped in every way, race over the seas, making schedule time independent of the weather. And proportionately, sailing vessels have increased in size, and improved in model and rig. With all these improvements, a certain part of nearly every ship, steam or sail, seems to have been neglected. The fore-castle is the sailor's domicile. In it he eats, sleeps, stows his chest and hangs up his clothes, and the place, as a rule, is so small that it is impossible for all hands to get out of their bunks at the same time to put on their clothing. In some vessels the "watch" cannot all turn out at the same time on account of the cramped quarters. Just imagine the hygienic condition of a fore-castle in an American vessel at sea in bad weather. The watch has gone "below" into a cold, damp fore-castle. The wet oilskins are hung on pegs close together, and seaboots and other wet clothing thrown on a locker or somewhere near the sailor's bunk, so as to be at hand for a call, for he it said that no matter how cramped the quarters, the sailor always picks a certain place for his belongings so that he can put his hand on them night or day. Well, the door is closed, the men light their pipes, smoke a while, and then go to sleep. When the

watch is called at eight bells, the landsman, who would venture into that fore-castle, would be brave indeed. The vessels built on the Pacific Coast have very small forecastles, the main reason thereof being that the owners want every possible foot of space for lumber. We have never heard any reasons given for having small forecastles in deep-water ships. We presume, however, that the owners and builders think anything is good enough for sailors.

There was a time when the inhabitants of this globe were content to live in caves, and there was a time, perhaps, when sailors were content to live in a small, dirty hole, sharing the space with the paint-locker, but times have changed, and the sailor is demanding better treatment, better food and better quarters. Aside from the fact that every ship's fore-castle is unhealthy to live in, the small room allotted to the crew is a menace to the safety of the vessel. Men must have room, or they cannot get on deck quickly when called in times of danger. Congress should pass a law making decent, roomy forecastles compulsory, the size of the fore-castle to be governed by the tonnage of the vessel.—*Sailor's Journal*. wid

THE GLOVE.

Though a glove is one of the small articles of attire, it ranks with the most important and among the oldest mentioned in history, as we read of the ancient Hebrews and Persians wearing gloves when engaged in manual labor, and in the Anglo Saxon writings, gloves are mentioned as early as the seventh century. St. Anne is known as the patron saint of gloves, and in some of the old world pictures of this saint she is represented as knitting a glove.

Butler, in his "Lives of the Saints," relates a miracle in which Saint Gudula and gloves figure. The ancient Romans wore gloves when they feasted, in order to keep their hands clean, as this was a time when forks were unknown. In Greece and Rome for many years in the early centuries only high ecclesiastics wore gloves, as one mark of official dignity. The Norse word for glove is *glaufr*; the Saxon, *g'of*; the Belgic, *gheloare*; and in some parts of Germany it is still called *hand-schuh* (hand shoe). Poets have not disdained to sing its praises, and painters consider a glove in many cases a valuable accessory to the finish of a painting.

In these latter days, so devoid of romance, a glove represents a practical and dainty covering for the hands to protect them from cold, sunburn and injury, or to add a finishing touch to an otherwise complete toilette. In bygone days, gloves formed a gift between faithful lovers, hence the expression *glove d'amour*. They have also figured in battle, as to throw a glove at the feet of an enemy was a defiance to fight until the best man won.

The Norwegian Government has just had built and placed in commission a steamer to act as salvage cruiser during the worst months of autumn, with the idea of rendering assistance to vessels which may be met with in distress off the southern coast of Norway.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1892.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Martha Fisher	811	Meadowcroft.	Oct. 18.	Victoria	Liverpool	34,002	\$162,451	
Br bark	Glengarry	802	Davidson	Nov. 3.	Westminster	Liverpool	37,752	186,700	
Br bark	Chill	678	McKenzie	Dec. 12	Victoria	Liverpool	39,063	163,061	
Br bark	River Ganges	612	Budge	Dec. 19	Victoria	London	29,461	117,303	
Br bark	The Frederick	812	Simpson	Dec. 18	Victoria	London	32,103	167,690	

