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VOL. I.

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

No. 4.

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.
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 Cor. Johnson and Government Sts.,
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 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,
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HAMBER, THYNNE
AND HENSHAW,
Manufacturers' Agents & Metal Brokers.
 Pig Iron, Bar Iron, Boiler Plates and
 Tubes, wrought Iron Pipes, Black and Gal-
 vanized Cast Iron Pipes, Canada Plates,
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 Sole Agents in B. C.
 For Otis Bros., N. Y., and Hale Elevator
 Co., Chicago; Spang Chalfant & Co., Pitts-
 burg, Wrought Pipes and Tubes; Abbott
 & Co., Montreal, Nails, Spikes Bar Iron
 etc.
 Robt. Mitchell & Co., Montreal.
 Brass Goods, Plumbers Supplies,
 Gas and Electric Fixtures.
 Drummond, McCall & Co., Montreal.
 Pig Iron, Bar Iron.
 Dusseldorf, Rohren & Eisen Walzwerke,
 Dusseldorf Obepbilk, Wrought Iron
 Pipes and Tubes.
 John Brinton & Co, Kidderminster, Eng.,
 Carpets.
 John Hare & Co., Bristol, Eng., Linoleums
 and Oil Cloths.
 C. & J. G. Potter, Darwen, Eng., Wall Paper
 Robt. Lamb & Co., Dundee, Jute and
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OFFICES
 105 West Baker St., 346 Water St.,
 NELSON, B. C. VANCOUVER, B. C.
 Vancouver P. O. Box 728.

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Commission Merchants
 —AND—
Importers
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 H. C. Beeton & Co., 83 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 Lubbock,
Richard H. Olyn, George J. Whitman,
Secretary, A. G. Wallis.

HEAD OFFICE IN CANADA—St. James St.,
Montreal.
R. R. GRINDLEY, General Manager.
E. STANLEY, 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 (Ld) 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 India Colonial Bank, Paris—Messrs. Marechal, Krauss et Cie, Lyons—Credit Lyonnais.

G. H. BURNS,
Manager Victoria Branch.

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. Greenhields, Esq.
A. T. Paterson, Esq., W. C. McDonald, Esq.
Hugh McLellan, Esq., Hon. J. J. C. Abbott,
Charles S. Watson, Esq.

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

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

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Montreal	Il. V. Meredith, Manager.
West End Branch,	St. Catherine St.
Almonte, O	Hamilton, O
Bellefleur, O	Kingston, O
Brantford, O	Lindsay, O
Brookville, O	London, O
Calgary, N.W.T	Moncton, N.B.
Chatham, N.B.	New Westmin
Chatham, O	St. Catharines, O
Cornwall, O	Ottawa, O
Goderich, O	Perth, O
Guelph, O	Peterboro, O
Halifax, N.S.	Pictou, O
	Winnipeg, Man

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

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. Shadbill, Assistant Manager.

BANKERS IN THE UNITED STATES—New York, the Bank of New York, N.B.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.,

BANKERS,

Government, Street, Victoria, B. C.

Deposits received in gold, silver and U. S. currency.

Interest paid on the same on time deposits.

Gold dust and U. S. currency purchased at the highest market rates.

Sight Drafts and Telegraph Transfers to San Francisco, New York and Canada.

Exchange on London, available in all parts of Europe, England, Ireland and Scotland.

Letters of Credit issued on the principal cities of the United States, Canada and Europe.

Agents for Wells, Fargo & Co.

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. GAMBIE & CORDOVA STS.,
VANCOUVER.

A. W. MORE & CO.,

≡ REAL ESTATE, ≡

Insurance, Exchange and Mortgage

BROKERS,

TURNER BLOCK, DOUGLAS STREET,

VICTORIA, B. C.

LATE OF

The Clydesdale Bank, Glasgow, etc, Scotland.

The Chartered Bank of India, Australia and China, London, England.

The Bank of British Columbia, Victoria and Nanaimo, B. C.

HALL, GOEPEL & CO.,

AGENTS:

The Liverpool & London & Globe

Fire Insurance Co.

The California (Marine) Insurance Co.

The Traveler's Life & Accident

Insurance Co.

—:O:—

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

BANK OF BRITISH COLUMBIA

Incorporated By Royal Charter, 1862.

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

LONDON OFFICE:

60 LOMBARD STREET, E. C., LONDON.

Branches at

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

Agents and Correspondents:

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

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

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

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

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

ROBERT WARD & CO.,

VICTORIA, B. C.,

Merchants & Importers,

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.

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, Oilmen's Stores, Tin Plates, Portland Cement, Etc.

Agents for the following brands of British Columbia Salmon:

Ewen & Co., Bon Accord Fishing Co., British Columbia Packing Co., A. J. McLellan.

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.

NORTH PACIFIC CANNING Co.

**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.

**Richardson &
 Heathorn,**

42 YATES ST., VICTORIA.

Importers' Agents

—AND—

MANUFACTURERS

P. O. BOX 107.

Proprietors of the

West Bay Saw Mill,

Gambier Island, - Howe Sound.

**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:

Deas Island, Fraser River,
 Naas River Fishery,
 Windsor Cannery, Skoena River,
 Rivers Inlet Cannery,
 Victoria Cannery,) Rivers Inlet.
 Victoria Saw Mills,)

London Office:

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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.
 Straits (Marine) Insurance Company.
 Sun (Marine) Insurance Company.

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.
 Karlock Packing Co's Brand.

NORTHERN AND SKEENA RIVER:

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

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

Columbia Flouring Mill Co. of Enderby.

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

E. B. MARVIN & CO.,

Ship - Chandlers - and - Commission - Merchants

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

Cable Address:
 MARVIN VICTORIA.

WHARF ST., VICTORIA, B. C.

PAGE & MacGREGOR,
Real Estate, Financial and Life
Insurance Agents.
Commission - Brokers.
18 TROUNCE AV., VICTORIA, B. C.

JOYCE & MEYER,
REAL ESTATE,
Financial and Insurance Agents,
Room 6, Bank of B. C. Building,
VICTORIA, B. C.

McCALLUM & WOODS

MERCHANT TAILORS,

COR. DOUGLAS AND VIEW STREETS,

TURNER BLOCK, VICTORIA, B. C.

McLEAN & STEWART,
General -:- Outfitters
And Importers of
GENTLEMEN'S AND BOYS' CLOTHING
SCOTCH HOUSE,
31 FORT STREET, VICTORIA, B. C.

— CENTRAL —
BOOK & STATIONERY CO'Y,
45, Government St., Victoria, B. C.
J. R. KERR,

Morrow, Holland & Co.,

REAL ESTATE BROKERS,

Notaries Public, Conveyancers, &c.

MONEY TO LOAN.

60 GOVERNMENT ST., VICTORIA, B. C.

P. H. DONOVAN,
Architect and Superintendent.
OFFICE: CRAFT & NORRIS BLOCK,
DOUGLAS STREET, VICTORIA B. C.

—:— **NEW GOODS** —:—
Just received a full line of choicest
Brands of Tea. Try them.
R. H. JAMESON,
33 FORT STREET.



B. LAURANCE
CELEBRATED
Spectacles : and : Eye : Glasses.
No Fancy Prices,
J. TEAGUE, JR., DRUGGIST,
57 YATES ST., VICTORIA.

MORTIMER & CO.,
AUCTIONEERS,
Post Office Box 336. VICTORIA.
Sales of all kinds conducted within the Province
Cash advanced on Consignments.

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. 39 LANGLEY ST.

D. CAMPBELL & CO.

Fashionable Tailors.

88 GOVERNMENT STREET,

3 Doors South of Postoffice, Victoria.

Suits Made on Short Notice.

English, Scotch and Irish Tweed
Suitsings.

French Trouserings.

Serges and Overcoatings.

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.

JOHN BARNESLEY & Co.
119 GOVERNMENT ST., VICTORIA.
Fishing Tackle in great variety. Cricket,
Base Ball and Tennis Goods of
the Best Makers.

THOMAS HOOPER. S. MAY GODDARD.

HOOPER & GODDARD,

ARCHITECTS.

Over Spencer's Arcade,
Government Street,
VANCOUVER, B. C. VICTORIA, B. C.

PROVINCIAL TRADE NOTES.

An inquiry is being held as to the cause of the wreck of the steamer Sardonyx.

Preparations are being made for extensive work in developing the Illecillewaet mines this season.

The owners of the Monarch mine at Field have begun the shipment of ore to the smelter at Revelstoke.

