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Vol. 1.

VICTORIA, B. C., TUESDAY, OCTOBER 20, 1891.

No. 32.

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WEILER BROS.

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Crockery, Glassware,
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NEW WESTMINSTER.

BANK OF BRITISH COLUMBIA

Incorporated By Royal Charter, 1862.

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

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Branches at

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Incorporated by Royal Charter.

Paid up Capital... ..£1,000,000 Stg.
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COURT OF DIRECTORS:

J. H. Brodie, F. A. Hoare,
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Gaspard Farrer, J. J. Kingsford,
Henry R. Farrer, Frederic Lubbock,
Richard H. Glynn, George D. Whatman.

Secretary, A. G. Wallis.

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

R. R. GRINDLEY, General Manager.

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Branches and Agencies in Canada.

London, Kingston, Fredericton, N.B.
Brantford, Ottawa, Halifax, N.S.,
Paris, Montreal, Victoria, B.C.,
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NEW YORK—H. Stikeman and F. Brownfield, Agents.

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

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BRANCHES AND AGENCIES IN CANADA.

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West End Branch, St. Catherine St.
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Belleville, O. Kingston, O. Regina, Ass'n
Brantford, O. Lindsay, O. Sarnia, O.
Brockville, O. London, O. Stratford, O.
Calgary, N.W.T. Moncton, N.B. St. John, N.B.
Chatham, N.B. New Westminster, St. Mary's, O.
Chatham, O. ster, B.C. Toronto, O.
Cornwall, O. Ottawa, O. Vancouver, B.C.
Goderich, O. Perth, O. Victoria, B.C.
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AGENTS IN GREAT BRITAIN—London, Bank of Montreal, 22 Abchurch Lane, E. C.; C. Ashworth, Manager. E. London Committee—Robert Gillespie, Esq., Peter Redpath, Esq.

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(ESTABLISHED 1873.)

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A GENERAL BANKING business transacted.

DEPOSITS received on liberal rates of interest.

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Of Negotiable Securities. Interest allowed

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OFFICE: COR. CAMBIE & GORDOVA STS.,
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Real Estate, Insurance,

Exchange, Mortgages,

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The Liverpool & London & Globe
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The California (Marine) Insurance Co.

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

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

CANNERIES:

Deas Island, Fraser River,
Naas River Fishery,

Windsor Cannery, Skeena River,

Rivers Inlet Cannery,

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

London Office:

43 to 6 Threadneedle Street.

ROBERT WARD & CO.,

VICTORIA, B. C.,

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

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

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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., "Lion"; Bon Accord Fishery Co.,
"Consuls"; A. J. McLellan's "Express."**NOTICE OF REMOVAL.****H. CARMICHAEL & CO.**

VICTORIA,

Financial and Real Estate**BROKERS,**

Have removed from 52 Government St.

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

THOMAS EARLE,
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 —AND—
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AGENT FOR
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Pioneer Steam Coffee and
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 WHARF ST., VICTORIA,

P. F. RICHARDSON,
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J. & T. BELL,
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FINE BOOTS AND SHOES

WHOLESALE.
 1667 NOTRE DAME STREET,
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VICTORIA STEAM BAKERY.
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Office: 57 Fort St. Factory: 91 Niagara St.

T. B. PEARSON & CO
 Manufacturers of Clothing,
 OVERALLS, : SHIRTS, : &c.
 Salesroom and Factory:
 YATES ST, NEAR ORIENTAL HOTEL,
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NICHOLLES & RENOUF
 —DEALERS IN—
**HARDWARE, BAR IRON, FARM
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Coach, Car & House Painters Supplies

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 (LIMITED.)
 WHARF STREET, VICTORIA, B. C.
WHOLESALE * MERCHANTS.
SHIPPING AND INSURANCE AGENTS.

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- Maritime (Marine) Insurance Company.
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- Thames & Mersey (Marine) Insurance Co.
- Straits (Marine) Insurance Company.
- Sun (Marine) Insurance Company.
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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.
- Low Inlet Packing Co., Lowe Inlet, "Diamond C" Brand.
- Cascade Packing Co., Naas River, Cascade Brand.

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

Columbia Flouring Mill Co. of Enderby.

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

W. H. SOULE.

A. E. STEVENS.

ALEX. M'DERMOTT.