B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Nr ship	Athlon	1371	Dexter	Jan. 5.	Vancouver	Adelaide	1,195,128	8,265	March 18.	47s 6d
Nr ship	Morning Light	1316	Johansen	Jan. 22	Vancouver	Melbourne	1,901,171	9,193	March 25.	60s
Am bark	Hesper	664	Sodergren	Feb. 20.	Vancouver	Shanghai	751,924	7,781	April 23.	50s
Nr ship	Angerona	1215	Anderson	Feb. 26	Vancouver	Valparaiso	814,937	7,095	May 20.	42s 6d
Nor bark	Czar	1324	Christophersen	March 4	Vancouver	Adelaide	1,046,611	10,476	June 7.	40s 6d
Nor bark	Agnes	814	Hofgaard	Feb. 20	Chemainus	Antofagasta	602,549	5,413	June 11.	57s
Nor ship	Kathinka	1463	Klevenberg	March 12	Vancouver	Melbourne	1,228,925	9,251	May 28.	60s
Chil bark	India	953	Funke	Feb. 22	Vancouver	Valparaiso	811,291	7,018	May 10.	owners ac
Br bark	Glenberrie	800	Groundwater	March 21	Vancouver	Iquiqui	631,810	7,689	June 8.	37s 6d
Br ship	British India	1197	Lines	March 31	Vancouver	Valparaiso	833,666	9,315	July 11.	37s 6d
Am schr	W. H. Talbot	776	Blum	March 14	Vancouver	Tientsin	1,024,876	10,272	May 28	67s 6d
Am schr	Reporter	333	Dreyer	March 3	Chemainus	San Pedro	416,386	3,476	March.	Private.
Br bark	Riversdale	1453	Finlayson	April 25	Vancouver	Sydney	1,167,181	9,873	June 28	47s 6d
Br bark	Mistletoe	821	Smith	April 21.	Vancouver	Wilmington	70,275	7,966	Aug. 31.	\$16 00
Br bark	Craigend	2218	Lewthwaite	April 18.	Vancouver	Iquiqui-Callao	1,808,000	19,351	July 11.	27s 6d & 30s
Br bark	Toboggan	676	Porter	May 20.	Vancouver	Wilmington	622,828	9,230	Sept. 11.	\$15.00
Br bark	Thermopylae	918	Winchester	June 2.	Vancouver	Yokohama	328,576	8,949	July 22.	Private....
Nor bark	Fritzo	1078	Rolfen	May 29	Chemainus	Melbourne	983,124	8,072	Aug. 2.	45s
Br ship	Burmah	1647	Newcombe	June 2	Moodyville	Valparaiso	1,280,359	9,883	Aug. 23.	35s
Br ship	Crown of Denmark	2021	Smith	June 21.	Vancouver	Melbourne	1,830,725	15,435	Sept. 23.	37s 6d
Nor bark	Ursus Minor	205	Johnson	June 1.	New Westminster	Sydney	481,214	4,209	Aug. 3.	37s 6d
Br ship	Earl Granville	1149	Flack	June 16.	Cowichan	London	833,937	12,329	Nov. 5.	62s 6d
Chil bark	Antonietta	929	Stack	June 27.	Chemainus	Valparaiso	836,358	9,015	Dec.	owners ac
Ger bark	Palawan	367	Van Heuvel	July 8.	Vancouver	Iquiqui	688,831	7,521	Sept. 27.	33s 9d
Chil bark	Leonor	801	Jenatch	July 8.	Moodyville	Antofagasta	637,375	6,520	Oct. 13.	owners ac
