



VOL. I.

VICTORIA, B. C., TUESDAY, APRIL 21, 1891.

No. 6.

FURNITURE.
WEILER BROS.,
 SUCCESSORS TO
JOHN WEILER,
MANUFACTURERS
OF FURNITURE.
 LARGEST IMPORTERS IN B. C.
 —OF—
 CARPETS, LINOLEUMS, CROCKERY,
 GLASSWARE, WALL PAPER,
 CUTLERY AND
HOUSE FURNISHING GOODS
 OF EVERY DESCRIPTION.
 Call and get our prices; and see our
 Large Assortment.
 51 TO 55 FORT STREET,
 VICTORIA, B. C.

COWAN & WILSON
WHOLESALE GROCERS
 —AND—
IMPORTERS
 —OF—
 California - and - Tropical
FRUITS.
 —OF—
 8 & 10 YATES STREET,
 VICTORIA, B. C.

TURNER, BEETON & CO
Commission Merchants
 —AND—
Importers
 —
 H. C. Beeton & Co., 33 Finsbury Circus,
 London.
 —
 Indents executed for any description of
 European or Canadian Goods.
 —
 AGENTS FOR
GUARDIAN ASSURANCE CO.,
NORTH BRITISH AND MERCANTILE
INSURANCE CO., FOR MAINLAND.

E. G. PRIOR & CO.,
 Cor. Johnson and Government Sts.,
 VICTORIA, B. C.
 BRANCH AT KAMLOOPS.
 —
 IMPORTERS OF
IRON AND STEEL,
HARDWARE,
AGRICULTURAL IMPLEMENTS,
 Wagons and Buggies,
LOGGERS AND CANNERIES SUPPLIED.
 The Leading House in B. C.
 —
 ENQUIRIES SOLICITED.

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,
 Galvanized Iron, etc., etc.
RAILWAY SUPPLIES.
 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. Obeppilk, Wrought Iron
 Pipes and Tubes.
 John Brinton & Co, Kidderminster, Eng.
 Carpets.
 John Hare & Co., Bristol, Eng., Linoleums
 and Oil Cloths.
 C. & J. G. Potter, Darwin, Eng., Wall Paper
 Robt. Lamb & Co., Dundee, Jute and
 Linnr Gbods.
OFFICES
 105 West Baker St., 346 Water St.,
 NELSON, B. C. VANCOUVER, B. C.
 Vancouver P. O. Box 721.

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. Farror,	Fredrick Lubbock,
Richard H. Glyn,	George D. Whatman.

Secretary, A. G. Wallis.

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

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

Branches and Agencies in Canada.

London,	Kingston	Fredericton, NB
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. Brown-
field, Agents.
SAN FRANCISCO—W. Lawson and J. C.
Welsh, Agents.

LONDON BANKERS—The Bank of England;
Messrs. Glyn & Co.

FOREIGN AGENTS—Liverpool—Bank of Liver-
pool, Scotland—National Bank of Scotland,
(Limited) and branches, Ireland—Provincial
Bank of Ireland (Ltd) and branches, National
Bank, (Limited) and branches, Australia—
Union Bank of Australia, New Zealand—
Union Bank of Australia, India, China and
Japan—Chartered Mercantile Bank of India,
London and China—Agra Bank (Limited),
West Indies—Colonial Bank, Paris—Messrs.
Marcuard, Krauss et Cie, Lyons—Credit
Lyonnais.

BANK OF MONTREAL.

ESTABLISHED IN 1817.

INCORPORATED BY ACT OF PARLIAMENT.

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

HEAD OFFICE, MONTREAL.

BOARD OF DIRECTORS:

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

E. S. CLOUSTON... General Manager.
A. MACNIDER..... Chief Inspector and Super-
intendent of Branches.

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

BRANCHES AND AGENCIES IN CANADA.

Montreal..... H. V. Meredith, Manager.	West End Branch, St. Catherine St.
Almonte, O	Hamilton, O
Belleville, O	Kingston, O
Brantford, O	Lindsay, O
Brockville, O	London, O
Calgary, N.W.T.	Moncton, N.B.
Chatham, N.B.	New Westmin- ster, B.C.
Clinton, O	Ottawa, O
Cornwall, O	Perth, O
Goderich, O	Peterboro, O
Guelf, O	Pictou, O
Halifax, N.S.	Winnipeg, Man

AGENTS IN GREAT BRITAIN—London, Bank
of Montreal, 22 Abchurch Lane, E. C.; C. Ash-
worth, Manager. London Committee—Robert
Gillespie, Esq., Great Redpath, Esq.

BANKERS IN GREAT BRITAIN—London, the
Bank of England; the Union Bank of London;
the London and Westminster Bank. Liver-
pool, 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. Shadbol, Assistant Manager.

BANKERS IN THE UNITED STATES—New
York, the Bank of New York, N.Y.A., the Mer-
chants' 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.

CARESCHÉ, GREEN & CO., BANK OF BRITISH COLUMBIA

Incorporated By Royal Charter, 1862.

Capital Paid up..... (£800,000) \$3,000,000
Reserve Fund..... (£300,000) \$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, Im-
perial Bank of Canada, Molsons Bank, Com-
mercial Bank of Manitoba and Bank of Nova
Scotia.

Correspondents throughout the United
Kingdom and in India, China, Japan, Austr-
alia 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.

Government, Street, Victoria, B. C.

(ESTABLISHED 1873.)

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, Orders and Telegraph Transfers
issued direct in over 16,000 places in United
States, Canada, Europe, Mexico and China.

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 & GREERY BANKERS

And Financial Agents.

A General Banking business transacted.

Drafts issued on all points in Canada.

Dealers in Foreign and Domestic exchange

Money loaned on Notes, Real Estate,

Chattel Mortgages and all kinds

Of Negotiable Securities. Interest allowed

On time Deposits

Bankers: Bank of British Columbia.

OFFICE: COR. 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, Scot-
land.

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.

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, Inven-
tions Exhibition, 1883, 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, Skeena River,
 Rivers Inlet Cannery,
 Victoria Cannery,) Rivers Inlet.
 Victoria Saw Mills,)

London Office:
 43 to 45 Threadneedle Street.

AMES, HOLDEN & CO., MONTREAL.

THE

AMES, HOLDEN CO.

MANUFACTURERS

AND WHOLESALE DEALERS IN

BOOTS & SHOES

41 LANGLEY STREET,

VICTORIA.

A. C. FLUMMERFELT, Victoria.

JAMES REDMOND, Winnipeg.

REPRESENTED BY
 Welch & Co., San Francisco.

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

R. P. RITHET & CO.,

(LIMITED.)

WHARF STREET, VICTORIA, B. C.

WHOLESALE * MERCHANTS.
SHIPPING AND INSURANCE AGENTS.

AGENTS FOR

Queen (Fire) Insurance Company.
 Maritime (Marine) Insurance Company.
 Reliance (Marine) Insurance Company.
 New Zealand (Marine) Insurance Company.
 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.
 Harlock Packing Co's Brand.

NORTHERN AND SKEENA RIVER:

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

Giant Powder Co., Works: Caddoro 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 Feters in Paints, Oils, Lime, Plaster, Cement, Tarred and
 Untarred Papers. Agents for Skidegate Oil.

Cable Address:
 MARVIN VICTORIA.

WHARF ST., VICTORIA, B. C.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1890-91.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark Wanlock.	715	Cooper.	Victoria.	Sept 17.	London.	11,000		Feb 27.
Br ship Titania.	879	Morgan.	Westminster	Nov 19a	London.	31,617		Mar. 25.
Br bark Mennoek	787	Robertson	Victoria	Dec 18.	Liverpool	30,882		
Br bark Brodick Bay	753	Wakeham.	Victoria	Dec 22	London.	32,000		
Br ship Melville Island.	1129	Ritchie	Tacoma	Jan 19b.	London.	42,138		
Am ship Henry Villard	1553	Perkins.	Victoria	Feb 3	London.	65,318		
Br bark Irvine.	655.	Jones	Victoria	April	Liverpool.	2,311		