**BRITISH COLUMBIA
 PIONEER STEVEDORING CO., LTD.**

ESTABLISHED 1871.

Estimates Furnished for all Ports in B. C. Complete Appliances for all kinds of Stevedoring.
 Cash security given if required, and satisfaction guaranteed.

P. O. Box 507. Cable: Soule.

Vancouver, . . . British Columbia.

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LANGLEY & CO.,

ESTABLISHED 1858.

Wholesale Druggists

21 & 23 YATES STREET,

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

TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE.
 Tuesday Morning, Oct. 20.
 VICTORIA.

Trade is getting of the activity and volume characteristic of the fall season. There is the usual order of demand from the interior distributive trade, and everybody is busy who is interested in merchandising. The fall and winter season has made its forecast in the changed conditions in trade of the past fortnight and there is a general feeling that we shall come out satisfactory. Money is fairly plentiful. Collections are easy, and there is every indication of the continuance of the present satisfactory order of trade to the end of the year. London exchange is again a trifle easier and sight is being sold at \$1.90.

GROCERIES AND PROVISIONS.

Butter is still reported on the rise. A late advice from Brandon, Manitoba, quotes 16c to 20c f.o.b. for dairy, which equals 18½c to 22½c laid down here. Eastern creamery is quoted at 2½c for assorted packages.

Canadian meats are coming into the market, again uncovered, and quoted by jobbers:—Hams, 15½c; breakfast bacon, 15c; dry salt, 12c to 12½c, short roll, 13c, and smoked sides, 12½c.

Sugar trade is quiet. The steamship Sussex is due to arrive in a week with another lot of Hong Kong refinery. There has been a slight reduction in prices during the last week. Dry granulated has been reduced by jobbers to 5½c. in bbls. and 5½c in bags. Extra C is quoted 5c in bbls., yellow 4½c, and Golden C 4½c. On the 8th inst. the Western Sugar Refinery, San Francisco, reduced the rates on Extra C, Golden C and D to 4½c, 4½c and 4c respectively.

Canned fruits are reported as being stiff. The stock of peas seems pretty well cleaned up, and it is said that no more can be got at a reasonable figure. Tomatoes are very firm; reports, however, say that on account of favorable weather the crop is better than was anticipated. Some firms, however, in the East have sold out, and offerings are reported very small. Local jobbers quote peas and corn \$1.30 a dozen, beans \$1.35, and tomatoes \$1.65.

Eastern dried fruits are on the way,

the first delivery of the season in ten days. They will be sold at about the same price as the corresponding period of last year. California dried fruits are all in stock in the local warehouses. Prices are low compared with last year. Evaporated peaches are quoted at 12½c, apricots 12½c to 14c, nectarines 12½c to 14c, and pitted plums 10c to 12c.

In California the fruit men are having a rather hard time disposing of their surplus, but canners have by this means been enabled to obtain supplies at reasonable rates, and the canned fruit industry is therefore looking up.

The local jobbers are now carrying full stocks of all the different kinds of jams put up in glass jars by Okell & Morris at the Victoria preserving factory, which include apricot, peach, plum, pear, apricot marmalade, &c. Quantations are: 1½ lb. size, \$3 per dozen; 3 lb. size, \$5 per doz.

There are full supplies of all grades of new crop Japan and China teas in the hands of leading local importers. The movement has been of a fairly satisfactory order since the new goods came on the market, but the demand is largely confined to the good medium and lower grades, which just suit the requirements of coast trade.

FLOUR AND FEED.

The flour market is reported as unsteady and the tendency is in the direction of a fall. The Manitoba millers are grinding new wheat, which is coming in in large quantities, and the mills seem anxious to dispose of their supplies in stock. The Victoria Mills flour is consumed as fast as it ground, and there is little possibility of a drop in the local product. It seems likely that the Oregon millers will drop prices to meet the Manitoba millers, as Oregon flour is quoted higher at present than the Manitoba article. Merchants are of the opinion that there will be an equalization of prices in a few days.

There is a lot of inferior quality of oats being offered, which it is believed will be sacrificed at low prices.

The arrivals of produce, principally hay, grain and potatoes are heavy. Farmers are shipping freely, and stocks are going into store.

The National Mills will start operations this week. Their output will be about 10 tons of oatmeal and rolled oats per day. They will also manufacture split peas,

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.