Chil bark	Genevieve	969	Glennie	Aug. 6.	Chemainus	Valparaiso	762,062	7,612	Oct. 28.	owners ac
Am bktn	Robert Sudden	585	Uhlberg	Aug. 3.	Vancouver	Valparaiso	771,140	8,797	Nov. 26.	40s
Chil ship	Hindustan	1513	Walsh	Aug. 7	Moodyville	Valparaiso	1,222,386	11,171	Oct. 28.	owners ac
Br bark	Zebina Gowdy	1087	Manning	Sept. 5	Vancouver	Wilmington	853,218	10,125		\$13.00
Chil ship	Atacama	1235	Caballero	Aug. 21	Moodyville	Valparaiso	904,491	9,089	Nov. 1.	owners ac
Br ship	City of Quebec	708	Carnegie	Sept. 6.	Vancouver	Adelaide	517,409	4,048	Nov. 30.	40s
Br bark	Nineveh	1174	Broadfoot	Sept. 3.	Vancouver	Sydney	461,900	9,287	Nov. 8.	owners ac
Am schr	Robert Searles	570	Piltz	Sept. 8	Vancouver	Port Pirie	815,321	5,962	Nov. 23.	41s 3d
Am ship	George Skolfield	1276	Dunning	Sept. 20.	Vancouver	Valparaiso	491,316	81,781		40s
Chil bark	Lake Lemna	1073	Bozzo	Sept. 22	Moodyville	Valparaiso	763,829	6,610		owners ac
Br bark	Seammell Bros	1218	McFarlane	Oct. 15.	Vancouver	Wilmington	907,554	11,763		\$11.00
Am schr	Alice Cook	732	Penhallow	Oct. 5.	Vancouver	Sydney	919,890	8,338		30s
Nor ship	Morning Light	1310	Johansen	Nov. 3	Vancouver	Liverpool	10,060	399,193		58s 9d
Br bark	Colombus	691	Melhuish	Nov. 16.	Vancouver	Adelaide	365,720	4,539		37s 6d
Am schr	Lynnan D. Foster	790	Dwyer	Nov. 5.	Moodyville	Sydney	822,858	7,809		37s
Nor bark	Benj. Bangs	1118	Boiness	Dec. 20	Vancouver	Halifax	784,085	10,015		48s 3d
Br bark	Ferribank	1338	Boyd	Nov. 25	Moodyville	Valparaiso f.o.	500,300	4,728		36s 3d
Br bark	Grasmere	1246	Carter	Dec. 25	Vancouver	Valparaiso f.o.	911,688	10,370		36s d
Am ship	Edward O'Brien	1725	Taylor	Dec. 10.	Vancouver	London	1,257,635	15,000		50s
Br bark	Geo. Thompson	1128	Young	Dec.	Westminster	Sydney	806,948	7,844		owners ac
Br bark	Mark Curry	1236	Liswell	Dec. 17.	Vancouver	Cork, U. K.				52s 6d
Nor bark	Fortuna	1522	Mikkelsen	Dec. 17.	Moodyville	Valparaiso f.o.	1,265,720	12,088		36s 3d
Br ship	Alcona	979	Black	Dec. 29	Vancouver	Port Pirie	775,140	7,000		37s 6d
Nor bark	Fritzo	1078	Rolfen		Vancouver	Valparaiso				36s 3d
Am bark	Colorado	1636	Gilson		Vancouver	Valparaiso f.o.				37s 6d
Br bark	Highlands	1236	Owen		Vancouver	Montreal				Private.
Chil bark	India	953	Funke		Vancouver	Valparaiso				owners ac
Br bktn	Bittern	389	Stronach		Vancouver	Fremantle, Au				owners ac
Ger ship	Katharine	1030	Spille		Moodyville	Valparaiso f.o.				owners ac