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

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CONSIGNEES.
Danish bark Julia.	610	Riber.	Liverpool.	Nov 16	Victoria.	Turner, Beeton & Co.
Br ship Duke of Argyll.	900	McDonald.	London	Jan 1.	Westminster	Bell-Irving & Paterson
Br bark Lanarkshire	791	Melville.	Newport Eng	Feb 8.	Vancouver.	N. W. Van. Tramway Co
Br ship Serica	913.	Smith	Cardiff	Feb 8a.	Esquimalt.	Naval Storekeeper
Br ss. Empress of India.	3063	Marshall.	Liverpool	Feb 8.	Vancouver.	C. P. Ry Co.
Br bark Goldovic	825.	Austin.	Manila.	March c.	Vancouver.	B. C. Sugar Refinery
Am sch Golden Shoro	961	Henderson.	Honolulu	f.	Moodyville.	M. S. M. Co.
Br ship Thermopylae.	918	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.	1361	Masson.	Glasg. & Liv.	i.	BC Ports.	Union SS. Co.
Br bark Lebu	728	Worrall	Liverpool	j.	Victoria	R. P. Rithet & Co. (Ltd)
Br bark City of Carlisle	859	J. Penny.	Liverpool.	k.	Victoria	R. P. Rithet & Co. (Ltd)
Br ss. Tai Chow	1450.		Hong Kong.	April 2	Vancouver.	Union Steamship Co
Br ship Morayshire.	1128	Swinton	Greenock.	Mar 8o	Westminster	
Br bark Duke of Abercorn.	1050.	Journeaux.	Acapulco	Mar 29 l.	Vancouver.	Hastings Saw Mill
Br ship Blair Athole	1607.	Taylor.	Cardiff.	March 13.	Esquimalt.	Naval Storekeeper
Am bkt Robert Sudden.	591	Uhlberg.	San Fran	n	Moodyville.	
Br ship Queen Victoria.	1605.	Holmes.	Bristol.		Esquimalt.	
Nor bark Borghild.	757.	Haugeland	Newcastle.	p.	Vancouver.	Hastings Saw Mill.
Ger bark Cassandra.	731.		Acapulco	q.	Vancouver.	Hastings Saw Mill.
Br ship Albertina	1501.	Gill	Melbourne	r	Vancouver.	Hastings Saw Mill.
Ger ship Elise.	1318	Rowehl	Newcastle.	s.	Vancouver.	Hastings Saw Mill
Br bark Noddleburn	1053.	Hall	Glasgow	April 11.	Westminster	D. McGillivray
Br ship Rothesay Pay	775	L. Veysey	Glasgow	May		
Br ship Titania	879	Morgan	London.		Victoria	
Br bark Lancelfield	991	Burns	Callao	u	Victoria.	Robt. Ward & Co.
Br ss Empress of Japan	3003.		Liverpool.	April 10.	Vancouver.	C. P. Ry Co.
Am ship Great Admiral	1497.		Hong Kong.	v.	Vancouver.	Hastings Saw Mill.
Br bark Callao	978	James	Liverpool.	Feb 13w	Victoria.	R. P. Rithet & Co.
Am schr Sailor Boy	316	Jones	Caleta Buena	x.	Nanaimo	J. W. Grace & Co.

a-Spoken March 11, lat. 9 N, lon. 27 W; chartered for salmon. b-cargo 1,500 tons raw sugar. f-Loading sugar for San Francisco, thence to load lumber for Sydney. g-Arrived Hong Kong, March 15, thence Saigon to Victoria, with cargo 1,500 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 2 and Liverpool about May 9. j-Now 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. 2a. n-Chartered to load lumber for Australia. o-Sailed Palmouth Mar 21 with 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. t-In ballast to load for Adelaide. u-Supplies for Westminster water works. v-cargo 1,500 tons nitrate for Hamilton Powder Co. w-Coming for orders, thence to Portland and U. K. x-in ballast, chartered for lumber for Melbourne. y-via Honolulu, to arrive in September, chartered for salmon.

BRITISH COLUMBIA LUMBER FLEET 1891.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CARGO FT	VALUE.	RATE.	ARRIVED.
Br ship Stamboul	1218	W. Ston	Vancouver.	Jan 3	Callao	900,000	10,000	50c	Jan 11
Chil Bark India	923	Funke	Moodyville	Feb 1	Valparaiso	751,800	8,548	67s	Jan 11
Br bark Ninevah	1174	Broadfoot	Vancouver.	Feb 28.	Sydney	853,352a	9,335	own's ac	Jan 11
Br bark Formosa.	915	Krain.	Vancouver.	Mar 24.	Valparaiso	744,000b			Jan 11
Am bkt Catherine Sudden.	508.	Thompson	Moodyville.	Mar 31	Tientsin.	427,539c		77s 6d	Jan 11
Br ship Forest King.	1092	Morris	Vancouver.		Callao	1,200,000d			Jan 11
Am ship Geo F Manson	1353	Crack	Moodyville		Melbourne.				Jan 11
Am ship Exporter	1312	Rhodes.	Vancouver.		Melbourne.				Jan 11

a-Also 300,000 laths. b-Composed of 15,000 ft telegraph poles, 430,000 ft rough lumber, 151,000 ft flooring, and 108,000 ft ties. c-Composed of 387,571 ft. rough lumber, 39,063 ft. dressed lumber, and 587 bundles of laths. d-composed of 80,000 ft dressed lumber, 210,000 ft clear lumber and 880,000 ft rough lumber.

T. B. PEARSON & CO.

Manufacturers of Clothing.

OVERALLS, SHIRTS, &c.

Salesroom and Factory:

YATL ST., NEAR ORIENTAL HOTEL,
VICTORIA, B. C.**THE WAVERLEY HOTEL,**

Cor. Seymour and Georgia Sts.,

Close to New Opera House, VANCOUVER.

PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc. JOHN WHITTY, Prop.

PROVINCIAL TRADE NOTES.

Several new stores are being erected at Nanaimo.

The manufacture of boot and shoe uppers is a new industry at Vancouver.

The Provincial Legislature was prorogued Monday afternoon at 3 o'clock.

Messrs. Reid & Dowdell have opened their Bay View Bottling Works, at Vancouver.

Four more carloads of ore from the Monarch Mine, at Field, have arrived at the Revelstoke smelter.

It is understood that the license fee of all classes of fishing boats on the Fraser River will be \$20 each.

Thirty-one valuable heavy draught horses have been shipped from Hamilton, Ont., to British Columbia.

By underwriters sale, the wrecked sealing schooner Lily has been sold to Captain Victor Jacobson, Victoria, for \$27.

John Whitty, who lately bought out Queen Bros. interest in the Waverley hotel, is fitting it up for private and family trade.

The Dominion Government has received a request from the Legislature of British Columbia for the appointment of a county judge for East and West Kootenay.

A gang of men who were excavating for a water pipe near the river at Kamloops, struck a flow of natural gas. A pipe was put in, the gas brought to the surface and ignited.

Three carloads of flour arrived at Westminster Friday, two being from Winnipeg, the other from Keewatin. Messrs. Anderson and Campbell and the Royal City Planing Mills were the consignees.

The masts for the New Westminster water works will be manufactured at Lulu Island. Mr. D. McGillivray, the contractor, is importing the materials—steel plates, rivets, etc.—from Glasgow by the steel clipper Noddleburn.

Dr. Brainard, president of the Hamilton Powder Co., has been on the coast for some time, and during his stay has made arrangements for the erection of extensive works at Nanaimo for the manufacture of all grades of giant powder.

The C. P. N. Co. announces that it is now prepared to receive freight for all points on the Columbia River, Columbia and Kootenay Railway, and Kootenay lake and river. All freight must be prepaid, and is subject to delay at Revelstoke, pending the opening of navigation.

S. C. Smith, Vernon, is adding machinery to his saw-mill, to manufacture sashes, doors, etc.

F. Gamble, of the Dominion Public Works, is inspecting the work of improvement going on at Kootenay Rapids.

Baker Bros. & Co. have been appointed agents at Vancouver for the London and Provincial Marine Insurance Co., by Robt. Ward & Co., general agents.

Four carloads of Manitoba potatoes (60 tons) were frozen between Winnipeg and Brandon on the night of the 13th inst. They had been consigned to a Vancouver produce dealer.

Mr. G. B. Ainsworth is registered at the Columbia House. He is enthusiastic in his praises of the lake country mining camps, and especially of Ainsworth. The properties there, he says, are commanding the attention of capitalists, and there will be big developments the coming season.—Kootenay Star.

Mr. Kellie, in Committee of Supply, the other day, again enlarged upon the necessity of making such arrangements in the provincial museum as would provide for an adequate display of the minerals of the Province, which would, he thought, have the result of inducing capitalists to invest in their development.

The Moodyville Saw Mill Company are preparing to put twelve new boilers in their mills. They have been designed by S. J. Randall, machinist for the mills, and are of a shape especially adapted for utilizing the heat obtained from sawdust and mill refuse. The boilers will be constructed by the Albion Iron Works.

The Department of Marine has awarded to the Albion Iron Works Company the contract for a new bell buoy for Keld reef. It is to be twelve feet in diameter and six feet deep, with a bell weighing 350 pounds, capable of making itself heard for three or four miles. The construction of the buoy is under the supervision of Inspector Thompson.

Mr. Holbrook, an experienced boot and shoe manufacturer from the east, has arrived at Nanaimo to take charge of the boot and shoe department of the B. C. Tannery Company. It is the intention of the board of directors to increase the facilities in both the tanning and manufacturing departments, and to provide the necessary capital a limited number of new shares have been issued, the applications for which are quite general and prompt.

Major & Eldridge are erecting a commodious warehouse on Water street, Vancouver. It will be three stories, and basement, and will be specially strengthened, so as to carry a great weight on the different floors. All the modern improvements, including a hydraulic elevator, are to be incorporated in the construction of the building. A spur track from the C. P. R. main line will afford every facility for the speedy handling of goods. In addition to the provision business, general warehousing, both bond and free, will be carried on by this firm. The building, when completed, will cost about \$20,000, and is to be ready for occupation in July.

BUSINESS CHANGES.

Murray Bros. have opened a lumber yard at Mission City.

Sorby & Wilson, architects, have dissolved partnership.

Stevenson & Gallagher have started a livery stable at Vernon.

James McGillivray has opened in tobaccos and cigars at Vancouver.

Victor Lord has purchased the St. Charles Hotel, Vancouver.

Gideon Milligan, late of Donald, has started a hotel at Vernon.

Brown & White, Vancouver, advertise closing out by end of June.

H. A. Pittenger, succeeds J. A. Smith, real estate broker, Vancouver.

Shatford & Taylor will open as clothing, boot and shoe dealers, at Vernon.

Minor & Co., ginger beer manufacturers, have started business in Victoria.