Messrs. Cowan & Wilson expect to make cornmeal, buckwheat flour, Graham flour, chop feed, etc., and hope to check the large importations of these articles arriving by every steamer from San Francisco. Last year there was \$150,000 worth of the products named imported into British Columbia. The National Mills will be supplied with a superior quality of oats, and with the latest improved machinery, there is nothing to prevent them from competing with any mill on the coast. The Columbia Flouring Mills quote: Enderby flour for carload lots, Premier, \$5.75; XXX., \$5.45; Strong Bakers or XX., \$5.00; Superfine, \$4.00. Quotations are:

Delta, Victoria mills.....	\$5 50 @ 0 00
Lion, " " " " " " " "	5 50 @ 0 00
Premier, Enderby mills.....	6 00 @ 0 00
XXX., " " " " " " " "	5 75 @ 0 00
XX., " " " " " " " "	5 25 @ 0 00
Superfine, " " " " " " " "	4 50 @ 0 00
Ogilvie's Hungarian.....	6 00 @ 0 00
Strong Bakers.....	5 00 @ 0 00
Snowflake.....	6 25 @ 0 00
Portland Roller.....	6 25 @ 0 00
Royal.....	6 00 @ 0 00
Oregon Superfine.....	4 50 @ 0 00
Wheat, per ton.....	\$40 00 @ 0 00
Oats.....	30 00 @ 35 00
Oil cake meal.....	35 00 @ 37 50
Chop feed.....	32 50 @ 35 00
Shorts.....	28 00 @ 30 00
Bran.....	26 00 @ 28 00
California oatmeal.....	4 25 @ 0 00
Rolled oats.....	4 25 @ 0 00
California rolled oats.....	4 25 @ 0 00
Tacoma rolled oats.....	4 75 @ 0 00
Corameal.....	3 00 @ 0 00
Cracked corn.....	45 00 @ 50 00

RICE.

The Victoria Rice Mills quote whole sale:

Japan rice, per ton.....	\$77 50
China rice " " " " " " " "	70 00
Rice flour " " " " " " " "	70 00
Chit rice " " " " " " " "	25 00
Rice Meal " " " " " " " "	17 50

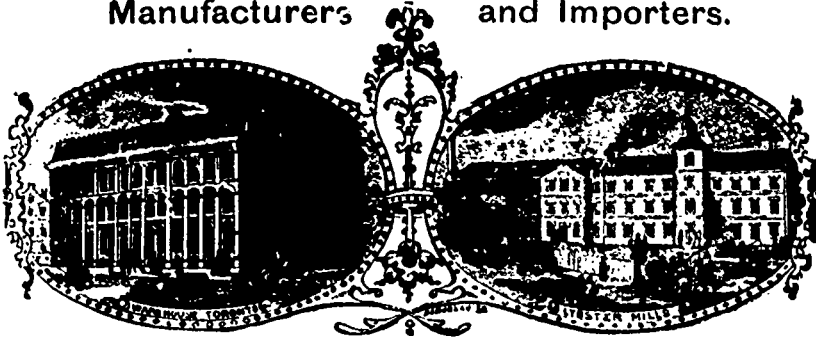
FRUITS AND VEGETABLES.

There is no change worth mentioning since last week, and the feeling is that fruit will not fluctuate any more till Christmas. Plums are nearly of the

GORDON, MACKAY & CO.

TORONTO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

market, and no more are expected after to-day's steamer. Shipments of Oregon fruit still continue to come in. There being a considerable surplus in Oregon, dealers are shipping here, and as a consequence prices are low. The crop in British Columbia is very small in comparison with other years, and farmers are reported as holding for good prices. Jobbers say that Oregon fruit is put in better packages and packed more carefully, and besides being lower in price make it an inducement for the jobber to handle large quantities of it. A large consignment of British Columbia fruit, preserved whole in glass jars, was shipped to England last week by Messrs. Okell & Morris, from the Victoria preserving factory.