The boat-building firm of Foot & McDougall, Victoria, has been dissolved. H. R. Foot will continue the business.

The Columbia & Kootenay Steam Navigation company will have a wharf built at the upper landing as soon as work on the breakwater is completed—Kootenay Star.

The steamship Empress of Japan, for the C. P. R. line, has completed her trial trip of 500 miles, on the Clyde to Lundy Island and thence to Liverpool, at a mean speed of 16.85 knots.

Bricklaying has commenced on the Bank of British Columbia building on the corner of Seymour and Hastings streets, Vancouver.

Messrs. Andrew & Earsman will carry on a commission, insurance and general agency and real estate business at 39 Langley street. Both gentlemen have been connected with the H. B. Co., Victoria.

The Canadian Pacific people are making an effort to find a practicable pass through the mountains on the west side of the Columbia river to enable them to extend the Columbia & Kootenay from Sprout to a connection with the Shuswap & Okanagan.

The finest specimen of ore ever brought down from the Silver King mine is now on exhibition at the Nelson Miner office. It weighs 41 pounds, and shows peacock copper, grey copper and brittle antimonial silver. Chips from the specimen assaying all the way from \$75 to \$10,800, the average being \$2,010.

Mr. J. Anderson, of Victoria, is in Nanaimo endeavoring to make arrangements to open up a brick yard there. He has visited several fields of clay and expressed his satisfaction at the quality of the material which is distributed throughout the district in large quantities.

W. J. Stewart, of Boulton's hydrographical survey, has left Ottawa for Vancouver with the nucleus of a crew of trained men to commence the survey of Burrard Inlet, for the purpose of making a correct chart for the use of the Canadian Pacific and other large steamers. The work will last all summer.

The formal transfer of the Hastings saw mills and the Royal City mills, Vancouver, and the Royal City planing mills, New Westminster, to the British Columbia Mills, Timber and Trading Co., was made on Saturday, March 28th. Mr. John Hendry will retain the general management of the company.

B. C. BOARD OF TRADE.

The quarterly meeting of the British Columbia Board of Trade was held Thursday afternoon at 3 o'clock, the President, Mr. Robert Ward, in the chair. The following members were present: Munroe Miller, Major Nicholles, T. Lubbe, A. C. Flummerfelt, R. T. Williams, W. F. Bullen, D. R. Ker, T. B. Hall, W. H. Bone, Col. E. G. Prior, M. P., E. B. Marvin, E. E. Blackwood, J. A. T. Caton, A. J. McLellan, W. J. Macaulay, E. A. McQuade, T. C. Sorby, B. Van Volkenburg, H. E. Croasdale, R. Erskine, W. H. Ellis, W. Munsie, F. J. Claxton, A. B. Gray, B. Boggs, Major Dupont, H. F. Heisterman, Thos. Earle, M. P., W. Jensen, L. Goodacre, J. C. Bales, Joshua Davies, C. Wilson, John Irving, William Templeman, C. Spring, J. E. Crane, A. W. Jones, W. Monteith, C. Hayward, F. G. Richards, jr., Wm. Wilson, M. H. Cowan, M. Moss, G. Leiser, G. H. Burns, John Grant and Joshua Holland.

A communication was read from S. J. Pitts, resigning his membership, on account of his intention to leave for England shortly. Accepted.

U. S. Consul Myers addressed the Board on the subject of Provincial representation at the World's Fair. The consul anticipated that British Columbia, Vancouver Island and Victoria would be creditably represented. Victoria had been considering how best to advertise herself. Could she do better than prepare a grand exhibition for the World's Fair, where it would be sure to command attention? Canada had received, through the home government, a special invitation to take part in the exposition at Chicago, and the wealth of the mines, forests, farms and fisheries of the most western Province of the Dominion would not be the least valuable or the least worthy contributions to the great show. Mr. Dunsmuir, so he had heard, was excavating an extra large piece of coal already to be shown, intending to construct a coal pyramid in the British Columbia court, some of the blocks being 12 or 14 feet square. That pyramid would be an exhibition in itself, and one of which every British Columbian should feel proud. He was satisfied from what he had seen himself that British Columbia could astonish the world with her vegetables, as well as her coal, timber, ores and fish, and his object in now addressing the Board was to impress upon the members the necessity of moving in the matter of preparation for the fair.

The consul's remarks were greeted with applause, and it was suggested by President Ward that the Board communicate with the Provincial Government on the subject.

On motion of Messrs. Hall and Prior, it was resolved that the board communicate with the Provincial Government, asking their co-operation in arranging for the representation of the Province at the World's Fair, to be held in Chicago, in 1893.

The formal thanks of the Board was then tendered to Consul Myers, upon motion of Mr. Thos. Earle, seconded by Mr. W. F. Bullen.

The advertising committee appointed by the council of the Board, reported that after many interviews with the Printing committee of the Corporation, the civic authorities had decided to carry out the

advertising of Victoria by means of a volume, similar to Tacoma Illustrated, without the assistance of the Board, and had already donated \$2,000. The committee had arrived at the conclusion that it would be more advantageous for the Board to cause the city to be advertised through one of the monthly magazines published by, or with the assistance of, the Northern Pacific, notably the Northwestern Magazine, whose circulation was 35,000. This form of advertisement should be supplemented by pamphlets of statistics of the city and district.

After a few minutes' consideration, the report was referred to the Council of the Board.

Upon nomination of the President and Vice-President, Messrs. M. T. Johnson, E. A. McQuade and A. C. Flummerfelt were named as auditors for the year.

The following new members were unanimously accepted by the Board: E. V. Bodwell, A. L. Belyea, H. Carmichael, A. St. G. Flint, W. C. Haywood, Jas. Hutcheson, Joseph Hunter, P. E. Irving, Robert Irving, Robert Jamieson, T. S. Milligan, R. P. McLennan, Thomas Norquay, T. G. Raynor, C. E. Renouf, N. P. Snowden, A. G. Sargison, John Teague, sr., B. Williams, W. W. Waitt and H. C. Beeton.

The President informed the Board that, owing to the strong and persistent representation on the subject, the matter of improving the beacons and buoys on the Northern Coast had at last been taken up by the Dominion government.

Mr. W. F. Bullen moved, seconded by Mr. A. B. Gray: "That this board learns with satisfaction that negotiations have been in progress, and are now pending, for the purpose of giving to Victoria direct railway communication over the Northern Pacific railway system, thereby opening up to commerce the adjacent districts of Vancouver Island, and placing Victoria in direct communication with the trade centres of the continent; Now therefore be it resolved—That this board urges upon its members the importance of forwarding in every way this most momentous project, for the advancement and material welfare of Victoria and the Province of British Columbia."

While the seconder of the resolution was on his feet, a question on the right of a newly elected member to take his seat and exercise his right to take part in the debates and vote was introduced. Some of the members asserted somewhat emphatically that any new member, having been elected in the usual way, might at once qualify by handing his oaths to the secretary. Others contended that such a method would constitute a dangerous precedent, inasmuch as it could be abused by anyone anxious to further private ends. The ruling of President Ward was that at present there was nothing in the rules to prevent a member taking his seat at the meeting of his election. This matter will again come up at the meeting next Friday.

Mr. Joshua Davies gave notice that at the next general meeting he will move the following amendments to the by-laws:—

Quorums at general meetings—Section No. 2. Strike out the word "seven," and insert eleven in lieu thereof.

Entrance fees—Section No. 12. Strike out section No. 12, and insert in lieu thereof: "After the Annual General Meeting,

to be held in July, 1891, any person desirous of joining the Board of Trade shall pay an entrance fee of thirty dollars (\$30.00) in addition to his annual subscription.

The following resolution was moved by Mr. J. Davies and Mr. Flummerfelt, and carried: "The increased membership of the Board necessitating amendments and additions to the present by-laws, by which it is governed; particularly relating to quorums at quarterly general meetings; notice of motion at quarterly general meetings; attendance at meetings of council; and the appointment of standing committees with the duties of each intelligently defined;

Be it therefore resolved—That a committee of seven, to include the president and vice-president, be elected to draw up said amendments and additions to the by-laws as may be considered advisable, and that same be presented at next annual general meeting of the board."

The committee was named to consist of Messrs. M. T. Johnson, H. E. Croasdale, Joshua Davies, Chas. Wilson and A. C. Flummerfelt, with the president and vice-president.

The question of holding a banquet next came up, and a committee composed of the president, vice president, Messrs. Leiser, Bullen, Ker, Davies and Nicholles, was named to arrange matters in connection therewith, after which the Board adjourned.