James Shubert, Vernon, intends going into the wholesale liquor business.

Wm. Murray has started a produce and commission business at Mission City.

G. I. Wilson will open a branch dry goods store, on Westminster avenue, Vancouver.

A. M. Muir, architect, late with Mr. John Teague, has started in business in the Turner Block.

Fred G. Macgurn has been admitted into the firm of Heisterman & Co., insurance and financial agents.

Howell & Logg, merchant tailors, have dissolved. The stock has been purchased by Simpson & Simpkins.

Davidson Bros., of Victoria and Vancouver, have opened a jewelry store in the Powell block, New Westminster.

W. Williams is now sole proprietor of the Glasgow Hotel, Vancouver, having bought out Major Wilkins last week.

William Marchant, late of Marchant, Fatcher & Co., has been appointed agent for P. A. Nicolle & Co., of Kobe, Japan.

Martin Bros., formerly of Chilliwack, have moved to Vernon, and will shortly open with a stock of hardware, stoves, tinware and groceries.

F. R. Stewart, who has, for some months past, carried on a wholesale produce and commission business on Carrall street, Vancouver, has decided to go into the meat trade.

The business of the late firm of Bouchier, Croft & Mallette has been merged into the Vancouver Island Land and Investment Co., of which Mr. F. Bouchier is president, Mr. Richard Brodrick, vice-president, and Mr. Henry Croft, secretary-treasurer. The capital is placed at \$250,000.

The ss. Eton has been chartered to load lumber at Moodyville for Port Pirie.

The British bark Archer, 765 tons, Capt. Dawson, has been chartered to load salmon at Astoria for the U. K.

VANCOUVER BOARD OF TRADE

A special general meeting of the Board of Trade called at the request of the Council, was held last Tuesday night to consider the advisability of holding an annual banquet. The chair was occupied by Mr. J. Hendry, the President of the Board, who briefly stated the object of the meeting.

Mr. S. J. Emanuels asked if it was customary to hold an annual banquet.

The chairman replied that they had to the best of his knowledge, only had one since their existence.

On a member asking if there was any surplus at the last banquet, the Secretary replied that there was a surplus of \$30.

Mr. Emanuels asked if they intended to invite the Mayors of neighboring cities and Boards of Trade.

The chairman replied that that was customary.

Mr. W. Skene asked leave to say a few words for the information of those present who were not members of the Council. This was a distinct affair from the celebration of the SS. Empress of India. In England and other places it was always customary to hold such a banquet, and great commercial benefits resulted. At the last dinner, the ticket was fixed at \$10, and they paid the hotel \$6.50. It would be well to invite the mayors of the neighboring cities and the Presidents of the Boards of Trade, and Mr. Van Horn, if he was here, and some other leading members of this commission. They also intended to invite one or two leading commercial men on the ship, as they thought this would benefit the City. The Secretary had stated that the last banquet had been a success financially, and he thought it would be a good thing for the City to hold one this year.

Mr. MacKay said he was glad to hear this was what was going to be done. He came down thinking this was something connected with a demonstration they had heard so much about. He thought it would be foolish to make any special demonstration on the arrival of the SS. Empress of India, and he had had this view all through. In his opinion it was belittling the town rather than setting it up. Vancouver could stand on its own feet now.

Mr. J. C. McLagan took exception to the remarks of Mr. MacKay. In the last few days one of the San Francisco papers had devoted a whole

column to these steamers, the arrival of which, as he had stated on the previous evening, was a great era in the history of Vancouver. He was sure that when Mr. MacKay saw the steamer coming in the harbor there would be no more enthusiastic gentleman than Mr. McKay. He, himself, was present at the last dinner, and he was sure that the reports of the dinner did great good to the City.

Mr. R. H. Alexander said it was felt after the first annual dinner that it would be a good idea to have one every year. At all these dinners in the Old Country public men seized the opportunity to state their views on various subjects on these occasions, and as it would be probable that Mr. Van Horne would be here, it would be a good thing to have it then and invite these gentlemen. Mr. Alexander then stated that he was entirely opposed to this being part of any demonstration whatever.

Mr. Orr moved that the banquet be held on the evening of the second day after the arrival of the SS. Empress of India, and that it be held at the Manor House.

Mr. Skene moved as an amendment that the banquet be held on the day of the arrival, and that the place be left to the Committee.

Mr. Emanuels seconded this amendment.

Mr. J. McGeer seconded Mr. Orr's motion. The visitors had been the guests of the C. P. R. all the way, and a change of host would be advisable, in his opinion.

Mr. Orr objected to send them to a banquet immediately on their arrival.

Mr. Arkell moved as an amendment to the amendment, that the banquet be left over until the next general election of officers.

Mr. W. S. McIntosh seconded Mr. Arkell's amendment to the amendment.

In the end, Mr. Skene's amendment was carried.

Mr. Douglas then moved that the amendment be re-considered, and that appointment of the date be left to the Committee.

Mr. Ceperley seconded this motion.

Mr. McLagan then moved as an amendment, that the question be not re-considered, and that they proceed with the election of a Committee.

Mr. F. W. Hart seconded this amendment.

In the end, the motion was carried,

and the following were then appointed members of a committee: G. G. MacKay, S. J. Emanuels, J. C. McLagan, I. Oppenheimer, E. E. Penzer, W. F. Salsbury and W. Skene.

Mr. J. C. McLagan moved, and Mr. C. E. Tisdall seconded, a resolution petitioning the postal authorities to have parcel post packages from Great Britain made up for Vancouver as well as Victoria. Carried.—News Advertiser.

AN IMPORTANT PROJECT.

Mr. D. L. Lockerby, of Montreal, has arrived at New Westminster, and intends remaining a month or six weeks on the coast. It will be remembered that this gentleman interested himself greatly in the fruit canned last summer by Messrs. D. J. Munn & Co., and handled through his wholesale house in Montreal a large quantity of it. The fruit, he says, has given the highest satisfaction, and the cherries especially were in far greater demand than the limited supply would meet. Mr. Lockerby predicts a great future for the fruit canning industry in British Columbia. His visit on this occasion to Westminster, the Columbian infers, may prove of great importance to that city. Ever since his last trip there, he has been considering the advisability of opening a wholesale establishment, and he will soon come to a final decision in the matter. He will make a trip through the district from one end to the other, and afterwards visit Nicola, Okanagan, Kootenay and Cariboo. If the general prospects of the country warrant the extension of business proposed, he will probably have the British Columbia branch of his house fully established before the close of the year.

D. L. Lockerby & Co. are among the largest tea importers of the Dominion, and enjoy an extensive business in that line both in the Northwest Territories and British Columbia. The establishment at Westminster would handle all the tea business of the firm for the western half of the continent, thus saving a considerable amount in freight to the purchaser, and placing the firm on a better footing than any in the east in competing for the western trade. If Mr. Lockerby decides to establish a branch house at Westminster he will be given the heartiest support.

The census bulletin of the cities will appear in about a month.

COMMERCIAL SUMMARY.

Manitoba will have its Arbor Day on May 7th.

The estimates will be ready when the House opens, and the budget delivered early.

J. P. Donald, alias Heeney, has been arrested at Portland for the alleged crime of embezzling a large sum of money. Donald is wanted at Toronto.

The Haggert Bros. Manufacturing Co., Brampton, have gone into liquidation, the Council having decided on Wednesday night to take legal proceedings under the bond and mortgage held by the corporation.

A letter from the Secretary of the Interstate Commerce Commission says that the Commission will be in Spokane between the 15th and 20th of May, and asks if the Spokane merchants desire to bring a case on the freight question.

It is estimated that the wheat crop of Europe will be short 11,000,000 bushels, and competent authorities say that Australia and India will not increase their production, so that good prices are promised Manitoba farmers next fall.

Previous to his departure from Toronto for British Columbia, Mr. J. H. Falconer, of the Victoria Sauce, Pickling and Preserving Works, was presented with an address by the Caithness Society, expressive of the high appreciation in which he was held by the members, and of their regret at his departure.

The C. P. R. Company has commenced the construction of a three-wire line of telegraph from Mission Junction to Sumas City, to make connection there with the Pacific Postal telegraph system. This will give complete railway telegraph connection from British Columbia to Seattle. The new line will be completed in about two weeks. Mr. James Wilson is overseeing the work.

An invoice received by the caterer of an English regiment stationed in India, contained this bewildering item: "One case of Tomcats." No one had asked the caterer to order any dainties of that kind, and the mystery remained unsolved until the package arrived. Then it appeared that the grocer's assistant had a fancy for abbreviation, and that "tom cats" was only his way of writing the name of that useful condiment, tomato catsup.

It is understood that there will not be more than one or two changes in the tariff this session.

It is currently reported that the Calgary & Edmonton Railway will be extended to Macleod this fall.

Welsh tin-platers will close their works for one month from July 1, being forced to restrict the output in consequence of the new American tariff law.

Surveyor-General Deville says that it is not so that Canada has lost a large slice of territory along the southern boundary of British Columbia, but that the contrary is the case.

An American inventor has brought out a process for making soap from the resinous matter in the needles of the pine tree. The resin is extracted by means of alkali, and the woody fibre is removed from the product, which, on condition of fat, yields an ordinary soap containing resinous and fatty acids.

The Toronto Board of Trade has adopted the following resolution: "This board is of the opinion that the time has come in the interests of the Empire when closer fiscal relations should be entered into between Great Britain and her colonies, and that the import duty, imposed by Great Britain, on the food products of other nations with no tariff against her own products, will not enhance the value of food products of the Empire, but will materially increase production therein and place her in a position for her food supply in the near future."