Quotations are: Peaches, \$1.25; pears, (bartletts), \$1.65; plums, \$1.00; grapes—muscat, in bxs, \$1.25, in crates, \$1.50 to \$1.65; Rose of Peru, in bxs, \$1.35, in crates, \$1.30 to \$1.65; Tokays, in bxs, \$1.50, in crates, \$1.65. Apples, (greenings) \$1.00; Baldwin, bellflower, rose and blue pearmain, \$1.25 Santa Barbara oranges, \$5.25 to \$5.50; California Messina lemons, \$7.25 to \$7.50; bananas, \$3.25; watermelons, \$5.50 a crate; native watermelons, 10 to 20c; nectaries, \$1.50; crabapples, \$1.25; silver-skin onions, 1 1/2c. per lb.; potatoes, \$18 per ton. Chilliwack potatoes, \$20 per ton; island apples, \$1.25 per box; tomatoes, \$1 to \$1.25; cucumbers, \$1.00; sweet potatoes, 2 1/2c. per lb.; sweet corn, 25c. per doz.

SALMON.

The canners are cleaning up, and expect to shut down shortly after the end of the month. Fair shipments are being made to Eastern Canada. Messrs. Robert Ward & Co. are shipping a train load this week by the Northern Pacific Railway. The shipment consists of 1,077 cases Ewen & Co.'s Lion Brand, 250 cases Bon Accord, 2,250 cases McLellan's Express Brand, in all comprising 3,577 cases, which goes forward by special train, consigned to leading firms in Toronto, Hamilton, London and Montreal.

The steamship Islander arrived from the north on the 15th inst. with 11,040 cases of salmon, made up as follows:—2,903 from Cascade Packing Co., 1,500 from Inverness Cannery, 3,000 from Skeena Packing Co., 1,000 from Balmoral Cannery, 2,517 from

Lowe Inlet Packing Co., 920 from Rivers Inlet Canning Co.

The bark Lebu started to load for Liverpool on the 17th. The barks Wanlock and Rothesay Bay, now in port discharging, will go on the berth for salmon, the former at Victoria and the latter at the Fraser River canneries of the Anglo-British Columbia Packing Co. The bark City of Carlisle, now out 120 days from Liverpool, is due and will also load salmon for a return cargo to London.

The arrivals of Alaska salmon up to the 14th inst at San Francisco are 520,288 cases, while for the same period last year, they were 308,629 and for 1889, 271,801 cases. The price is firmly held at \$4.00 a case for red Alaska f. o. b. San Francisco, which price is made by the Alaska Salmon Packers' Association.

LUMBER.

During the week, the barks Flora, Nineveh and Dominion have arrived, all chartered prior to arrival to load at Burrard Inlet for Australian ports. The bark Pisagua sailed on the 10th inst., with a cargo from the Moodyville mills for Pisagua, Peru, on owner's account. The American bark W. R. Hume, 632 tons, Capt. Brigman, sailed from San Francisco Oct. 6th, to load a cargo for Callao. The freight market is unchanged, and dullness prevails at 57s 0d. Quotations are as follows for cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association: Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, \$9 per M feet; rough deck plank, average length 35 feet, \$19; dressed flooring, \$17; pickets, \$9; laths, 4 feet, \$2.

For local trade, the Rock Bay Saw Mill quotes:

Rough lumber, per M.....	\$10 00
Best quality dressed lumber, per M.....	00 00
Second ".....	00 00
Laths, per M.....	2 50
Shingles, ".....	2 25

BUSINESS CHANGES.

Wm. Blair has opened a grocery in this city.

W. G. Taylor has opened a tailor shop at Northfield.

H. Winderbank, hotelkeeper, Mission City, has been burnt out.

SIMMS BRUSHES ARE THE BEST.

T. S. SIMMS & CO.,

MANUFACTURERS OF

BRUSHES, CORN BROOMS AND WHISKS ST. JOHN, N. B.

Special lines made for the Painters' trade of B. C.

HOUSEHOLD BRUSHES A SPECIALTY.

E. G. ANDERSON & Co.

AGENTS, VICTORIA.

VERDICT! VERDICT!

All Ladies who have tasted

Okell & Morris'

JAM,

Say it is the finest.

TO BE HAD AT

Messrs. COWAN & WILSON,

Messrs. TODD & SON,

THOMAS EARLE.

J. D. PEMBERTON.

F. B. PEMBERTON.

Pemberton & Son

REAL ESTATE AND

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MONEY TO LOAN

On Approved Security at Current Rates.

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Demers & Son, grocers, Victoria, have opened a branch on Cook street.