BUSINESS CHANGES.

John Burke, banker, is opened at Kaslo.
 Thomas Harding, baker, Victoria, is dead.
 J. B. Johnson, clothing, Westminster, stock advertised for sale by chattel mortgage.
 Stevenson & Jones, Pritchard house, Victoria, have dissolved. J. B. Jones continues.
 G. G. Mackay, of Vancouver, is dead. He was president of the Oriental Traders' Co., and the Okanagan Land and Development Company.

E. A. Brown, real estate, Vancouver, is dead.
 Geo. Bellamy, Wilson restaurant, Victoria, has admitted C. R. Browne into partnership.
 Jas. Crawford, commission agent, Victoria, is admitting Mr. Stimpson, late of Montreal, as partner.
 Jas. Kirkwood, grocer, Victoria, contemplates giving up business, and will travel for a San Francisco firm.
 T. W. Clement & Co., sash and door factory, Victoria, have dissolved. Clement retires, Wm. Howes and W. Farmer continue the business.

Kinnard & Wilson, merchant tailors, Victoria, contemplate a dissolution of partnership.

Chas Wood and W. H. Travis, have entered into partnership under the style of Wood, Travis & Co., as Accountants Auditors, Commission Brokers, etc., at 6 Bastion Square, Victoria.

The Puget Sound Brewing Co., the Bay View Brewing Co., Clausen & Sweeny, and the Albert Brown Brewing Co., the largest beer producing concerns on the Sound, have amalgamated.

THE COMMERCIAL JOURNAL'S

SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	T'NS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Chil. bark	Eritrea	1089	Serra	.....	P Callao	Moodyville	R. P. Rithet & Co., Ltd.	.....
Br bark	Assel	735	Gilmour	Aug. 19	S London	Victoria	R. P. Rithet & Co., Ltd.	114
Br bark	Sabrina	747	Organ	July 7	N London	Vancouver	Bell-Irving & Paterson	187
Br bark	Mary Low	813	Robertson	Oct. 5	B Liverpool	Victoria	R. P. Rithet & Co., Ltd.	97
Br ship	Kinkora	1799	Lawn ce	Nov. 15	B Liverpool	Victoria & Van	R. Ward & Co. & Bell-Irving & Paterson	26
Br ship	Morayshire	1428	Mowatt	Oct. 21	Q Java	Vancouver	.....	81
Br schr	Americana (new)	80	Denny	Nov. 5	Liverpool	Victoria & Van	Turner, Becton & Co. & Baker Bros. & Co	68
Br str	Salado	1105	Crouch	Sept. 13	Newport Eng	Victoria	.....	116
Br ship	Blair Athole	1637	Taylor	.....	R Java	Vancouver	.....	.....
Br bark	Java	877	McGregor	Oct. 3	Cardiff	Esquimalt	Naval Storekeeper	99
Br bark	Doehra	1016	Scott	Dec. 19	G Liverpool	Victoria	Robert Ward & Co., Ltd.	21
Chil bark	Entella	633	Mungul	.....	W Callao	Moodyville	Moodyville Sawmill	.....
Br ship	Gryfe	1069	Roberts	Nov. 21	Cardiff	Esquimalt	Naval Storekeeper	50
Br ss	Empress of Japan	3003	Lee	Dec. 28	D Hong Kong	Vancouver	C. P. S. S. Co.	13
Br ss	Flintshire	1871	Dwyer	Dec. 30	Hong Kong	Victoria	N. P. S. S. Co.	10
Br ship	County of Yarmouth	2151	Cain	.....	E San Francisco	Vancouver	.....	.....
Br ss	Empress of China	3003	Tillet	.....	Hong Kong	Vancouver	C. P. S. S. Co.	.....
Chil. ship	Hindustan	1512	Walsh	Dec. 26	A	Moodyville	Moodyville Sawmill	15

P—To load lumber for Valparaiso on owners' account. S—Aug. 21 passed Beechy Head. Spoken Sept. 21, lat. 8° N., long. 29° W.; Sept. 23, lat. 5° N., long. 23° W. E—Chartered to load lumber for United Kingdom for orders at 50s. B—Spoken Oct. 11, lat. 44° N., long. 15° W. N—July 9 passed Dover. Prior Nov. 16 put into Valparaiso for water. Q—Cargo of 2,100 tons raw sugar. R—To sail in February with 2,300 tons raw sugar. W—To load lumber for West Coast of S. A. D—Via Yokohama Jan. 6. A—To load a return cargo of lumber on owners' account.

VESSELS IN PORT.

(January 9, 1893.)

VICTORIA.

Br. bark Thermopylae, 948 tons, Capt. Winchester, arrived from Hong Kong Nov. 24 in 44 days, with a cargo of rice paddy, Victoria Rice Mills, consignees.

Br. ship Crown of England, 1,753 tons, Capt. Milburn, arrived Dec. 5 from Hogo, seeking.

VANCOUVER.

Br. bark Mark Curry, 1,256 tons, Capt. Liswell, arrived Nov. 18, to load lumber.

Nor. bark Fritzoë, 1,078 tons, Capt. Rolfsen, arrived Dec. 7 from Melbourne, loading lumber for Valparaiso.