The tenth annual meeting of the shareholders of the C. P. R. for the election of directors and the transaction of business generally will be held on Wednesday, the 13th of May next, at the principal office of the company, at Montreal, at 12 o'clock, noon. The meeting will be made special, for the purpose of taking such steps as may be deemed expedient, in order to give effect to any legislation by the Parliament of Canada authorizing the issue of consolidated debenture stock in respect of company's for the Souris branch railway, Columbia and Kootenay railway, Lake Temiscamingue Colonization railway, Calgary and Edmonton and a railway from Saskatoon to the waters of North Saskatchewan River and of outstanding obligations in connection with the Manitoba South Western Colonization railway,

The work of grading and building the Great Northern road through the Kootenay country will soon employ several thousand men.

Construction work on the big ditch or canal of the Northern Pacific & Yakima Irrigation Company has been commenced. This work as laid out will require the expenditure of about \$3,000,000.

It is shown by the report of the United States consulate that there has been a decrease in exports from Northern Germany to the United States for the first quarter of 1891 of \$2,439,855, as compared with exports during the corresponding quarter of 1890.

The Canadian Pacific Railway Company has entered into an agreement with the Manitoba Government to build the Souris branch, and has made a contract with the Dominion Coal Co., whereby the latter will develop the Souris coal mines, and land coal in Winnipeg at \$4 per ton. The Manitoba Government is to pay the C. P. R. a bonus of \$150,000, for 150 miles to be built this season.

A likelihood of higher prices for tea is argued by the Pall Mall Gazette as under. "Tea has risen in price on the strength of the statistical position, and it looks as if the advance would be maintained for some time to come. On the one hand the supplies from China have continued to shrink as they have done for years past, while in consequence of climatic conditions the Indian crop has not increased. The total export from China, this season, is not more than 70,000,000 pounds, whilst last season it was 94,000,000, so that there is a shrinkage of 24,000,000 pounds. The first estimates of the Indian crop put the total at 115,000,000, but revised estimates brought the amount down to 110,000,000, and the latest figures indicate a still further shrinkage. After other requirements have been provided for, the amount available for export in 1890-91 in Great Britain is not likely to exceed the 98,000,000 pounds shipped in 1889-90. Simultaneously with this decrease in the supplies, there has been an increase in the consumption to the extent of 5,000,000 pounds. The reduction of the duty has apparently stimulated tea drinking (in Britain,) and after remaining stationary for some time, the amount per head has gone up."

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SHIP-BUILDING.

A few evenings since, when the Supplementary Estimates were brought down in the Provincial Legislature, Mr. Grant, the energetic senior member for Victoria, brought up the subject of bounties to British Columbia ship-builders. He pointed out the beneficial effects the cultivation and encouragement of the industry would have upon the general interest, and made a strong appeal to the Government to give the matter their earnest consideration. The Provincial Treasurer replied that he favored the idea, and that it should have every attention. There can be no doubt that there is going to be very close competition in connection with the rival shipping and railway interests of Canada and the United States, and the more vessels we can build for our own service the better. On a kindred subject the San Francisco Evening Bulletin recently remarked: "It has been in the air for some time that there are to be stirring times on the Pacific Coast. The Canadian Pacific Railway Company is bringing out some of the largest commercial steamships from England to ply between points in British Columbia and China. One of the largest ever seen in Pacific waters is now on the way, making the first trip as an excursion around the world, and then taking her place in the Canadian line. If American ships are really to control the commerce between Pacific and Asiatic ports, then it is certain that least eight or ten new steamships of the largest class must either be constructed here, or be brought into these waters at an early day. Some of these ships may be constructed in the yards of this city, and possibly, some may be constructed on Puget Sound. It is true that the first plant for metal ship-building has not yet been established there. But it was reported some time ago that the late ship-builders were maturing projects for a plant on Puget Sound."

BLAINE'S BLUFF.

The more one looks into the matter the more one is convinced of the scurvy manner in which Mr. Secretary Blaine treated the delegates who went from Canada to Washington on the subject of Reciprocal trade relations. It was pointed out in these columns how flimsy was the excuse put forth that nothing could be done in the absence of the President—as if he were a diplomat of the first rank, instead of being a man who, but for the accident of birth and the exigencies of a party which required a name with which to galvanize life into it, would never have been any more than the personally worthy citizen which every one admits that he is.

It now seems that "Boss" Blaine is putting the screws on Canada, his position being this—no negotiations for reciprocity until you have given up your Behring's Sea contentions, and have allowed the Americans to exercise all the claims to fishery rights which they make on the Atlantic coast. The absurdity of the American position is manifest. They propose to close Behring's Sea altogether and allow no one to take seal from it except those whom they have specially licensed, while on the Atlantic coast they are not content to abide by the three-mile limit, which every one, except themselves, admits to be the correct thing. They demand equal rights with Canada at the east, but at the west it is "stand off; this great sea is our exclusive property." There is no reason why Canada should allow herself to be sat upon, even for a modicum of reciprocal trade, which there are many who say would be more to the advantage of the United States than of ourselves.

THE SALMON FISHERIES.

The correspondence between Mr. Robert Ward, President of the British Columbia Board of Trade, and the Department of Fisheries on the subject of the fishing regulations is now before the public. In the Toronto Empire, of November 1st last, Mr. Ward published a letter, in which he stated that the communications of the British Columbia Board of Trade on the subject of lights, beacons and buoys on the coast of Vancouver Island had been shelved, the Department being apparently indifferent to the protection

of life and shipping upon the North-western coast. There can be no disputing the fact that the people of this Province do feel that their interests in this direction have been grossly neglected. Nevertheless, there are some indications of an improvement in the future.

Mr. Ward, in that letter, also dwelt upon the glaring grievances in connection with the salmon fishery regulations, which, he said, might readily be placed upon a fair and equitable basis, provided the Minister acquired reliable, practical and unbiased information. Hon. Mr. Tupper, in reply, reviewed at considerable length the history of the subject, in which he set forth that he had considered what the fishermen desired, on the subject of the size of the meshes of the nets, and had adopted a close time from six o'clock a. m. Saturday to six o'clock p. m. Sunday. The question of the disposition of the offal had, Mr. Tupper said, been left over in consequence of a communication sent to him by Mr. Ward, as chairman, of a meeting of canners who expressed the opinion that throwing fish offal into the Fraser and other rivers had in no way resulted detrimentally to the salmon ascending. Moreover, in view of the differences of opinion among the canners as to the license question, it had been difficult to act, but after much consideration the existing regulations had been adopted by order-in-council of March 14, 1890.

Being unable to visit this coast, last year, on account of the Behring's Sea question, the Minister intimated that he had sent out the Superintendent of Fish Culture for Canada, the conclusions arrived at by whom had led the Department to conclude that the Board's strictures were undeserved. In support of these opinions the Minister referred to the testimony taken before a select committee of the United States Senate appointed in 1888, which said that the fish in the Columbia River were getting scarcer on account of the heavy demands upon them, they being simply caught out. It was also said that the Canadian laws for the protection of fish were better than those of the United States. Mr. Ward rejoined in a lengthened communication, in which he said that efforts have been made for some time past to secure regulations, and eventually the depart-

ment submitted to the canners in December last a series of suggested regulations for their consideration and report. Their report, while practically assenting to one of the Government schemes, suggested in lieu thereof the uniform license fee of \$20. The regulations, however, shortly afterwards promulgated, contained neither the scheme suggested by the Minister, nor the one proposed by the canners, and considerable dissatisfaction was expressed, both as regards the scale of fees imposed and the method of distribution of licenses, under the plan adopted by the Department. Mr. Ward continued:

"The disposal of *offa* as set forth in the canner's resolution, 15th January last, embodies facts which cannot be refuted; and to enforce a regulation such as has been imposed by the Department would injuriously affect the industry, while not in the least conserving the source of supply." Mr. Ward intimated that the Board over which he presided had not been notified of the presence in the Province of the officer who had been sent out, whose report had in some particulars reflected upon the intelligence of fishermen and many others of life-long experience on the Fraser River. The letter concluded by demanding that the reasonable suggestions of the fishermen and canners be acted upon, with the assurance that the results can not be but satisfactory to the country and to the large and important class engaged in the leading industry of the Province.

In the reply of the Department, occasion was taken to justify the course of Fish Inspector Wilmot and the action of the Department, and express regret that the Boards of Trade of British Columbia did not agree with them in the endeavor to preserve the salmon industry on a safe and permanent basis.

On April 17th, Mr. Ward wrote a further communication in which he intimated that in default of the Minister making a personal visit, there should have been an exhaustive investigation made by the officer who was sent out. The question, Mr. Ward remarked, must be dealt with broadly, thoroughly and impartially, and until the Department amended and improved the fishery regulations, the same unsatisfactory

conditions of affairs as now must continue.

It is certainly to be expected that something will be done during the ensuing session of Parliament, and it will be for the members from this Province to hold the administration to a strict account for the sins of omission, not to say commission, that lie at their door.

EDITORIAL NOTES.

THE COMMERCIAL JOURNAL is in receipt of a copy of the Melbourne (Aus.) Directory. The volume is handsomely bound, and contains much interesting information regarding the Antipodean city.