John Parkin has bought out the grocery business of his father, William Parkin, Nanaimo.

Bailey & Co. have bought out the mattress making business of F. W. Mutch & Co., Vancouver.

Page Ponsford, of the firm of Page Ponsford Bros., dry goods and furnishings, Vancouver, is dead.

Caldwell & Lewis, gent's furnishings and tailors, Nanaimo, are contemplating dissolution of partnership.

The Victoria Lithographing Co., (ltd.), Wm. R. Creech, manager, has opened for business at 43 Yates street.

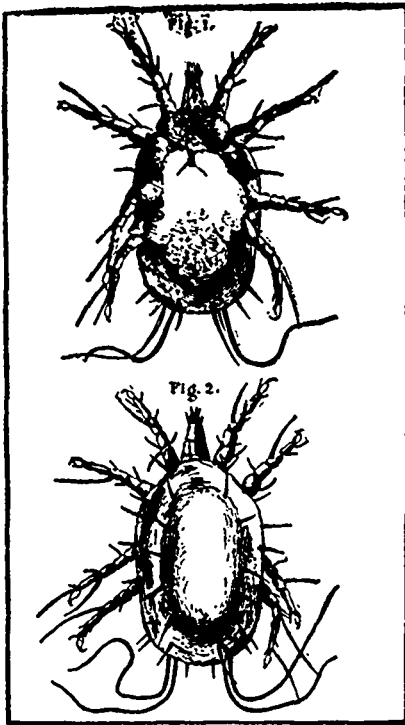
F. Pierce Watson will shortly open a grocery at 55 Yates street, in this city. Mr. Watson has been engaged for some time with Dixie H. Ross & Co.

CHINESE SUGARS.

WHAT IT IS WE MAY BE EATING!

IN VIEW OF THE INTRODUCTION TO THE PROVINCE RECENTLY OF CONSIDERABLE quantities of Chinese Sugars, it may be as well that the public should be informed, on the very highest possible authority, of the danger that may be attendant upon their use.

Professor Cameron, Public Analyst, Dublin, a gentleman who has made it his special business to examine all kinds of Foreign Sugars, Refined and other, says that certain kinds of them should never be used. He states that they contain a great number of DISGUSTING INSECTS, which produce a DISGUSTING DISEASE. Their shape is very accurately shown in the accompanying cut, which is magnified two hundred diameters. Figure 1 is under side and Figure 2 the upper. The Professor's description is as follows:



DRAWN FROM LIFE FROM INSECTS FOUND IN GROCERY

"This insect ('the Acarus Sacchari') is a formidably organized, exceedingly lively, and decidedly ugly little animal. From its oval-shaped body stretches forth a proboscis terminating in a kind of scissors, with which it seizes upon its food. Its organs of locomotion consist of eight legs, each jointed and furnished at its extremity with a hook. In the Sugar its movements from one place to another are necessarily very slow, but when placed on a perfectly clean and dry surface, it moves along with great rapidity." He adds that the number of "Acari" found in Unrefined Sugar is "sometimes exceedingly great, and in no instance is the article quite free from either these insects or their eggs." He further says: "The 'Acarus Sacchari' do not occur in Refined Sugar of any quality, because they cannot pass through the charcoal filters of the Refinery, and because Refined Sugar does not contain any nitrogenous substance upon which they can feed."

COOLIE MADE AND ALL UNREFINED SUGARS SHOULD NEVER BE USED!

Besides its being impossible for Canadian Labor to compete with Coolie Labor, rice fed and underpaid, it is well known that Eastern Countries have always been the breeding ground for leprosy and all other loathsome and horrible human diseases, and hand labor there is so cheap that there is no inducement to employ machinery. Home Refined Sugar, on the contrary, is never touched by the human hand from the moment it reaches the refiner until it leaves him a perfectly safe and purified article.

THEY ARE ABSOLUTELY UNADULTERATED, PURE & CHEAP

Use, Therefore, Only Home Refined Sugars.

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

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Also Importer and Dealer in Foreign and Domes-
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ance Co.
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surance Co. of Toronto.

OFFICE OF THE

Immigration, Investment and Improve-
ment Co'y of B. C.

COMMERCIAL SUMMARY.

Kansas has already had snow storms of unusual severity.

Alvey Morden, founder of the town of Morden, Man., is dead.