BUSINESS CHANGES.

Joseph Henley has purchased the Morley soda works, New Westminster.

John Rupert Foster and Alexander S. Mackay, ranchers, Lulu Island, have dissolved.

William Emerson Dickinson, truck and dray business, New Westminster, has assigned.

The Waverly Hotel, Vancouver, has changed hands. It is now the property of John Whitty.

Young & Bickles' store, at Northfield, is to change hands. J. H. McMillan & Co. will take charge.

Mr. J. L. Browne, photographer, has given up business in Kamloops and gone to New Westminster.

Ald. Holland has joined the real estate firm of Morrow & Co., which is now called Morrow, Holland & Co.

William Middler and Joseph Powe, carrying on business as carriage builders at Vancouver, have dissolved.

Marchant & Fitcher, Japanese merchants, Victoria, have dissolved partnership, Wm. Marchant retiring.

Summers & Orrell, Vancouver, have opened a Bassinette, ladies' furnishings and general fancy goods store.

McEnnery & Billingham have opened as wholesale wine merchants and compounders at No. 9 Store street, Victoria.

Jerome E. Church has been admitted a partner into the firm of Routledge & Co., real estate agents and financial brokers.

The real estate firm of Kaye & Cooper has been dissolved. Mr. G. A. Cooper continues the business in the office on Tronche Avenue.

The law firms of Corbould, McColl & Jenns and Forin & Morrison, New Westminster have joined forces. Mr. Jenns will retire from the firm.

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.....	870.	Morgan.....	Westminster	Nov 10a	London.....	31,647		Mar. 25.....
Br bark Mennock.....	787.	Robertson.....	Victoria.....	Dec 18.	Liverpool.....	30,882		
Br bark Brodiek Bay.....	763.	Wakeham.....	Victoria.....	Dec 22.	London.....	32,000		
Br ship Melville Island.....	1429.	Ritchie.....	Tacoma.....	Jan 10b.	London.....	42,138		
Am ship Henry Villard.....	1553.	Perkins.....	Victoria.....	Feb 3.	London.....	65,318		
Br bark Irvine.....	655.	Jones.....						

a—Sailed from Victoria Nov. 21. b—Sailed from Port Townsend Jan. 19. c—Chartered by R. P. Rithet & Co., (L'td.)

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CONSIGNEE.
Br bark Martha Fisher.....	811.	Ghee.....	London.....	Nov 13a.	Victoria.....	Robt. Ward & Co.....
Danish bark Julie.....	610.	Riber.....	Liverpool.....	Nov 15.	Victoria.....	Turner, Beeton & Co.....
Br bark Archer.....	765.	Dawson.....	Liverpool.....	Nov 25.	Victoria.....	R. P. Rithet & Co. (L'td.)
Br ship Duke of Argyll.....	960.	McDonald.....	London.....	Jan 1.	Westminster	Bell-Irving & Paterson.....
Br bark Lanarkshire.....	794.	Melville.....	Newport Eng	Feb 3.	Vancouver.....	V. W. & Van. Tramway Co.....
Br ship Serica.....	913.	Smith.....	Cardiff.....	Feb 8.	Esquimalt.....	Naval Storekeeper.....
Br ss. Empress of India.....	3003.	Marshall.....	Liverpool.....	Feb 8b.	Vancouver.....	J. P. R'y Co.....
Br bark Ordovic.....	825.	Austin.....	Manila.....	March c.	Vancouver.....	B. C. Sugar Refinery.....
Br ship Forest King.....	1602.	Morris.....	Shanghai.....	Jan 23d.	Vancouver.....	Hastings Saw Mill.....
Am sch Golden Shore.....	904.	Henderson.....	Honolulu.....	l.	Moodyville.....	V. S. M. Co.....
Br ship Thermopylae.....	948.	Wilson.....	Saigon.....	g.	Victoria.....	Victoria Rice Mills.....
Br bark Wanlock.....	745.	Cooper.....	London.....	h.	Victoria.....	Turner, Beeton & Co.....
Br bark Robert S Besnard.....	1200.	Andrews.....	Manila.....	April m.	Vancouver.....	B. C. Sugar Refinery.....
Br ss. Grandholm.....	1301.	Campbell.....	Glasg. & Liv.	i.	B C Ports.....	Unlop SS. Co.....
Br bark Lebu.....	720.	Worrall.....	Liverpool.....	j.	Victoria.....	R. P. Rithet & Co. (L'td.)
Br bark Ullock.....	815.	Christie.....	Liverpool.....	k.	Victoria.....	R. P. Rithet & Co. (L'td.)
Br ss. Tai Chow.....	1359.		Hong Kong.....	April.....	Vancouver.....	Union Steamship Co.....
Br ship Morayshire.....	1428.	Swinton.....	Greenock.....	o.	Westminster	
Br bark Duke of Abercorn.....	1050.	Journeaux.....	Acapuico.....	March.....	Vancouver.....	Hastings Saw Mill.....
Br ship Blair Athole.....	1607.	Taylor.....	Cardiff.....	March 12.	Esquimalt.....	Naval Storekeeper.....
Br bark Deva.....	761.	Davis.....	London.....		Esquimalt.....	
Am bkt Robert Sudden.....	594.	Uhlberg.....	San Fran.....	n.	Moodyville.....	
Br ship Queen Victoria.....	1005.	Holmes.....	Bristol.....		Esquimalt.....	
Nor bark Borghild.....	757.	Haugeland.....	Newcastle.....	p.	Vancouver.....	Hastings Saw Mill.....
Ger bark Cassandra.....	733.		Acapuico.....	q.	Vancouver.....	Hastings Saw Mill.....
Br ship Albertina.....	1504.	Gill.....	Melbourne.....	r.	Vancouver.....	Hastings Saw Mill.....
Ger ship Elise.....	1348.	Rowehl.....	Newcastle.....	s.	Vancouver.....	Hastings Saw Mill.....

a—Spk Nov. 28, lat. 31 N, long 23 W. Chartered by R. P. Rithet & Co., (L'td.) to load guano and fish oil at Killisnoo, Alaska. b—Arr'd Hongkong 23d. c—Cargo 1,300 tons raw sugar. d—In ballast to load lumber for Callao. e—Loading sugar for San Fran., thence to load lumber for Sydney. g—Left San Francisco Jan. 28 for Hong Kong, thence Saigon to Victoria, with cargo 1,300 tons raw rice. h—On the berth to sail May 10; will be loaded at Victoria by Turner, Beeton & Co. for U. K. i—On the berth; leaves Glasgow May 1 and Liverpool about May 5. j—Nov loading; expected to sail early in April, and will load salmon for U. K. k—Chartered to load in April and May. m—Arrived Manila Feb. 2. n—Chartered to load lumber for Australia. o—Water works supplies. p—On the way to Honolulu, thence in ballast to load lumber for Melbourne. q—In ballast to load lumber for Iquique. r—In ballast to load lumber for Melbourne. s—On the way to San Diego, thence in ballast to load lumber for Melbourne.

BRITISH COLUMBIA LUMBER FLEET 1891.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CARGO FT.	VALUE.	RATE.	ARRIVED.
Br ship Stamboul.....	1248.	Weston.....	Vancouver.....	Jan 30.	Callao.....	960,300	\$ 9,600	50s	
Chil Bark India.....	952.	Funke.....	Moodyville.....	Feb 1.	Valparaiso.....	751,306	8,348	65s	
Br bark Ninevah.....	1174.	Broadfoot.....	Vancouver.....	Feb 28.	Sydney.....	855,352a	9,335	own'r's ac	
Br bark Formosa.....	915.	Kain.....	Vancouver.....	Mar 24.	Valparaiso.....	600,000b			
Am bkt Catherine Sudden.....	368.	Thompson.....	Moodyville.....	Mar 31.	Tientsin.....	427,539c		77s 6d	

a—Also 360,900 laths. b—Composed of 45,000 ft telegraph poles, 15,000 ft rough lumber, 185,000 ft flooring, and 3,000 ties. c—Composed of 387,871 ft. rough lumber, 39,068 ft. dressed lumber, and 587 bundles of laths.

THE LAND OF GOLD.