ACCORDING to Manager Rogers, of the Vancouver Sugar Refinery, what is wanted in this country in order to make sugar refining a success, is the same old protection that the interest used to receive. The profits on this industry, as is well known, are of the very narrowest, even under the most favoring conditions; but now that the American tariff on raw sugar has been removed, the Canadian manufacturer is at a disadvantage, and the tariff bar has to be put up to place the two countries on the same footing as they were before, and to prevent the Canadian market being filled with the cheaper goods. Political economists differ on these questions of tariff, but the logic of Canada's protective policy is in this case to clap on the difference in the shape of enhanced duty.

THE April returns of the American Department of Agriculture make the condition of winter wheat 96.9 and of rye 95.4. The season for seeding was favorable over the whole winter wheat area and afterwards the conditions for growth were mainly favorable. The Hessian fly has appeared in many localities, and serious injury might follow should the early season prove favorable for its development. The general average for condition of wheat is the highest reported for April since 1882, and the State averages are remarkable for their uniformity. It is 16 points higher than last year, and three above 1889.

SECRETARY Foster of the U. S. Treasury Department, has announced that the principle has been definitely

agreed upon to restrict the present policy, which permits the Canadian Pacific Railway to carry goods sealed in bond across the continent into U. S. territory. The shipments for American ports which come over the frontier from Canada will be treated precisely as though they arrived at the port of New York. In other words, the policy is to prohibit the transportation of goods in bond through the country or across its territory.

ACCORDING to the annual report of the Department of Fisheries, during the past year the following claims have been forwarded to the Dominion Government for presentation to the Government of the United States: Schooner Minnie, for compensation for loss incurred by reason of seizure in Behring's Sea, and removal of seal-skins, guns and spears in September, 1889; schooner Pathfinder, for seizure and detention in Neah Bay, the vessel having been recognized as one which had been seized and escaped during the previous year; schooner Triumph, for boarding, searching and warning off of Behring's Sea, under threat of seizure in 1887. When are we going to get at the end of this vexatious business? The Americans are whooping it up, and say they are going to have a vigorous policy this year.

THE annual report of the Superintendent of the Banking Department of the State of New York gives the following, in round millions of dollars, as the resources of the various classes of institutions subject to its supervision: Savings Banks, 668; banks of deposit and discount, 234; trust companies, 280; and safe deposit companies, 4; total, \$1,186,000,000, against \$678,000,000 for the early part of 1882, being a gain at the rate of nearly 6 1/2 per cent. for each of the last nine years. The increase is greatest in the case of the trust companies, their resources having more than doubled, while those of the savings banks are just about 50 per cent. greater than nine years ago.

THE unrevised statement of inland revenue accrued during the month of March, as officially published, was \$543,557.40.

ANOTHER INDUSTRY FOR VICTORIA.

It is with pleasure THE COMMERCIAL JOURNAL announces the establishment of the Victoria Sauce, Pickle and Preserving Works, under the firm name of J. H. Falconer & Co. Their factory is being fitted up with the very latest improved appliances and machinery, and nothing but the best materials are to be used, and the processes to be employed will insure perfect results. The output will be one of great variety and value, embracing pure malt, cider, white wine, raspberry and strawberry vinegars, also malt vinegar in bottles, pure apple cider, sweet cider, clarified cider, refined cider, bottled cider, fancy mixed pickles, sauces, tomato catsup (new process), jams, jellies, maple syrup, and other table delicacies; also hair oil, bay rum, ammonia and Brunswick black. As a vinegar manufacturer, Mr. Falconer is an expert, having travelled to Germany two years ago, while on a six months' trip through Europe, and secured the transfer of the best known patent used to-day for the fabrication of vinegar. He also spent some time in a vinegar factory in England.

The factory here will be one of the best fitted up in the Dominion to manufacture vinegar under the very latest improved processes adopted so far by only a few of the leading factories in Europe. The process adopted by J. H. Falconer & Co., it is believed, will place their vinegar at the head for purity, flavor and strength, and pickling and preserving qualities. Mr. Falconer, the principal, manufactured vinegar for years in Ontario, and was of the firm of Badgerow & Falconer, vinegar manufacturers, Toronto, which did a large business throughout Canada. He is a Scotchman by birth, and is highly regarded for his ability, enterprise and integrity; he is shrewd and active, of sterling probity in all his dealings, and is very popular in trade circles.

In the manufacture of their vinegar, cider, sauces, catsups, etc., all the water used, will be first distilled. There is a cider press and a large quantity of machinery now on the way from the east for the works. The goods will be known as the Diamond Brand.

The establishment of this industry in Victoria must be considered as of much importance to the city and province.

MANIFESTS.

British bark *Martha Fisher*, Capt. H. G. Lee, from London to Victoria and Esquimalt; 150 days out; sailed Nov. 13, 1890; arrived April 13, 1891; Robt. Ward & Co., consignees—3 qr casks port wine, Dixi H Ross & Co; 25 cs brandy, H Saunders; 2 qr casks brandy, Dixi H Ross; 2 qr casks brandy, Fell & Co; 50 cs vinegar, 6,973 bxs tin plate, order; 1 csk earthenware, J D Pemberton 2 casks burnt starch, Chas Gowen & Sons; 500 cs candles, order; 335 cs wine, Boucherat & Co; 1 bbl, 1½ hds 1 kild, 1 cs the storekeeper H M Victualling yard; 71 liqs, 20 cs absinthe 10 cs Vermouth, order; 320 cs brandy, 25 casks brandy, order; 5 cs s effects, H Goward & Co; 188 pig's lead, 522 ingots tin, order; 10 cs furniture, 1 crate furniture, order; 12 cs spirits, Turner, Beeton & Co; 45 drums paint, order; 50 cs beer, A B Gray & Co;

300 cs gin, 125 cs whiskey, order; 50 cs whiskey, 10 qr casks whiskey, order; 500 bxs candles, 363 cs O' stores, order; 50 cs brandy, Boucherat & Co; 17 iron chains, 15 bbls linseed oil, 10 bbls paints, oils, etc, 30 casks do, 40 drums do, order; 1 bale cardigo B L empty, 15 bales do, 2 cs do, 7 C & B 7 gal paint, 1 bott stone marking ink, 1 C & B, 5 gail soft soap, 5 cs ships augmenting, 1 cs shackles, 3 cs O B L vent ax', 1 loose O B L, 2 cs fittings, 1 cs P B locks, ½ cord wood old (donnage) 1 cs brushes, 1 cs ships' augmenting, 1 cs O B L & C, 20 cs, senior Naval officer, Esquimalt; 1 csk clothing, victualling storekeeper; 25 cs brandy, order; 5 qr casks port, 0 qr casks sherry, Fell & Co; 1 cs linoleum, samples, R Ward & Co, 7 qr casks spirits, 30 cs lime juice and syrup, Fell & Co, 5 cs lime juice and syrup, 5 cs spirits, 3 qr casks spirits, Dixi H Ross & Co, 90 cs spirits, H Saunders, 500 casks Portland cement, order; 30 cs whiskey, 100 cs gin, 2 qr casks sherry, 20 cs champagne, 65 cs brandy, 75 cs gin, 25 cs whiskey, 1 qr csk do, 3 qr casks brandy, 10 cs champagne, Harrison & McAllister; 3 pks furniture, R P Rithet & Co; 227 pigs' lead, 40 bbls fire clay, 3 casks ink, 10 cs oil stores, 23 cs wine, 10 cs o' stores, Turner, Beeton & Co; 3,050 kegs gunpowder, 145 bxs do, R Ward & Co; 14 cs confectionery, J H Todd & Son; 879 pcs iron kentledge, 33 pcs iron work, 19 pkgs, 8 cs, 2 coils wire rope, (forming a 20-ton crane), 487 casks oil, 68 casks paints, 14 bottles do, 2 casks putty, 45 casks turp, 3 casks varnish, 5 drums spirits and size, 6 fire tiles, 3 pkgs handles, 0 bxs, 1 pkg felt, 50 bxs candles, 7 sqrts of hides, 1 pkg tripod, 14 pcs chain, 23 casks various stores, 36 cs do, 1 bale do, 1 cs acid, 1 csk soda, 1 csk tallow, 50 casks soap, 17 casks loam and fire clay, 2 casks rosin, 9 casks ochre, 2 lead rolls, 16 zinc sheets, 131 metal bars, 27 sheets, 1,200 hand stones, 10 casks pitch, 50 baskets, 12 boat-hook staves, 3 steel plates, 1 anchor and stock, 7 shackles, slips and swivels, 335 iron bars, 28 pkgs cordage, 12 fenders, 17 elm boards, 9 in, 4 pkgs, naval storekeeper, Esquimalt; 150 brls Portland cement, order; 3,523 cases, 717 casks, 145 bales, 8 rolls, 120 drums, 8 baskets, 8 crates, Hudson's Bay Co. For Vancouver—3 qr casks brandy, 30 cs brandy, 15 cs wine, 40 beer, 4 qr casks port, 7 cs port, 2 qr casks cherry, 3 cs do, 75 cs spirits, 10 qr casks do, W Urquhart.

A SUNKEN FOREST.

There is a sunken forest of white cedar in New Jersey which has been continuously "mined" for its valuable timber for over eighty years. The curious industry of digging for the sunken logs has been carried on by the people of Dennisville, Cape May county, a village which was brought into existence solely through the wealth of the buried timber in its vicinity. Over the sunken forest, trees of large size are growing, and in many instances these are cut away in order to get at the more valuable timber, which lies only 3 or 4 feet below the surface. The exact age in which they lived is a matter of curious conjecture. It is probable that they were buried many centuries ago by the action of an earthquake.