Br. bark Highlands, 1,236 tons, Capt. Owen, arrived Dec. 6, loading lumber for Montreal.

Chil. bark India, 923 tons, Capt. Funke, arrived Dec. 13, for ling lumber at Moodyville for Valparaiso.

Br barkentine Bittern, 399, tons, Capt. Stronach, arrived Dec. 14 from Hong Kong, loading lumber for Fremantle, Australia, on owners' account.

Br. bark Geo. Thompson, 1,128 tons, Capt. Young, loaded with lumber for Sydney.

Ger. ship Katharine, 1,630 tons, Capt. Spille, arrived Dec. 27, loading lumber at Moodyville for West Coast S. A.

COWICHAN.

Am. bark Colorado, 1,036 tons, Capt. Gibson, arrived Oct. 12, loading lumber for Valparaiso f. o.

NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.

Am. ship Louis Walsh, 1,497 tons, Capt. Gammons.

Am. ship Occidental, 1,470 tons, Capt. Morse.

Am. ship J. B. Brown, 1,473 tons, Capt. Magune.

Haw' ship Hawaiian Isles, 2,027 tons, Capt. Kustil.

Am. ship Wachusett, 1,519 tons, Capt. Williams.

Am. ship Rufus E. Wood, 1,406 tons, Capt. Ryder.

Am. bark Oregon, 1,364 tons, Capt. McCartney.

WELLINGTON SHIPPING.

Nic. ss. Costa Rica, 1,274 tons, Capt. McIntyre.

Am. ship Invincible, 1,391 tons, Capt. Howland.

Am. bark Alex. McNeil, 1,088 tons, Capt. Sorman.

Am. bark Highland Light, 1,265 tons, Capt. Herriman.

Am. ship Columbia, 1,399 tons, Capt. Nelson.

COMOX SHIPPING.

Am. ship John C. Potter, 1,182 tons, Capt. Meyer.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	2	2,701
Vancouver	8	9,280
Cowichan	1	1,036
Nanaimo	12	17,176
Comox	1	1,182
Total	24	31,375
Previous week	27	37,514
Correspond'g week last year	11	14,871

FREIGHTS.

Some improvement is to be noted since last week. The San Francisco market has recovered to 20s and even 22s 6d might be obtained for a handy vessel on the spot. The general market is, however, very dull with almost nothing doing.

Lumber freights from British Columbia or Puget Sound are quoted as follows:—Valparaiso for orders, 35s; direct port on West coast, South America 32s 6d; Sydney 30s; Melbourne, Adelaide or Port Pirie, 35s; United Kingdom, calling at Cork for orders, 50s; Shaughai, 50s; Yokohama, nominal.

Grain freights from San Francisco to U. K., Cork for orders, 20s to 22s 6d; from Portland, 30s; Tacoma, 27s 6d to 28s 9d.

Coal freights are quoted: Nanaimo or Departure Bay to San Francisco, \$1.75 to \$2; to San Diego or San Pedro, \$2.25 to \$2.50.

BANK OF BRITISH COLUMBIA.

The following appointments have lately come into effect: W. C. Ward, superintendent of B. C. branches; Geo. Gillespie, manager of Victoria branch; R. L. Ker, assistant manager of Victoria branch; W. Murray, acting manager of Vancouver branch; G. V. Holt, acting agent, Nelson branch; F. S. Sewell, accountant at Vancouver, vice H. Rhodes, who has left the bank's service.



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gow, Scot.; Ceylon Tea Plantation Co.,—Ceylon
and English Breakfast Teas—London, Eng.;
Grossmith & Co.,—Perfumery, Etc., London,
Eng.; Whight & Co.,—The "Prima Donna"
Sewing Machines—London, Eng.; New York
Piano Mfg. Co.,—Pianos—New York; Brinsmead
& Sons,—Pianos—London, Eng.; Miller & Co.,
—Cigars—Grand Canary Is.; La Saldema Mfg.
Co.,—Havana Cigars—Havana; C. J. & E. Lewis,
—Boots and Shoes—Northampton, Eng.; Allen
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