A representative of the New Westminster Ledger, last Tuesday, had the pleasure of an interview with Mr. J. Bowron, Gold Commissioner for the district of Cariboo, and also with Mr. W. C. Price, foreman of the Government Reduction works at Barkerville. It was learned from Mr. Bowron that a large bed of auriferous gravel has been discovered running parallel with the Canal River and extending for about ten miles, every linear foot of which has produced the value of \$1. This bed,

which was discovered by some Chinese men working close to the forks, lies behind the perpendicular cliffs which here border the river. It is now taken up both above and below the forks and among the firms working it are the following: The Victoria Hydraulic Mining Co., the South Walk, Champion, Pomeroy and Whittier hydraulic mining companies. Mr. Bowron considers this one of the most important finds that has been made for many years. Both gentlemen were warm in their praises of the good work done by the

reduction works, under the able superintendence of Mr. E. A. Martin, a gentleman in whom all have the most unbounded confidence, and it is their opinion that these works will do wonders towards developing the quartz mining of the districts, which, on the showing of the Black Jack mine undoubtedly has a great future before it. But on the other hand both Mr. Bowron and Mr. Price are positive that a railway going by way of the Yellow Head pass is an absolute necessity to the thorough development of the country.

COMMERCIAL SUMMARY.

Traffic-Manager Olds of C. P. R., estimates the output of Manitoba grain, for last year, will exceed 16,000,000 bushels.

The long standing dispute between Canada, Quebec and Ontario, relative to old accounts, will be settled by arbitration.

Bradstreets report the total number of failures for the Dominion of Canada for the quarter as 566 against 542 last year. Ontario 207, against 315; Quebec 200, against 142.

Alex. Center, jr., is reported to have been appointed general agent of the Pacific Mail Steamship Co., for the Pacific Coast. He is at present at Yokohama, where he holds the position of joint agent of the Pacific Mail and Occidental & Oriental lines.

The Hamilton correspondent of the Toronto Mail writes: "Mr. T. S. C. Saunders of the Bank of Montreal, received a marching order on Friday from the head office, and will leave on Tuesday for British Columbia, where he will enter one of the bank's branches there." Mr. Saunders will take a position in the bank at Vancouver.

President Van Horne of the Canadian Pacific Railway has succeeded in making an arrangement with the New York Central people by which the C. P. R. will have an entrance to New York over the N. Y. C. lines from Ogdensburg. A new bridge is to be built across the St. Lawrence river at Brockville and the line to be used will be the Rome, Watertown & Ogdensburg. In return for the privilege of using their lines which the N. Y. C. grant the C. P. R., they get what they have for a long time wanted, viz. direct communication with an independent transcontinental line.

A New York dispatch says: "The Star brand, of Columbia river salmon of the 1891 pack, is offered for future delivery at \$1.65 for tall tins and \$1.85 for flat, landed here. There are some indications noted of a stronger undertone for spot salmon. The jobbing movement is fair. Stocks in second hands are gradually diminishing. Several holders of prior red Alaska are asking 2½¢ per dozen advance on the recent low prices, in view of the apparent change in the situation in the East and the fact that supplies on the coast have been worked down unusually low."

The Customs department has been notified that the combine of manufacturers of binding twine in the States is disorganized.

The Canadian Rubber Company, Montreal, has partly closed, and 250 employes thrown out of work. The cause assigned is the slackness in trade.

They have some sharp lawyers in New York State, and among the legal fraternity who are able to raise "interesting legal points" on the slightest provocation must be mentioned the Utica gentleman who maintains that although it is illegal to land Chinese immigrants from "a vessel" they may be disembarked from a row boat.

J. W. Grace & Co., San Francisco, have chartered the tramp steamer Scandinavian to take provisions to Chili, where, as previously reported, much distress exists. A big fleet of merchant vessels is tied up at various ports, unable to put to sea for lack of stores, and many of the vessels are in constant danger from the mis-directed shells of the rebel fleet or shots from the guns on the government forts.

"Fifteen hundred miles through British Columbia" was the title of a lecture recently delivered by Rev. James Allen at Winnipeg. The lecturer described in an interesting and able manner, the people and scenes which he visited on his vacation tour up the Pacific coast last summer. He spoke of the Indians dwelling particularly on their industries, and illustrating these by exhibiting articles of their manufacture. He also described in eloquent language the magnificent scenery of the deep inlets which run far inland among the snow capped mountains.

Liverpool Mercury: The proposed route for the Transpacific cable is from Vancouver to a point on the coast of Queensland, with stations at Hawaii, Samoa, Fiji, and Queensland. These breaks will, by dividing up the total length of the wire, greatly increase the speed of the signals, for the speed diminishes in proportion to the square of the length of the cable. Messages will be repeated or relayed at these stations. The estimated cost of the line, which, if laid, will finally complete the circuit of the earth, is £2,000,000, and a guarantee from the colonies interested is expected to reach £750,000 per annum. It is proposed to hold a conference of Canadian and Australian delegates to consider the matter.

The C. P. R. Land Department statistics show that the emigration to Manitoba during February was 75 per cent. larger than last year.

Imports of Hawaiian sugar at the port of San Francisco from Dec. 1890, to Feb. 28th, 1891, as returned by the custom house officers, were as follows; December, 1890, 7,495,177 pounds, January, 1891, 4,735,387 pounds; February, 1891, 29,690,505 pounds, total, three months, 41,921,069, same time 1889-90, 36,734,638. There has never been a month in the existence of San Francisco when the imports of sugar from all sources were as large as they have been alone from the Hawaiian Islands in March.

M. I. Stangroom, manager of the Bellingham Bay & British Columbia Railway, was in Vancouver recently, and had a conference with H. Abbott, superintendent of the Pacific Division, C. P. R., and D. E. Brown, assistant general freight and passenger agent, C. P. R., regarding running arrangements and freight rates. It was almost definitely arranged that a through train would be run from Seattle to connect with the outgoing Atlantic and incoming Pacific express over the Seattle, The Shore & Eastern, and from the Junction with the B. B. & B. C. a train will be run to New Whatcom. The details of a through freight and passenger rate to New Whatcom were discussed and an arrangement made.

Farming by night is in vogue on some of the great farms of California, and, radical as is the innovation, it is likely to be adopted in other States. This reversal of the old order of things comes about, as have many other changes, as a sequence of modern invention. In one county in California, where everyone is planting raisin grapes, it is found that the work can be done best and more cheaply at night by the aid of the electric light, and a San Francisco agricultural paper says it is only a question of time when fruit picking will be done at night in the same manner, the greater coolness of the night air being better suited for that work. There are some perishable fruits which cannot be picked in daylight as rapidly as they ripen, large quantities of which are thus lost every year. The use of an electric light plant, which could be moved readily from one part of an orchard to another, would enable night staffs to be worked, and thus overcome the difficulty.

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VICTORIA, TUESDAY, APRIL 7, 1891.

TRADE WITH AUSTRALIA.

Much has been said of the position occupied by Victoria as the locality at which should centre and be distributed the trade between British Columbia and the colonies of Australasia. Those countries are among the most thriving and prosperous, and their connection with the Crown makes them look upon the Dominion of Canada as one of their chief means of communication with the world. They are occupied by a community that is thoroughly British, which although it may have adopted the high-sounding name of "The Commonwealth of Australasia," is loyal in its sentiment, and will prefer, other things being equal, to trade with Britain or its dependency, rather than with an outside nationally antagonistic state. It is for Canada, and British Columbia in particular, as the nearest possession to the Antipodean empire, to cultivate trade with our brethren at the south. Climatically and otherwise we occupy a position very different to theirs. Our resources are at the opposite of theirs. We produce just what they want and what their own territory is incapable of supplying. That market must be filled, and who can better meet its requirements than we?

At an early stage of this session Mr. Horne, of Vancouver, introduced into the Legislature a resolution looking to the cultivation of Australasian trade, and to the establishment of a line of steamships with an objective point at that country. Owing to sickness, he was unable to push through that resolution. His colleague, Mr. Cotton, has, however, taken the matter up, and a resolution, a few days since, passed the House, favoring the encouragement of trade with those localities, one of the prime factors in that departure being a thoroughly whole-souled support of a steamship enterprise to connect Victoria or Vancouver with Sydney, or

some other South Australian port. Markets must be had. Let us discover them. Let us cultivate them, or we shall be left a long way behind in the struggle into which we have entered, for our share of the world's trade.

RAILWAY CONNECTION.

It is to be regretted that orders and points of order should have been allowed to interfere with the satisfactory conduct of the last meeting of the Board of Trade. It may be all very well, technically speaking, that the rules of debate which have been established, and are regarded as almost the whole law, should be abided by, but there are occasions when neither "law," "order," nor any other factor should be permitted to interfere with the fullest discussion of matters, which, as in this case, were of supreme importance. Victoria must grow, or be a fallen aspirant to a position as a world's commercial centre. There is no need to dwell upon the advantages which are possessed by this port, and which have so far commended themselves as to induce our neighbors and our rivals to inquire as to what Victoria will do, and what are our resolutions as to an effective carrying of them out.