The yield of potatoes in the district about Kingston, Ont., this year, is 200 bushels per acre.

Subscriptions enough to cover the Russian loan, it is reported, have already been received by the Hoskirs.

The commissioners of the western Traffic Association have broken the Union Pacific Northwestern agreement.

It is semi-officially announced that the Russian Government has no intention of prohibiting the exportation of wheat.

It is said that the Government will draw up another set of regulations for the better carrying on of the cattle export trade.

Remarkable threshing results are reported from the Northwest. As high as 58 bushels of wheat per acre were obtained in some places.

Mr. E. S. Clouston, general manager of the Bank of Montreal, has returned to Montreal from his trip to Manitoba and British Columbia.

The value of the cutlery exports from Sheffield to the United States during the

last quarter was \$20,874, against exports valued at \$274,970 for the same quarter of 1890.

The advertised steerage rate of the C. P. R. is \$51. It is said that the C. P. R. sold a number of steerage tickets by their last steamer, the Empress of China, for \$32 per Chinaman.

The Kamloops Electric Light Co., incorporated at last session of the Legislature, took over on the 1st Oct. the plant run by Mr. J. E. Saucier. The demand for light is much better than had been expected by the company, and already the plant is running to its utmost capacity. An additional dynamo will have to be put in to meet the demand.

THE RECIPROCITY NEGOTIATIONS.

The Toronto Empire has the following regarding the contemplated treaty arrangements between Canada and the United States:

It is a matter of sincere regret that the cause for delay in the reciprocity negotiations at Washington is the continued illness of the Hon. James G. Blaine, American Secretary of State. While, however, we are disposed to look forward with pleasure to the time when Mr. Blaine's health will permit a resumption of the

consideration of our trade relations, it must be remembered that Canada is not afraid of the consequences of such negotiations or of our future commercial outlook.

Whether a treaty upon a fair and honorable basis be finally arranged or not will depend more upon the position assumed by the United States than by Canada. Our sentiments in connection with the matter are too well known to require extended description, and up to the present time all indications are that the American Government is disposed to negotiate a just and satisfactory treaty. Reciprocity seems indeed to be the motto of the present Administration, and it will be strange, indeed, if a good result does not flow from the proposed exchange of views whenever it takes place. Of course the Canadian Opposition may by its unpatriotic conduct injure seriously the negotiations. If it should continue its apparent mission of proving that only unlimited free trade with the States will save our country from ruin worse than the fall of Pompeii, the American politicians cannot but consider as some of them do now, that it is only necessary to keep on the screws and we will soon give up everything—for very little.

However, we must hope that time and the continued general gladness of prosperous period will conduce to bring these agitators into a more patriotic frame of mind.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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D. M. CARLEY EDITOR.

L. G. HENDERSON . . BUSINESS MANAGER.

Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, OCT. 20, 1891.

VICTORIA FIRE BRIGADE.

It cannot be said that the result of the investigation into the circumstances surrounding the damage to goods during the progress of the fire at Spencer's Arcade, last week, is satisfactory. It has been stated both through the press and in private that the methods adopted by Chief Deasy and his men in extinguishing the fire were not such as to inspire our citizens with any considerable degree of confidence in their ability to cope with fires such as all cities of Victoria are in constant danger of. Further, it was stated that the mechanical appliances at the command of the brigade would be completely worthless in case of a large fire. And, lastly, it was alleged that the volume of water employed to quench the fire at the Arcade was excessive, and caused unnecessary damage to the goods in Mr. Spencer's store. In fact, Chief Deasy individually and the fire brigade collectively were subjected to severe criticism on all sides.

As a result of this criticism, the fire wardens felt constrained to hold an investigation into the matter, and, as we have intimated, the result of that enquiry is entirely unsatisfactory. In the first place, those who criticized Chief Deasy most severely were not present to prefer their charges, either from apathy as to the welfare of the city, or lack of the moral courage to meet the man whom they accused of something almost approaching wilful negligence or incompetence. Therefore, the fire commission was unable to judge of the truth of the charges. Messrs. Snowden and Boggs, representing insurance companies, were the only persons present not directly or indirectly connected with the fire department. Mr. Boggs subjected the Chief to a pointed enquiry as to the manner in which the fire was managed, but obtained no evidence which would commit him. The holes, the Chief said, were cut in the floor at the suggestion of an insurance agent. The authority of the representative of an insurance company may be doubted. The Chief gave it, as his opinion, that it was impossible to put the fire out with less water, the belief of the public generally to the contrary notwithstanding. It would be inferred from the Chief's remarks that the hose had burst only once, but it is currently reported that twice at least during the progress of the fire the hose gave way. The people may well ask, why was this the case? It was elicited, that the brigade as now constituted, was insufficient to