Towanda Review: If it took coffee as long to settle as some men a good many of us would drink water.

REVELSTOKE SMELTING WORKS.

Dr. Orton has returned to Winnipeg from England, where he spent the winter. The doctor's visit to England was in connection with the Revelstoke Smelting and Reduction Works. He found the stockholders of the company to be men of good standing, such as the Secretary of Ireland and several members of the British House of Commons. Some matters concerning the company which were in dispute were satisfactorily arranged, and it is expected that the smelting works will begin operations as soon as navigation opens, when ore can be transported from the mines on Kootenay lake to Revelstoke, to which access is furnished by the railway built between the lake and the Columbia river. Sixty tons of ore a day will be treated, and the metal will be shipped to Wales to be refined at present, but the company contemplates doing its own refining in the near future. The title to the company's 320 acres of land, which was earned from the Dominion Government by the erection of the works, has not yet been adjusted, but the pro forma application to have the matter set right will be made to the British Columbia courts in the course of a few weeks. The Provincial Government granted a title of the land to one Farewell, but it was set aside by the Supreme Court. The British Columbia registrar-general then refused to register the company's title because the plans and judgment had not been filed as required by the provincial statute.

SAW-MILL RUBBISH.

At one time salt sea salmon swarmed in the rivers flowing into Lake Ontario. Many old settlers have caught them in the Humber, the Trent, the Moira, other smaller streams, and in those tributary to the St. Lawrence. The erection of mill dams had considerable to do with stopping migratory fish, but the Dominion Minister of Marine and Fisheries blames the pollution of the streams from sawdust, mill rubbish and the refuse of factories for the destruction of fish life, the lower orders of life on which they exist and vegetation of every kind. He deprecates the practice as a serious evil and confesses the difficulty in correcting it, owing to the interference with a national industry. Speaking of the annual report a prominent mill man says: "Were it not for the serious impediments caused to navigation, and the probable sanitary evils that exist from the lodgment of sawdust in spots where the current cannot effect it, fish, like the buffalo, should go. You might as well expect to give up the mill and mill dam because the government devise schemes for the restoration of the Indian or the beaver." There is a grain of truth in the millman's contentions and a degree of comparison in his contrast. But much forbearance, if not long-suffering, has been exercised towards mill-owners on the question of the disposal of waste, and the government can only describe the course that has been adopted as owing to the well known benefits of manufacturing interests. Enquiry on the probable cost of water power mills, and the destruction or utilization of waste, shows that it takes a small percentage of profits to provide against injurious effects.—The Canada Lumberman.

A NEW INDUSTRY.

Westminster's superior advantages as a commercial and trade centre are becoming more apparent every year, and visitors from the east, looking over the ground with a view to investment and for openings for new industries, are not slow to recognize the fact that this city offers the best field in the Province. It is not surprising, therefore, that an eastern Canadian firm engaged in a large pork packing and curing business has decided, after making a few particular inquiries into the situation and prospects, to transfer its entire business and operations to this city.

The firm, in question, is the well known one, in Eastern Canada, of Brown & Nelson, Brantford, Ont. Mr. L. O'Neill, who is a relative of one of the members of the firm, arrived in Westminster from the east a few weeks ago, and has made a number of enquiries with a view to the business mentioned, and the result has been so satisfactory to Messrs. Brown & Nelson that they have reached the decision announced above. Yesterday, Mr. O'Neill received a telegram authorizing him to secure a warehouse (which he has already done), and stating that the bulk of the stock on hand at the eastern packing house, consisting of about four carloads of hams and pork cured by the firm would, be shipped immediately, and that the whole plant would be removed to this city as soon as possible.

The importance of this new industry to the city, as well as the surrounding district, will be apparent when it is stated that the firm will require, to begin with, about 2,000 hogs annually for their business, and that during the fall and winter months they will employ from a dozen to fifteen men, and the business is one, which, in a favorable field such as this, is sure to develop. The ready market which will thus be supplied for a large number of hogs yearly should be a great encouragement for farmers to go more into that branch of live stock.

In addition to the wholesale department, the new firm, who are skillful in every branch of the business, will have a large retail establishment, for the sale of fresh and cured pork in all its varied and enticing styles. The members of the firm themselves will be out in a few weeks, and will make arrangements for either renting or putting up the necessary buildings for their establishment. They are prepared to put a capital of at least \$20,000 into the business to begin with.—Columbian, April 15th.

THE ASPARAGUS PACK.

The first pack of the season in California is asparagus. It never is a very large pack, being kept very close to the actual consumptive demand, and cuts no great figure in a consideration of the aggregate of a season's operations. Still, more or less interest attaches to the pack, for the reason that it is the first of the season, and there is always some anxiety to know how the canners find the supply, and what the feeling is among the growers and shippers of grass.

The pack last year was about 3,000 cases. It was well cleaned up, in the usual way of trade; there being but a limited demand as indicated by the volume of the

pack. This year in all probability the pack will not exceed 3,000 cases, but nothing can be said positively as yet.

The negotiations with the syndicate of local and eastern capitalists are still open, and should they be concluded, as anticipated, there will be some changes in the manner of operation of the canneries. It is understood that when the final arrangements are made, certain canneries will make certain packs, according to their location and convenience of supplies of certain varieties of vegetables and fruits. The asparagus pack may be assigned to some city cannery or to one of the Santa Clara canneries. But no definite statement yet can be made. A week or ten days hence at the outside there will have been some conclusion as to the intentions of the syndicate, and something definite as to the pack of asparagus.—San Francisco Herald of Trade.

NEW V. C. CO. NOTES.

The New Wellington coal is more than holding its own in the San Francisco and other markets, being very generally in demand for household and other purposes.

The SS. Eton and SS. Hounslow, which load New V. C. Co's for San Francisco are pronounced the best boats for their business that are plying upon the Pacific Coast, as they carry about 4,000 tons of coal, are easily trimmed and are economical.

All the shafts being sunk by the Company are going well and satisfactorily. The bore at Northfield is down 300 feet, having gone through two bands of very hard conglomerate, one 80 feet in thickness, and is now in another small one of the same sort.

The apparatus for lowering coal at No. 1 shaft is giving great satisfaction, and the idea will probably be extended to the other shafts in the near future. The one at present in use is capable of lowering 120 tons of coal per hour, and as it is situated right over the hold of the vessel to be loaded, the coal is not pulverized as when it is shot down an inclined plane for some distance.—Free Press.

DRY GOODS ITEMS.

Combinations of black grenadine and satin with metal flowers in gold or silver, or broche effects are strikingly handsome, and liberally taken by the trade. Frissee and satin, a most beautiful effect, and gauze and satin on black ground with various colored flower effects, principally daisies, also verge glaces with metal border, satin grounds with colored broche spots, ombre and glace effects, granite satin glace with polka dots, etc., are others of the successful designs or patterns for spring.

White "bundle" shirts have been largely sold through certain parties (who were satisfied with a commission as low as 2½ per cent.) at \$2.37½. These goods will weigh ten to ten and one-half pounds, and no hosiery manufacturer can place them on the market at this price and prosper. This is all the effect of home competition, for, in point of fact nothing like these goods have been or can be imported to sell in competition with home-made goods of this sort.—Ex.

H. A. Lilley, Victoria, is manufacturing choice hand-made chocolate creams.

WAKE UP!

There is a popular superstition that a Board of Trade exists in this city. If this thing be a reality, the public would greatly enjoy seeing it prodded up a little.

This city is missing golden opportunities to advance its interests.

Every day almost comes fresh news of a new manufactory being started in British Columbia. But rarely, if ever, is New Westminster favored. The reason is, its public men are asleep.

No mention is ever heard at the Council meetings of methods by which the city's industrial and commercial interests might be advanced. And the Board of Trade! It is surely a myth.

This Province is bound to have a certain number of factories of one kind and another; what are we doing to attract our fair share of them here? Nothing.

But Vancouver and Victoria are both alive, and they are getting the factories as a result.

Depend on it, incoming manufacturers are not going to thrust themselves uninvited upon us.

It would pay this city to employ a good man to look up its interests in this regard,—some hustling, energetic fellow—one who never was nor ever thought of becoming a member of the Board of Trade or the City Council.—New Westminster Ledger

An exchange says that in ivories and crotchets, both flat and ball shape buttons seem to be in demand. Violet buttons are also very good sellers. The prices of buttons have materially increased on account of the tariff and the rise in values in Europe. Foreign manufacturers refuse to make cheap goods, because they assert that it costs no less, so far as the labor is concerned, to make cheap goods than the more expensive varieties.

In Hanover, Germany, a plan is conducted worthy of imitation by the patrons of industry in Canada who have during their winter meetings given considerable attention to forest preservation and tree planting. Municipalities, and even individuals, who are inclined to establish forest grounds receive loans at 2 per cent. interest, and even cheaper, from the Provincial Government, to be reimbursed yearly by small instalments. The Provincial Government also employs vagrants and criminals in forest culture. Within the years 1876 to 1878 they planted 9,000 acres by this means.

Toronto Empire: All canned goods are in active demand. Salmon are firm at \$1.40 per dozen up for ordinary brands, but some off grades can be bought at \$1.20. Tomatoes are the strongest feature of the market. They are very scarce. Only two houses hold any stock here. A wholesale house bought a lot, for which they paid \$1.40 laid down. For retailers' lots \$1.45 is generally asked, and now \$1.00 is the price to which it is thought the market will go. There were a number of packers on the market, but they were indifferent sellers of futures. Bids of \$1 for tomatoes were reported. French peas are held with greater firmness, as late mail advices show that the reported damage to the crop has been serious.