The introduction into the House of a Bill to incorporate the Victoria and British North American Railway indicates that our people are in earnest in their desire to secure railway communication and to make Victoria something more than the old-fashioned Hudson's Bay trading post that they have regarded her as being. The incorporators of the proposed company are men of commercial mark. It would be out of place and utterly unnecessary to give them a character. They are not strangers. As good and true citizens of this community they have in the past made their record, and not a man can raise his finger to dispute their integrity, their spirit of enterprise, or their business morality. They are live men; they have studied the situation, and have made up their minds as to what their fellow-citizens actually require. It may be that because of peculiar circumstances they were compelled to hold their hand; but now that they have shown it, there should be no disposition on the part of the members to thwart their endeavors to incorporate the proposed company and carry it out. There is any amount of

business to be done by such an enterprise, which, though its objective point be "in an enemy's country," will be productive of so great benefits. Despite international boundaries there are a mass of circumstances, which, when considered, will show that many of our commercial interests lie in the United States. We are not annexationists; we do not advocate the disruption or the dismemberment of the empire. We are not followers of Mr. Farrer, for whom we have no high esteem; but it does appear that much of our material interest lies in trade relations with our neighbors to the south. These questions of business should be utterly removed from the sphere over which the loyalty man deems it his duty to spread the old, old flag. That flag has and has had its beneficent and powerful influence, but it is humiliating to see it trailed in the dust at the heels of men who try to use it for their own personal ends. That flag has never failed to hold its own. It is our flag, and because we reverence it, we object to its being made an agent to promote the ends of political partizanship.

PROVINCIAL LOANS.

The Government of this Province is asking for powers to negotiate a loan of £700,000 sterling. It will be satisfactory to every citizen to know that this Province occupies a very strong position in financial circles, but it does not pay to put the provincial status to so severe a test. It is almost useless to talk about inability to pay the provincial debts, as every one knows that British Columbia's resources are illimitable; still, as concerns the ability to pay when demanded, the case is a very different one. It may be all very well to talk about the consolidation of the debt, and to set forth that more money is wanted to meet the necessary expenditures for works of development, but is it certain that the Province can undertake all that the new loan involves?

There is little or no moss growing upon the back of anyone connected with this journal, but progressive as they all profess to be, there is no one who is not disposed to say "hasten slowly," and that without favoring anything approaching an alliance with the "antediluvian element" who would like to keep British Columbia a little behind, in order that without any expenditures

upon their own part, their own properties may subsequently profit by the natural tide that occurs in the affairs of men. Such men are ready to take prosperity at the flood, but they are by no means disposed to practically assist in the promotion of what they so much desire.

THE TAX ON TRAVELLERS.

At the last meeting of the Municipal Council of the City of Victoria an important memorial was received from the Board of Trade of Montreal in opposition to the collection of the Commercial Travellers' tax. The city of Victoria is one of the last municipal bodies in Canada that persists in the collection of that impost, which is regarded by business men as a relic of the dark ages, and as an unwarranted endeavor to close out wholesalers from the east competing with those of this city. The towns of Quebec and Halifax, among others, pursued this policy until they realized in what an unenviable position its collection was placing them; how, in fact, outside business men actually sat on them, and gave them a name which in no way benefited their credit abroad. It is idle to expect that Victoria can erect and maintain a commercial Chinese wall; she cannot live within herself. She is expecting to materially increase her wholesale trade, and should the different towns where her travellers go put on a tax similar to the one complained of, where would her trade be? The merchants of Victoria ought not to fear competition in a fair field.

RAILWAY ENTERPRISE.

The necessary steps have been taken to incorporate a company to construct and operate a line of railway from Nanaimo to some point north of Vancouver Island; and to secure authority to construct, operate and maintain such railway.

This, it is said, is being done in view of the proposed connection at an early day of the Island of Vancouver with the railway system of the United States, by means of a railway ferry across the Straits of San Juan de Fuca, and the great importance of an early extension of railways on Vancouver Island.

C. P. R. CONNECTIONS.

In a few days the first of the new fleet of India and China steamers will have begun their service. They are said to be in every way among the best and most convenient ships afloat, and will do much to improve the trade and increase the popularity of the line. The first steamer, "The Empress of India," has, it is reported, a number of pleasure excursionists on board, whose experience will, no doubt, be the means of attracting other travellers this way. They will thus circle the globe with the exception of the Atlantic passage upon the steamships and cats of the Canadian Pacific Railway Company. There is no disguising the fact that the Canadian Pacific people are men of enterprise; they are already one of the most powerful companies of the present day, and when their line to Australia is established another feather will be placed in the cap of Canadian enterprise. President Van Horne and Mr. Duncan McIntyre are announced to be en route for this coast, and it is hinted that before they return to Montreal they may avail themselves of the opportunity of taking a trip to Hong Kong and back by the new steamship. In view of the Australian service, it will have been noticed that the Vancouver Board of Trade has received a communication from Sydney, N. S. W., as to the prospects of trade between the two countries, which they are preparing to answer. Would it not be as well that Victoria should communicate with the parties who have written, as they say in the interest of a committee of mercantile gentlemen who are desirous of opening up trade with British Columbia and the Dominion?

THE CENSUS.

On account of the withdrawal of Mr. J. J. Austin from the census commissionership of the city of Victoria, there has been some difficulty in going to work at this point. Mr. J. B. Lovell has, however, accepted the position conditional upon the Government undertaking to have the remuneration of both commissioners and enumerators in this Province placed upon a more liberal footing than the present eastern terms which were offered. It seems a very hard thing to induce the authorities at Ottawa to believe that matters

here are altogether different to those in Ontario and Quebec. People here do not care to merely exist, and they cannot live on the insignificant sums that are acceptable at the east.

EDITORIAL NOTES.

THE annual banquet of the British Columbia Board of Trade has been fixed to come off about the 16th inst.

LATTERLY there has been numerous transactions in the Victoria market in Port Crescent and Port Angeles properties.

THERE has been an endeavor to create the impression that the present sealing season is a good one. Such is not, however, the case. Never, it is said, has there been a worse one; the weather has been most unpropitious, and in consequence the catch has been materially reduced.

WHEN President Van Horne and other Canadian Pacific people are here it would be exceedingly proper to ascertain from them what they propose to do in the way of carrying out their undertaking that the India and China steamships of their line should at least call at Victoria. They have so far given us the go by.

ACCORDING to the Canadian Journal of Fabrics, published in Montreal, the recent political struggle had a very depressing effect on business. The millinery openings were very well attended. Payments on the 4th of March were not as good as was expected. Travellers from their first spring trip complain of an unsatisfactory state of trade in the interior of Ontario and Quebec, the travellers from the Maritime Provinces and British Columbia reporting business better than for some time past. The woolen mills have not been doing so well of late, the wholesale trade not having placed the orders that were expected, and prices offered not being what they should be. In the cotton manufacturing branch, business is improving, and prospects for the mills are better than they have been for three or four years past. Prices in both cotton and woolen goods continue very firm.

THE MARINE REPORT.

Deputy Minister of Marine William Smith, in his annual report to the Minister of Marine and Fisheries says much that will interest the people of this Province. From the extensive report the Vancouver World has compiled the following: Since Confederation much has been done for the improvement of navigation in British Columbia. Light houses have been established at the following points, viz. at Cape Beale, entrance to Barclay Sound; at Berren's Island, at the western entrance to Victoria Harbor; at Discovery Island, in the Strait of Haro, at Active Pass, in the Strait of Georgia, on the east point of Saturna Island; at the Sand Heads, in the Fraser River, replacing the lightship above referred to, at Point Atkinson, at the entrance to English Bay, at Brockton Point, at the entrance to Vancouver Harbor, and at Entrance Point in Nanaimo Harbor. During last year a light and fog bell were established upon the extremity of Brockton Point, in the First Narrows. Burrard Inlet, at the entrance to Vancouver Harbor, and put in operation on the 15th of September last. The light is exhibited from an anchor lens lantern hoisted at the top of a mast, and shows fixed white from all points of approach, except over Burnaby Shoal, which is covered by a red sector, extending over an arc of 291 degrees between the bearings of W N W and W S S. The light is elevated 18 feet above high water mark, and should be visible 9 miles. The mast is painted dark red and is 30 feet high. It stands immediately behind the fog bell tower, which is a square wooden building 21 feet high, painted white. The fog bell faces N. by E., is elevated 12 feet above high water mark, is worked by machinery, and sounds one stroke every twenty seconds. This light and fog bell are intended merely for harbor use to assist vessels in rounding the point and in clearing Burnaby Shoal in the harbor. Representations have been made to the Department that in order to render the navigation of the First Narrows safe at all times, a light house, fog signal, and semaphore station are also required on Observation Point, at the western extremity of the First Narrows; the semaphore to be used to prevent vessels from entering and going through the Narrows at the same time. This matter is now receiving the attention of the Department.