cope with a fire such as might occur at any time in this city. However, this is a defect that the fire wardens propose to remedy. The chairman said that it was their intention to improve the service. It was contemplated to establish fire stations at the head of Yates street, James Bay and other sections of the city. The suggestion contained in THE COMMERCIAL JOURNAL, last week, as to the necessity of a salvage corps is likely to be acted upon. It is not likely, however, that this will end the matter. The report of the fire wardens to the council will, no doubt, give rise to a discussion which will be watched with interest.

POUDRIER'S EXPEDITION.

Mr. A. L. Poudrier, who, with six other gentlemen, has been engaged for some months in surveying lands in the northern part of this Province, has returned to this city. Mr. Poudrier's investigations and explorations bear out previous reports as to the wealth of the country tributary to the Skeena River. The statement made that the country would never be valuable from an agricultural point of view is scarcely correct, as Mr. Poudrier tells us that though the general character of the country is rather rough, he located large areas of good farming and grazing land. The timber, however, all through the explored region was found to be thin and stunted, no large trees being noticed. But by far the most important discovery made during the journey was an outcrop of good coal found between two of the tributaries of the Upper Skeena. There is every indication that the bed is a very large one, as the outcrop occurs constantly over a large area of country. Up to the present time several discoveries of coal have been reported from this region, but, on examination of the specimens, it has been found in every instance that the supposed coal was lignite. But Mr. Poudrier has, without doubt, located excellent coal fields at last. The streams that the party met with were, without any exception, very swift, and stocked with all kinds of fish; salmon, of course, preponderating.

There is one thing in the interview with Mr. Poudrier that appears in the *Colonist* which should engage the attention of the Dominion Government at the earliest possible moment. That is the attitude of the Indians in the territory through which the party passed towards the white people. Canada, like the United States, has been rather unfortunate, or perhaps, more properly speaking, negligent, in her treatment of the Indians. The tremendous sacrifice of life in the Northwest, occasioned to a great extent by neglect, will ever continue to be a blot on our history, and if great care is not taken in the manner of dealing with the Indians on the Skeena, it would not be at all surprising if Canadians were called upon at any time to put down another uprising. There is no use locking the stable after the horse is stolen. If peace is to be maintained, now is the time to investigate the complaints made by the Indians and the cause of their grievance, if they have any, and prescribe the remedy. These Indians differ greatly from many other tribes of our Canadian Indians, inasmuch as they are professing

Christians, and, no doubt, if they were called upon to maintain a position of armed resistance, or defiance for that matter, they would fight as valiantly as white Christians. They may be, as Mr. Poudrier says, a mean, insolent crew, but it is doubtful if driving them into submission with powder and ball would be the most efficacious or the most honorable way in dealing with them. The circumstance of their refusal to permit Mr. Ashdown Greene to make certain surveys is ominous, and the Government has surely had experience enough in matters of this kind to read aright the sign. Further, in their refusing to be conciliated by Indian Commissioner O'Reilly, they treated the authority of the Government with contempt, and evidently intend, as they say they do, to prevent any white man from entering the region over which they claim exclusive dominion.

CANADIAN CATTLE ABROAD.