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, April 21.
VICTORIA.

FINANCIAL.

There is no change worth noting in the financial situation. The demand for money is still steady, and rates are firm. The volume of business of all the banks is reported to be on the increase.

DRY GOODS.

In this line, trade is about the same as last week. The business, generally, is fair, but collections are not nearly so good as they might be. Nearly all local dealers have laid in their spring stocks, and orders coming in from travellers are mostly of a sorting nature.

GROCERIES AND PROVISIONS.

Trade for the past week has been fairly active. Most houses report a fair number of orders. In dried fruits, the feeling is that they will go a little higher. A consignment of meat arrived last week, and somewhat revived the dull state of the market. Hams have already been cleared out, but other meats are plentiful and are holding firm. The sugar market is unchanged. The supply of fresh ranch eggs is plentiful, and are quoted at 22@23c. The market is completely bare of Eastern butter, but large quantities of the California article are being brought in by every steamer. Prices are firm. Light stocks of canned fruits are being held in the east; and the stock on the Pacific coast is also running short. Prices are strong.

FRUITS AND VEGETABLES.

Everything in the line of fruits is quiet, and will remain so until the arrival of the next San Francisco steamer. The few boxes of strawberries which were on the market last week, although of an inferior quality, were eagerly picked up. Fresh cherries will be here in about a week. Potatoes are supposed to be pretty well cleaned up from the farming districts, and stocks held by dealers are heavy. Island potatoes are quoted at \$20@25 per ton, and rather weak. A car of Bonaparte potatoes came in last week, and are held at \$30 per ton.

FLOUR AND FEED.

The wheat supply is said to be short, which accounts for the steady increase in prices. Dealers are holding large stocks in anticipation of better prices. Delta brand flour advanced 25c per barrel last week, and is holding at \$5, with an upward tendency. Ungarian, \$6.50. The Alice Blanchard arrived Monday from Portland with large consignments of flour and feed. American brands are advancing, being quoted: Snowflake, \$6; Portland roller, \$6; C & C, \$5.50. Oats are reported to have made a sharp advance last week, and are now held at \$10@15 per ton. Wheat is quoted, \$31@40 per ton; cracked corn, \$4; bran, \$21@25; shorts, \$23@30; rolled oats, \$5.25 per sack; Saanich oatmeal has advanced to \$1.50 per sack, California, \$1.50 per sack.

LUMBER.

The demand for lumber tonnage is reported to have dropped off slightly, but rates are still and well maintained, as wheat rates are high and decidedly firm;

nearly every vessel heading this way has been fixed for the next three months. Sufficient tonnage is on the way to keep British Columbia mills constantly employed for some time to come. Local dealers report a good, steady demand. The Rock Bay mills are now running night and day. The market is still low, but holding firm.

VANCOUVER.

The general state of trade seems to be satisfactory. Merchants are confident of a good season's business. Spring trade has fully opened up in all lines. Building operations have commenced, but it is not expected that the rush of business will be great before May. Property along the line of the tramway between Vancouver and New Westminster is in great demand. Money for commercial purposes is fairly plentiful, but rather close for real estate transactions. Short loans are quoted at 12 per cent; ordinary loans, 9 to 10; gilt edge security, 7 to 8. The demand for money seems greater than was anticipated.

The grocery trade is generally good. Sugars are still firm with an upward tendency. Granulated is quoted, 7½c; yellows, 6½c; syrups, 4½c per lb. American sugars are no longer in the market. Business is brisk with the B. C. Refinery. In the course of a couple of weeks the management expect to ship their goods to Sound ports and Portland. In the course of an interview with a gentleman interested in the sugar refining industry, a representative of THE COMMERCIAL JOURNAL learned that "the drawback of 9 per cent on all manufactured sugar exported—the duty having been paid the Government on the raw material—enables the B. C. Refinery to offset the United States duty of one-half cent per pound. The combination of American refiners, which keeps up the price of sugar, enables the B. C. Refinery to enter the Sound and Portland field."

There was little change in the general produce market last week. Flour is still firm at the advance of 25c noted last week. Hungarian is quoted, \$6.75; strong bakers', \$6.25; Oregon, strong at \$5.75. The market is well stocked with flour, most dealers having placed their orders with the mills before the recent advance. Oats are firm at \$20 per ton, and the supply is reported very short. Chop feed, \$37.50@40 per ton; bran, \$24; shorts, \$20; hay, \$17; rolled oats, \$3.75 per sack; granulated oatmeal, \$3.75 per sack; standard oatmeal, \$3.50 per sack; oil cake meal, \$10 per ton. Ashcroft potatoes are in fair demand, and quoted at \$30 per ton; Fraser River, \$23. Farmers have been opening up their pits and bringing in small lots to markets, which has caused a slight weakness in the market; but it is fully expected that it will strengthen in the course of a couple of weeks. The stock at Ashcroft is reported pretty well cleaned up. Turnips are quoted \$15@20 per ton, parsnips, \$15@20. California roll butter is quoted 27@28c per lb and declining. No dairy or eastern creamery on the market. Fresh eggs are in great demand at 25c per dozen. The market is reported bare. Eastern importations will arrive about the end of the month. The stock of meat was pretty well cleaned up, but the arrival of two

carloads from the east late in the week relieved the cramped state of the market. Prices since the last advance are holding strong. Hams are quoted 14½c; short rolls, 11½c; breakfast bacon, 13½c; back bacon, 12½c; pork, bbls, \$22.50; smoked long clear side, 12c per lb; dry salt long clear side, 11½c; pure lard, 50-lb tubs, 12c; pails, 12½c; 3, 5 and 10-lb tins, 13c; lard compound, tins, 11c. Cheeses are sold at 13c per lb, and shows an upward tendency. Stocks of canned goods are getting low, both with local dealers and in the east. Quite an increase in sales was reported last month. Prices are steady with a tendency to advance. There was a considerable increase last month in the boot and shoe trade. Leather is in good demand. The supply of hides is falling off, and those brought in are of an inferior quality. No. 1 hides are quoted at 6c per lb; No. 2, 5c; No. 3, 4c. There is a plentiful supply of deerskin, but the market is dull. The best No. 1 dry are offered at 15c per lb. From present indications, the lumber mills are going to be busy this season. Prices are still weak, but there is a fair demand for foreign cargoes. Tonnage continues scarce and freights unchanged. The demand from the Northwest is reported active, and a large increase of business over previous years is anticipated.

NEW WESTMINSTER.

The trade of the past week has been satisfactory to city merchants, and the Columbian reports that no complaints are made in any line of business. Money is fairly easy, and accounts have been met with commendable promptness. There has been a conspicuous absence of country buyers in town during the week, which is attributed to the fine weather for farm work and seeding. Farming operations are fully a month later than usual this year, and the ranchers generally are taking advantage of every moment of fine weather to get in their crops. Receipts of hay and grain have been light during the week, but equal to the demand. Potatoes are plentiful and cheaper than they were a month ago, which is a turn in the market not counted on last fall. Prices of hay, oats and wheat remain firm at last week's quotations. Butter for table use is still imported from the south, but the local product will soon take its place. Eggs are in good demand, and the price keeps up wonderfully well.

OTHER MARKETS.

A Winnipeg report of the 16th says: Wheat farmers' deliveries during last week did not exceed 40,000 bushels. Seeding is in full blast in many parts of the province, and deliveries will be next to nothing until after the seeding is finished. Most of the buyers have been taken off the markets at country shipping stations and the elevators closed. Most of the wheat delivered last week was in completion of old contracts.

In Toronto, wheat was not so active, there being much less offered. Demands were fair and prices were steady.

Seattle, April 18.—The features of the jobbing market, this week, were the arrival on Friday, of a good supply of Eastern creamery butter, which found ready sale,

owing to the fact that stocks had been almost exhausted; a small quantity of frozen turkeys was received from the East; and some native rhubarb and onions were brought in, the former finding a ready market at 6@7c per pound. Potatoes have declined a trifle, and choice stock can now be bought at \$21@22 per ton. It is expected that there will be some strawberries in the market by the close of the coming week.

San Francisco, April 18th.—The produce markets were higher and fairly active. Wheat is very strong, and the market is excited. Oats and corn are also strong, and quotations higher, with good demand. There is a fine tone to potatoes, and prices remain unchanged. The demand for whites, for shipment overland, continue. New potatoes are easy and prices are a shade lower. Strawberries are more plentiful, and, owing to rain, poor in quality. Asparagus is plentiful, and prices about the same. Green peas are slightly cheaper, with liberal receipts. String beans are yet scarce and held higher. Tomatoes are scarce.

FOREIGN GRAIN MARKET.

The Mark Lane Express, of the 30th March, reviews the British and foreign grain trade: There is usually a pause in trade during the week just before Easter. This year, business has been brisk right up to the commencement of the holidays, and the general feeling in the trade is decidedly strong. The aspect of our cornfields is not discouraging, but the autumn sown wheat, although good in color and of a healthy growth, is so far behindhand that even, thus early in the season, the anticipations of a September harvest, instead of an August crop, have a strong balance of probabilities in their favor. This will throw the burden of finding an extra one or two million qrs. of wheat and flour on the present cereal year—a burden, of course, quite irrespective of the eventual yield per acre of the new crop. The February wheat is little more than up, and will be now later than the sowings of the old year. Spring corn is wanting rain, and, if the drought of the first quarter of 1891 be repeated in the second quarter, we shall have a failure of all but the hardiest and deepest rooted of the crops. The dry, cold equinox is held by some to threaten a droughty and backward spring; but in this case we may say, happily, that the more weather experiences we live through, the less do we become inclined to credit any vaticinations on the subject.