Reference is made in the report to the Government contract with Mr. J. A. Bitencourt, and the difficulty the Department experienced in dealing with him. Also to the contract with Mr. G. H. Frost, of Nanaimo, for the erection of a light house with dwelling attachments, etc., at Carmanah Point, and the value this work will be to shipping, in that it will serve as a complete guard of the straits from the Pacific ocean.

Further the report says. An appropriation was made to Parliament last session for the re-survey of that portion of the Fraser extending from Garry Bush to a point six miles above the city of New Westminster, and the work is now being carried on under the supervision of Mr. Gamble, C. E., careful soundings are also taken every two months by the Department of Public Works, showing the depth and direction of the channel through the Sand

Heads. As soon as the upper portion of the channel has been surveyed, it is proposed to issue a chart showing the result of the survey.

A tide gauge and also a pile beacon are to be placed at the mouth of the Fraser for the greater convenience of vessels entering the river.

Representation has been received as to the necessity for two small harbor lights for the ports of Nanaimo and Departure Bay, and for a beacon, two buoys and a light house north of Nanaimo. Arrangements have been made for the placing of the buoys, but owing to the large expenditure which was being incurred on more important lights in the Province, it was not deemed advisable to proceed with the erection of the beacon and lighthouses at present. It will be seen, however, by reference to what has been done in providing and maintaining aids to navigation in British Columbia, during the past few years, that there has been no neglect of the requirements of the Province in respect to navigation, and in recognizing the already great and continually growing importance of our shipping interests in the Pacific Ocean, and particularly the importance of rendering the navigation between Victoria and Vancouver as safe as possible for the large steamers which are now running on the route between British Columbia, Japan, and Hong Kong, to be supplemented by still larger vessels in the near future.

The total cost of maintaining the lights, fog-alarms, buoys and beacons in the Province of British Columbia for the fiscal year ended June 30th last, was \$14,314.60, and the expenditure for construction was \$1,460.81.

The cost of repairs to the Sir James Douglas during the past year was \$1,142.01. For the same period the cost of maintenance was \$11,200.58. From the sick and distressed mariners fund the expenditure in this Province last year was \$3,123.19, and the receipts during the last fiscal year amounted to \$4,796.28. The total expenditure in Canada for this purpose was \$41,729.11.

The number of persons employed in the outside service in British Columbia on Dec. 1st, 1890, was 120.

There were registered in British Columbia on 31st Dec., 1890, 94 steam vessels with a gross tonnage of 16,688.04.

WHEAT IN CALIFORNIA.

In response to an inquiry as to how much wheat is likely to be carried over into the next harvest, Secretary Friedlander, of the San Francisco Produce Exchange, recently placed the estimate at about 75,000 tons. The amount of wheat used for seed, consumption and exported since the last stock-taking, December 1, was 8,455,451 bushels. The statistical position of wheat was as follows:

Visible stock, December, 1890.	12,168,923
Less consumed	8,495,531
Balance on hand.	3,673,462
Receipts from the north, wheat	819,128
Flour	91,150

Stock in state to-day..... 4,585,740
The stock in state on the 27th ult., according to the above, was about 230,000 short tons. The carrying capacity of vessels now engaged for loading is 98,000 tons, which leaves 132,000 tons to be drawn

from, otherwise than from export, by vessels now in port. Allowing 32,000 tons for local consumption of two months up to June 1, would leave an available supply of 100,000 tons for export for vessels to arrive before stock-taking time. Of the fleet to arrive it is doubtful if more than 25,000 tons can be loaded by the 1st of June, which will leave the stock remaining in state on that date 75,000 tons. In this no allowance has been made for exports of flour to China, Central America, etc., as in all probability the receipts from Oregon and Washington will about equal these exports.

THE ONTARIO TIMBER SUPPLY.

Much apprehension is felt at the extent of the timber cut in the Province of Ontario. A few days ago, in the Ontario Legislature, Mr. H. E. Clarke, drew attention to the fact that statistics furnished by the legislatures of Michigan, Wisconsin and Dakota show that these states are so deficient in their timber that they cannot supply the home consumption for the next ten years; and also that New Hampshire and Vermont have virtually exhausted all their forests. "No one," said Mr. Clarke, "can find fault with the government if they cause to be cut down every stick of timber in the country, if it is done to make room for settlers, but such is not the case. It is being done to supply our neighbors to the south with an article that is growing scarcer every year, and must increase in value as time goes on."

COLLIERY NOTES.

(Nanaimo Free Press.)

The New Vancouver Colliery Co. have decided to use electric tram lines in their collieries for putting out coal, but as yet the management is carefully weighing the different qualifications of the two motive powers submitted, the Edison and Thompson-Houston, before making a final decision. Both of these systems are said to have been and are being used successfully in the colliery work, and it now only remains to determine which is the better suited to the mines.

The boring machine at present in use at Comox is to be brought down to Nanaimo and started in operation at Departure Bay near South Wellington wharf.

Mr. T. J. Jones' drill is to go to Texada at once and will be used in prospecting for coal on the company's land.

The diamond drill, working at Northfield, is going through some very hard cement filled with small black pebbles that will cut glass like a diamond, and consequently work is rather slow.

The first fortnightly pay of the New Vancouver Coal Mining Company took place at the Company's offices last Tuesday. Ever since the inauguration of the coal industry, the pays have been once a month, and last Tuesday inaugurated a new era. It has long been contended that a pay day more frequent than once a month, would be of mutual benefit to the worker and the business men. It entails somewhat more work on the officials of the company, but Mr. Samuel M. Robins was willing to undertake it, and it is now to be desired that the expectations of the promoters will be fully justified.

LIQUORS AND TOBACCO.

(Victoria Times.)

The annual report of the Inland Revenue Department furnishes the following figures:

Spirits.....	\$4,620,393
Malt liquor.....	13,631
Malt.....	556,305
Cigars.....	603,473
Tobacco.....	1,896,359
Petroleum.....	39,737
Manufactures in bond.....	26,610
Selzures.....	3,286
Other receipts.....	16,162

Total.....\$7,779,616

In the above statement it will be seen that by far the largest part of the excise revenue is derived from alcoholic beverages, of which 5,091,475 gallons were manufactured in Canada last year. The raw material used was in approximate quantities, 4½ million pounds of malt, 66½ million pounds of Indian corn, 13½ million pounds of rye, one million pounds of oats, with small quantities of wheat and barley in all 85,082,043 pounds of grain.

The following table shows the consumption of spirits, beer, wine and tobacco per head of the population in 1867 and in 1890 respectively:

	Spirits, Gallons.	Beer, Gallons.	Wine, Gallons.	Tobac- cos. lbs.
1867.....	1.621	1.973	.088	1.815
1890.....	.883	3.380	.104	2.143

From this little table we learn that the consumption of spirits has considerably fallen off in Canada since 1867, although the consumption of beer and tobacco has increased. It is apparent, however, that the consumption of alcoholic beverages has fallen off all along the line. Canada must contain considerably more population than 20 years ago, and this being the case, it is clear that the average per capita consumption is less. To what do we owe this falling off in the drinking habit? Two things have operated to cut it down, temperance movements and the exigencies of business. As business strain increases sobriety becomes all the more imperative. It is only in lethargic communities that liquor is drunk to excess.

In regard to tobacco, something over 100 millions of cigars were produced in the factories of the Dominion during the year, of which, in round figures, Quebec produced nearly 60 millions, Ontario 35 millions, British Columbia over two millions, New Brunswick 2,156,200 and Nova Scotia none. There was also a considerable importation of cigars and cigarettes, which went to swell the big "smoke bill" of the Canadian consumer and we should say that a people to spend so much money as is implied in the consumption of so many million cigars ought not to be afraid of direct taxation.

ALASKA'S ONLY SAW-MILL.

Westward of Loring lies Annette island, upon which is situated the Tsimpsean settlement of Rev. William Duncan, which was removed to Alaska from British Columbia about three years ago. Here is found the only sawmill avowedly producing lumber for sale. This mill is operated entirely by Indians, even the office work and book-keeping being done by them. These people also have blacksmith shops, tin shops, etc., and have erected a cannery, which produces a few thousand cases of salmon annually. In order to establish this settlement, it was necessary to clear the whole area of its covering of forest and undergrowth, and

after erecting a town of comfortable cottages, arranged in regular streets and squares, these people are just beginning to make their first attempt at horticulture. Annette island is densely timbered and well stocked with deer; its streams abound in salmon, and the surrounding waters furnish an ample supply of halibut and codfish. An attempt is being made to have this island declared a reserve for the sole use of the Tsimpseans.

HYDRAULIC MINING

(Vancouver World.)

There is now in the C. P. R. freight sheds, awaiting shipment to Cariboo, a powerful piece of machinery to be used in separating the gold from the gravels of one of the mining claims in that famous gold producing region. It is none other than a hydraulic giant, from the Joshua Hendy Machiffé Works of San Francisco, of the largest size turned out by those famous works. In fact only one other of the same size has been made, and that for the noted Benjamin claims, in Trinity County, Cal., owned by D. V. Hays of Boston. The machine has been purchased by the South Forks Hydraulic Mining Company, for their claim on the South Fork of the Quesnelle River. Mr. John R. Smith, one of the managing directors of the company, has been to San Francisco to make the purchase and superintend the construction of the machine. Some idea of the power of this hydraulic giant may be got from a few details of its construction. The discharge pipe is 15 feet long, on the smaller end of which a deflector is placed to control the direction in which the stream is to be thrown. With the head of water which the company will have at their command, the seven-inch nozzle will discharge about 1,800 miner's inches of water, and as 50 miner's inches is equal to one cubic foot per second, this means 36 cubic feet per second. Should circumstances demand it smaller nozzles may be used down to 5 inches in diameter. The water is brought from the tank or pressure box, 300 feet vertical height above the machine, by a pipe of steel plates 18 inches in diameter. It consequently passes through the machine into the discharge pipe under a pressure of about 130 pounds to the square inch, and comes from the nozzle with a velocity of about the same number of feet per second. The discharge pipe fits upon the machine with a ball and socket joint which gives it a deflection of almost 90 degrees in a vertical direction. The upper part of the machine, and to which the discharge pipe is attached, turns horizontally on the lower or bed part so that all these parts combining give the operators complete control of the direction of the stream.

This mining company owns a claim which consists of a bank of gold bearing gravel with a face about 200 feet in height. Against this bank the powerful current thrown by the machine impinges, washing the earth and gravel into the sluice box four feet wide at the bottom. The gold being the heavier falls to the bottom and is caught in spaces left between the blocks with which the flume is paved. The work of such a giant apparatus is quick and effective, saving a great deal of labor, and accomplishing what would be almost impossible in any other way. The machine

proper weighs upwards of 2,000 lbs, together with the discharge nozzle. All this apparatus is now awaiting shipment to Ashcroft, from where it will be taken by way of the 150-mile House to the mine. All, with the exception of the heavy machine, will be packed in on mules, while that part will be hauled on sleighs. The purchase of such a plant shows the faith of the miners in the productiveness of Cariboo. It is a master piece of enterprise, and from the indications already obtained of their claims there is no doubt the outcome will justify the large expenditure. Most of the members of the company are practical men who are well able to judge the value of a claim, and being satisfied of that are not slow to invest their money.

ITALIANS AS COUNTERFEITERS.

A new counterfeit \$2 silver certificate has made its appearance in Baltimore, and the United States Secret Service announces in its description of the bill that "it is supposed to have been made by Italians in Chicago."

"The Italians are the greatest counterfeiters in the world," said an American detective the other day, "and it is pretty safe to charge to their account any new bill that makes its appearance, if the work is well done. Last year there were about 530 arrests made in this country on a charge of counterfeiting, and of this number about one-half were Italians. The dagos are expert engravers, and 'the fine Italian hand' has become proverbial, especially in political phraseology. America has not a half-dozen native born counterfeiters who are capable of turning out a dangerous piece of work. Of this small number only two are now at large."

"By the way, this new counterfeit is a good one, but it is no better than the \$5 silver certificate which was put out a few months ago. It is strange that the sharp eyed coniackers have never succeeded in copying the seal of the United States accurately. In the seal is a key the notch of which in a good bill is a perfect letter 'T.' This letter is quite small, it is true, but it is easily seen, even with the unaided eye. In counterfeits, the notch is a straight line, if it is shown at all."

SHOW WINDOWS TWO STORIES HIGH

"It seems strange to me" said a man who had recently returned from Europe, "that some of the New York merchants who sell dry goods, carpets, furniture, etc., do not have show windows such as are seen on the continent, which extend from the basement to the ceiling of the ground floor. If one such were arranged it would not only attract great attention on account of its novelty, but also because it would afford such an excellent opportunity for the display of goods. The longest portieres could be hung up in it, and be seen to much better advantage than is possible in most of the present windows."

"An idea of some of the merchants in Germany is to have their show windows of this kind divided into two floors. The top one is fitted up as a library or receipt on room and the bottom as a kitchen or dining room. The effect is very realistic, as the window looks like the section of a house."—New York Tribune.

TRADE AND COMMERCE

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

The general volume of business is highly satisfactory in all lines. The movement in real estate has been somewhat more animated. Several transactions in the Victoria market, in Port Crescent and Port Angeles property, consequent upon the anticipated railway connection with those cities is reported. Oak Bay property is being put on the market and realizing good prices.

FINANCIAL.

The demand of money for commercial purposes is fairly active. Banks are supplying money in sufficient amounts to meet the demands of the business community, but money for speculative purposes is not quite so plentiful.

DRY GOODS.

The volume of trade in dry goods has been very satisfactory for the past week. Spring goods, being in season, are in good demand, and the domestic goods are keeping up well. From all reports, the business outlook for the country districts is most encouraging. In the city, however, there is a divergence of opinion as to the outlook, but, generally speaking, it is hopeful. All retail men are carrying large stocks, and competition is certain to be keen for the trade. No improvement is noted in collections.

HARDWARE.

At this time last year the spring rush for agricultural implements was about over, but this year it is now at its greatest height for seeding machinery, plows, harrows, drills, &c. The indications are that business will be better than in any past year. There is a good steady trade, and spring jobbing orders are coming in freely.

DRUGS.

On account of the small catch of cod this year, it is believed that there will be a considerable advance in the price of cod liver oil. No other change is noted.

GROCERIES AND PROVISIONS.

Trade in this line is improving wonderfully, and money is coming in more plentiful than at any time since the beginning of the year. Canned vegetables and California canned fruits have an upward tendency. Meats and lard are firm, and likely to advance. Canned meats have gone up. The duty on this article is now levied on the gross weight, while formerly it was only on the actual weight of the product. Sugar is a quarter of a cent higher since the change in the American tariff, granulated being now quoted at 7½c, and yellows 6½c. Fresh California vegetables, including asparagus, green peas, rhubarb and tomatoes, have dropped considerably since last report. There has been a rise in green fruits, but the orange market is on the wane. The fruit business is not expected to brighten until the beginning of May, when the small fruits will begin to arrive. Apples are scarce and high. Fresh ranch eggs are in good demand, but pickled eggs are not called for. Manitoba butter is very scarce, and California roll is supplying the market entirely.

FLOUR AND FEED.

Business generally is good. There is a

continued falling off in the imports of Oregon flour, which has advanced 15 cents per barrel since last week, and is holding firm. Victoria Mills, Delta brand, and Manitoba flours remain unchanged in price. Potatoes are weakening, but extra good grades still command a fair price. Hay, bran and shorts are still. Grains of all kinds are advancing, notably oats, which are very strong. Sanich oatmeal has advanced 50 cents a bale in consequence.

LUMBER.

The lumber export market has remained practically the same for the past few months. It is controlled entirely by the tonnage, of which there is a continued scarcity. Freights remain high and firm. The local mills are doing a good trade.

VANCOUVER.

There was a marked improvement in trade during the last week. The supply of creamery butter is now exhausted, and none of the wholesale dealers have any in stock. Dairy butter is also very scarce. A small supply of California butter is now on the market, but at present the stock is only very limited, and what has been sold commanded high prices. Several merchants are expecting consignments shortly. The price of meats has risen during the past week, as has also the price of lard.