BRADSTREETS' REPORT.

New York, April 18.—Telegrams to Bradstreets indicate that more seasonable weather and improving country roadways have had a favorable effect on general trade at Duluth, St. Paul, St. Louis, Omaha and San Francisco and a few other points, but the gains are conspicuous rather by contrast with the relative dullness in the preceding weeks than otherwise. Dry goods, hardware and spring clothing felt the stimulating influences most, and, in some instances, drugs and hats and caps. Boots and shoes have remained slow of sale. Rubber is steady at less than par prices. Lumber, with some exceptions, (St. Louis and Minneapolis) has been less active than has been anticipated.

Cattle are in fair receipt, western markets higher. Hogs ten cents lower. Hog products and other meats remain firm and in active request. Crop reports from the North West are very favorable as are those affecting winter wheat, and merchants in the spring wheat region are discounting their bills to a noticeable extent. Speculation in wheat, at San Francisco, state that the San Joaquin crop will be short but this lacks confirmation. Exports of wheat from San Francisco have been at very high prices "Spot" commanding 99 cents per bushel, with Europe a ready taker. Wool sales have been low, with prices tending downward. New clip wool has reached St. Louis together with supplies of last year's clip. No improvement in the general business situation is reported from Cleveland, Pittsburg, Cincinnati, Memphis, New Orleans, Chicago, Philadelphia, New York or Boston. The situation among manufacturers of cotton and woolen goods is unsatisfactory, print cloth stocks being among the heaviest on record, and prices quite low. There is little actual improvement in the general industrial situation. The leading money markets report a rather better request for funds during the week. Continued exports of gold excited some baseless apprehensions, and rates advanced from 3 and 4 per cent. on calls last week to 3 and 6 per cent, but reacted to last week's level again. Share speculation is dull but firm, and advancing on the crop prospects at home and unfavorable outlook abroad. Gold shipments and the possibility of friction between the Gould lines and other western systems have only produced momentary reactions in prices. Stocks of wheat in and out of farmers' hands in the United States and Canada (excluding in farmer's hands in Canada) are placed at 110,000,000 bushels (with spring wheat planted). Present export demands are about 32,000,000 bushels per month. Wheat prices for cash are strong, and nominally 8 cents upon increasing exports and heavier decreases in the available supply, backed by a belief in the small reserves. Indian corn is 5½ cents higher, and exports small. Telegrams from Canada report the Ontario wheat crop doing well with an encouraging influence on general trade. In Quebec, the outlook for spring trade is fairly good. Navigation at Montreal will soon be opened. The Dominion reports 39 business failures this week against 37 last week and 29 this week last year. The total number from January 1st to date is 672 against 637 last year.

THE CHINA TRADE.

Mr. D. E. Brown, assistant general freight and passenger agent of the Canadian Pacific Railway Company, is at Portland. Mr. Brown says his visit is simply one of his periodical business trips through the Puget Sound country to Portland. The *Empress of India*, the first of their three new steamers for the China line, will arrive at Vancouver with a cargo and her "round the world" passengers on April 27, and will sail again for China and Japan on May 8. A large quantity of overland cargo is at present en route to the coast for her, and Mr. Brown is at present negotiating with the various flour shippers, at Portland, for

what flour they require to load the *Empress*.

Regarding rail connection from the Portland section with the Canadian Pacific, Mr. Brown says their Mission branch is just about completed, and between the 1st and the 15th of May, through all rail connection will be made into Bellingham bay points, Sehome, Whatcom and Fairhaven, over the Bellingham Bay and British Columbia road, and into Anacortes and Seattle over the Seattle, Lake Shore and Eastern. Through cars, both freight and passenger, will then run into all these points, thus doing away with transfers and giving them as well as Tacoma and Portland, through all rail connection with the East.

SHIPPING INTELLIGENCE.

The bark *Spartan* has undergone thorough repairs under Bureau Veritas, and has been reclassified on her first letter.

The American ship *Geo. F. Manson*, 1,353 tons, Capt. *Crack*, arrived at *Moodyville* last week, and is loading lumber for Melbourne.

American schooner *Olga*, 474 tons, Capt. *Rodin*, is now on the way from San Francisco to *Moodyville*, to load lumber for Shanghai.

In addition to the cargo of 744,000 feet of lumber for Melbourne, the *Formosa* carried 150 cases of salmon, which was sent up from San Francisco.

The British bark *Irving*, Capt. *Jones*, has completed her cargo of salmon, consisting of 23,311 cases, and sailed for Liverpool April 20. The rate of freight is 45s.

The German bark *Cassandra*, 733 tons, is expected at the *Hastings* mill about the middle of May. She is coming in ballast from Acapulco to load lumber for Iquiqui.

The American ship *Leading Wind*, 1,159 tons, Capt. *Veale*, has been chartered to load lumber at *Moodyville* for Melbourne. She is now on the way from Adelaide in ballast.

The British Ship *Forest King*, 1,602 tons, Capt. *Morris*, now loading at the *Hastings* mill for Melbourne, will take a cargo of 80,000 feet dressed, 240,000 feet clear, and 880,000 feet rough lumber.

The American ship *Exporter*, 1,312 tons, Capt. *Rhodes*, which left Honolulu in ballast on March 24th, arrived at Port Townsend April 18. She has been chartered to load at the *Hastings* mill for Melbourne.

The British bark *Noddleturf*, 1,053 tons, Capt. *Hall*, sailed from Glasgow for New Westminster on April 14th, consigned to D. McGillivray. She has a cargo of about 1,300 tons, composed of steel plates and rivets; also a quantity of general merchandise.

The sealing schooner *C. D. Rand*, which was recently launched at Vancouver, is fitting out at that port for Behring's Sea. Capt. *Alcock* expects to be ready to clear for the north about the end of this week. She is owned by the *Burrard Inlet Sealing and Trading Co. (Ltd)*, Vancouver.

The *West Indian*, from San Francisco, is bringing a cargo of 1,000 tons, composed of flour, smithy coal, oak timber, salt and general merchandise. The flour is for trans-shipment by the *C. F. B.* steamship, *Empress of India* for China. The rest of the cargo is for Victoria and Vancouver.

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Town, Suburban Property and Farm Lands
for Sale.
P. O. Box 483. 39 LANGLEY ST.

H. A. LILLEY,
CITY : CANDY : FACTORY.
Manufacturer of all kinds of
PLAIN AND FANCY CANDIES,
Also Importer and Dealer in Foreign and Domest-
ic Fruit, Nuts, Cigars, &c.
205 Douglas St. bet. Johnson & Pandora, Victoria.
P. O. Box 566.

Esquimalt & Nanaimo R'y

TIME TABLE NO. 13,

To take effect at 8.00 a.m. on Saturday, Oct. 11th, 1900. 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	De 8.00 A.M.	De 2.30 P.M.	Ar 12.24	Ar 5.58
Russel's Vic.	" 8.04	" 2.34	" 12.20	" 5.54
Esquimalt	" 8.14	" 3.09	" 12.10 P.M.	" 5.44
Goldstream	" 8.39	" 3.09	" 11.45	" 5.19
Shawnigan L.	" 8.34	" 4.04	" 10.50	" 4.24
Cobble Hill	" 8.44	" 4.14	" 10.40	" 4.14
McPherson's	" 9.57	" 4.29	" 10.27	" 3.59
Koksilah	" 10.07	" 4.39	" 10.17	" 3.49
Duncan's	" 10.12	" 4.44	" 10.12	" 3.44
Somenos	" 10.22	" 4.54	" 10.02	" 3.34
Chemainus	" 10.48	" 5.10	" 9.58	" 3.12
Nanaimo	Ar 11.50	" 6.14	De 8.54	" 2.14
Wellington	Ar 12.14 P.M.	Ar 6.29	De 8.10 A.M.	De 50 P.M.

On Saturdays, Sundays and Mondays

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

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

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

A. DUNSMUIR, President.
H. K. PRIOR, Gen'l Supt.
Gen'l 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. Leonora,
Eight Scoops (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, 1900.

Vancouver Route.

Victoria to Vancouver daily, except Monday, at 3.30 o'clock, a. m.
Vancouver to Victoria daily, except Monday, at 11.30 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 11.30 o'clock; Thursday and Saturday at 7 o'clock.

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

Fraser River Route.

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

Northern Route.

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

Barclay Sound Route.

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

Bute Inlet Route.

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

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

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

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.

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.

**THE "SOUTH FIELD" COAL**

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

**THE "NEW WELLINGTON" COAL,**

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

**SAMUEL M. ROBINS, Superintendent.**

THE BRITISH COLUMBIA

# SUGAR REFINING CO.

LIMITED.

PARIS LUMPS + POWDERED + GRANULATED AND YELLOW SUGARS

ALL OF VERY FINEST QUALITY AND ABSOLUTELY UNADULTERATED.

MANUFACTURED FROM PURE CANE SUGAR.

FINEST ÷ GOLDEN ÷ SYRUPS

WORKS:

VANCOUVER, B. C.