The flour market still remains in a very unsettled state. The prices have still further advanced and an upward tendency is apparent. Oregon flour has already advanced 45 cents per barrel, and many merchants think it will probably advance another 15 cents. Potatoes are quoted from \$22.50 to \$25. Now that the roads are improving, several farmers have been down with stock. Ashcroft potatoes fetch \$30 per ton. A small stock of Oregon onions has been brought in, and they are being sold at \$6.25@6.50. Carrots and potatoes are still held at the same prices, \$15 per ton for table use, and \$10@12 for common. California cabbage has dropped ½c, and is now selling at 2½c per lb. Oranges are coming in freely. Navels have advanced, but the other prices remain the same. The price of pickled eggs has now taken another drop, many being sold at as low a figure as 8 cents per dozen. Almost all the old stocks have now been got rid of, and new eggs are expected to be on the market shortly. Oregon fresh eggs have been brought in for the last fortnight, and are worth about 25 cents per dozen, the price having fallen a few cents, as they are coming in rather more freely.

Manager Rogers of the Vancouver Sugar Refinery has been interviewed on the sugar duty question. "Speaking for us here," he said, "what we want is the same old protection. That must be either that the duty on raw refined duty be raised so as to give us the same protection that we had, or if not that we want the duty taken off the raw article sufficient to give us, as I say, the same amount of protection as formerly."

"Which would you prefer now, that the duty on refined be raised, or the duty on raw lowered?"

This is what Mr. Rogers said in reply: "So far as we are concerned, it will make no difference to us. As a matter of fact,

though, I believe it would be more, in the interests of Canadians in general to have the duty on refined sugar raised, for the price would not be any higher than at present, and there would not be that great decrease in the revenue which most certainly would follow a decrease in the duty on raw sugar."

NEW WESTMINSTER.

The following is a summary of the state of the wholesale city market for articles of home production: Live stock remains steady, the current prices being—beef on foot, 4c to 5c; hogs, 7c; calves, 7c; sheep, 5c to 6c. There is a decided tendency to a fall in the price of potatoes and hay, the latter now selling at \$14 to \$15 per ton, and the former at \$20. Wheat at from \$30 to \$35; peas, \$30; and oats, \$35, find a ready sale, and there is every prospect of these prices holding. Flour is rising, and indications are that it will continue to do so.

KAMLOOPS.

During the past week, several loads of cattle and sheep have been shipped for the Coast markets, all in prime condition. The Douglas Lake Cattle Co. have shipped some fine stock, but as the local ranges are being thinned out of animals fit for the knife, several contracts have been entered into with Calgary ranchers for a supply. On Friday morning, five cars of cattle, purchased by Messrs. Hayes & McIntosh, Vancouver, passed through from Calgary, of better breed than those generally found in this Province. The American syndicate which has been buying up all the beeves in Ontario and Quebec, are now represented in Alberta, and are taking up what stock they can lay hands on there.

BRADSTREETS' REPORT.

New York, April 3—Special telegrams to Bradstreets record no increase in the distribution of general merchandise. Reports of another snow blockade west of Kansas City, prolonged cold and rainy weather west and northwest, and high water in the Lower Mississippi Valley, are given as reasons why the spring trade continues slow and disappointing. Cattle and hogs have been in relatively slow receipt at the western markets, and prices are firm, with an upward tendency. Hides are dull and heavy east and west, but lumber is in better request, with lighter prices. The regular dry goods demand is light and disappointing. Cotton is dull and unchanged, in the face of an unprecedented crop movement and good weather for planting preparations. All imported sugar below No. 16 becomes free of duty this week, resulting in a decline at wholesale of 1½ cents for refined, and 2½ cents for raw. The demand for refined has been very large and the cheapening is expected to result in increased consumption. The total bank clearings at 56 cities, in March, were \$1,229,000,000, at a decline of 9 per cent. from March, 1890. At New York city, the decrease was 133 per cent., and at other cities 33 per cent. The total clearings at 45 cities for three months, were \$12,927,285,900, a decline of 83 per cent. from last year. Stock speculation is stagnant. The coke strike has been complicated by rioting on the part of the operatives. The recently

THE COMMERCIAL JOURNAL

Is a medium through which the wholesale trade can be placed in direct communication with every retailer in the Province of British Columbia. One thousand copies of every issue of the paper are distributed among the retail trade, thus rendering it invaluable as a means of reaching this desirable class. To those who receive this paper, and not having ordered it, we would say that THE COMMERCIAL JOURNAL will be sent to them FREE, until our representative makes a personal call on them; when they can arrange to become permanent subscribers, or order the paper discontinued. The simple fact of taking the paper from the post-office, in the meantime, will not be considered as placing the person to whom it is addressed under any obligation to become a regular subscriber.

British Columbia's illimitable wealth of coal, fish, timber and gold, render it a region of not only great possibilities, but vast probabilities. Although in its infancy, in comparison with the other provinces of the Dominion, the Pacific Province must eventually surpass all the others in the race for wealth.

Coal is found in almost inexhaustible quantities on the island, and the amount of money expended annually in the development of this industry is almost inconceivable. Its excellent quality and the extent of the supply cannot but lead to the conclusion that for many generations to come it must continue to be a source of great wealth to the Province. The proportions of this industry can be better understood when it is stated that last year, according to the annual report of the Minister of Mines, the total output amounted to nearly SEVEN HUNDRED THOUSAND TONS.

The Fisheries, which are divided into two separate and distinct classes—the fresh water and the sea fisheries—have been already the source of considerable revenue to the Province, particularly the former. Last year, for a variety of reasons, the salmon pack was not so large as the preceding year, but there are good reasons for believing that this year will far exceed any former one in the development of this industry.

In this Province there are vast limits of timber, which are capable of supplying for years to come the wants of a great population. The lumber trade of the Province is one of considerable proportions, and, at the present time, offers many advantages for the investment of capital.

The future can only reveal the possibilities and wealth of the gold deposits in the mountains and streams of British Columbia. Other minerals are found in paying quantities within the limits of the Province.

British Columbia, during the past few years, has manifested unmistakable signs of prosperity; and in no place is this prosperity more apparent than in Victoria, her leading city. The seat and centre of wholesaling in the Province is now firmly fixed at Victoria. The accessions that are received to this interest from year to year, and the increase of its total transactions indicate a natural and healthy growth. Vancouver, the terminus of the greatest railway in the world, is one of the wonders of the century. With the development of the territory tributary to and lying to the east of that city, it must become a great seaport, as, in fact, it is at the present time. The fisheries, lumber mills and the magnificent agricultural lands in the neighborhood of New Westminster are sufficient guarantee of the bright future in store for that city. That Nanaimo with its famous coal beds must eventually become an important commercial centre, is no longer open to reasonable doubt. To note each week the progress made throughout the Province, besides giving a review of the business transacted in these four cities will be the aim of

THE BRITISH COLUMBIA COMMERCIAL JOURNAL.

Esquimalt & Nanaimo R'y

TIME TABLE NO. 13,

To take effect at 8.00 a.m. on Saturday, Oct. 11th, 1890. Trains run on Pacific Standard Time.

STATIONS	GOING NORTH READ DOWN.		GOING SOUTH READ UP.	
	No. 2 Passenger Daily.	No. 4 Passenger Saturdays Mondays	No. 1 Passenger Daily	No. 3 Passenger Saturdays Mondays
VICTORIA	8.00 A.M.	2.30 P.M.	12.24	5.58
RUSSELL'S VIC.	8.14	2.44	12.30	5.54
ESQUIMALT	8.30	3.00	12.40 P.M.	6.44
GOLDSTREAM	8.34	3.04	11.45	5.10
SHAWNIGAN L'E	8.44	3.14	10.40	4.24
COBBLE HILL	8.57	3.27	10.27	4.14
MC PHERSON'S	9.07	3.37	10.17	3.50
KOKSILAH	9.12	3.42	10.12	3.40
DUNCAN'S	9.22	3.52	10.12	3.44
SOMENOS	9.48	4.18	10.02	3.34
CHEMAINUS	10.50	5.10	9.30	3.12
NANAIMO	11.50	6.14	8.25	2.14
WELLINGTON	12.45 P.M.	6.20	8.10 A.M.	2.00

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

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. Lenora,
- 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, Gen'l Agent.

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.

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.

VICTORIA

Lumber & Manufacturing

Company.

PROPRIETORS OF THE

CHEMAINUS SAW MILL.

E. J. PALMER, Manager.

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.

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