The *Canadian Gazette* says that Mr. Thomas Grahame, the Dominion Government agent at Glasgow, gives a very satisfactory account of the arrangement made at the port of Dundee for the reception of Canadian cattle. He also has a word of praise for the Canadian cattle reaching Dundee. Of one particular shipment, he says it had been very carefully selected. The animals were of excellent quality and in a thoroughly healthy state, not one being lost on the voyage. As a result they realized very good prices, though in some instances young cows and heifers did not seem to be so highly appreciated as steers. The greater portion of them were not fit for killing at present, and were sold chiefly to the farmers from districts adjoining Dundee, namely, Fife, Forfar and Perth. Nearly all the farmers in these districts have some Canadian cattle on their farms, while many have large numbers of them. There is, however, Mr. Grahame suggests, a means by which Canadian stock can be made even more popular among Scottish agriculturists. Many of the farmers impressed upon Mr. Grahame the advisability of inducing Canadian farmers to dishorn all their animals (not polls) at the age of about six weeks, when, it is said, the operation gives little or no pain. The value of the animals would thereby be greatly enhanced. Mr. Grahame had ocular demonstration of this at the recent Dundee sale. The few polled animals disposed of fetched comparatively better prices than those that were horned, in the case of the former there being so much less liability to injury when brought into contact with other animals. Everyone who has had anything to do with the handling of cattle knows how much damage is liable to arise when large numbers of horned stock are brought together, and more particularly when they come from scattered districts in which they are not brought into contact with one another, as is the case in so many of the cattle-raising districts of the Dominion. The Dominion Minister of Agriculture will, we have no doubt, be glad to bring this matter to the early attention of Canadian farmers, and ranch men should not be slow in acting upon the suggestion.

IS THE WHALEBACK SAFE?

We have seen it stated that some of the English marine underwriters have refused to take any risk upon the whaleback steamer which has just crossed the Atlantic, ostensibly on account of a doubt as to the security of the risk. An American exchange believes that this is done in order to discourage American inventors in shipbuilding. This is scarcely probable, but, even were it in the slightest degree true, it would not speak well for the perspicacity of the British underwriters. It would have precisely the same effect on the Canadian inventor. It is said that Marine Engineer Redway, of Toronto, Canada, has constructed a model and drawn plans of a new style of craft which is believed to be far ahead of the patent whaleback vessel as the whaleback is in advance of the old model lake craft of square build. Redway's boat is fashioned after the model of an Indian canoe. It has a flat bottom, except for a fraction of the keel at the stern to accommodate the rudder. The hull is somewhat after the style of the whaleback. There are no bulwarks. The upper works are meagre, being only a cabin at the stern, where the boiler and machinery are, and a small protection forward, so that the anchors and cable chains can be approached in any kind of weather. Along the main deck amidships runs a railed-off walkway, in which are the hatches, and on each side of which, just outside the railing, are eight moorposts. Whalebacks have hog-snout prows, but the Redway model has a ram prow. It remains to be seen whether or not the British underwriters will treat the Canadian invention in the same way as the American one. One thing is certain that both the whaleback and the new invention of Marine Engineer Redway will result in revolutionizing the lake and ocean carrying trade.

OUR MINERAL RESOURCES.

Many circumstances are combining just now says the Toronto *Empire*, to draw attention to the almost unexamined mineral wealth of Canada, and the Mining Convention recently held at Sault Ste. Marie is additional evidence in point. The total production of the Dominion amounted in 1887 to \$36,500,000, and is annually increasing. The potential production is simply unlimited. The producing coal fields of Nova Scotia and British Columbia, the \$55,000,000 worth of gold taken from Dominion mines during the last twenty five years; the vast districts of copper in Ontario, in the Eastern Townships and in other provinces; the petroleum fields of Ontario producing in eight years 125,000,000 imperial gallons, and the great possibilities of our territories in the Mackenzie Basin; the vast coal fields of the Northwest; our salt mines, asbestos, phosphates and especially the developments in the nickel industry, are all evidences of our immense resources and present as well as future wealth.

The *Empire* believes that in view of this immense source of wealth upon British Canadian soil, and especially in view of the tremendous coming demand for nickel and its alloys, it is not asking or

expecting too much to express the hope that our moneyed men in Canada, and the great capitalists of the Mother Country, will invest some, at least, of their surplus wealth in helping Canada to climb the golden stairway of mineral and industrial development.

EDITORIAL NOTES.

THE award in the Onderdonk arbitration is \$570,000, cost and expenses about \$300,000.

A CABLE to the Montreal Star says:—"The Board of Trade returns show a steady expansion of Anglo-Canadian trade. The exports to Canada expanded 3 1/2 per cent. during September, and 1 1/2 per cent. during the nine months compared with last year. The imports from Canada expanded 3 1/4 per cent. during the same period."

TO ALL appearances the much-talked-of Crofter scheme is likely to be successfully carried out. The two gentlemen from the old country who, in conjunction with Mr. Alexander Begg, have actively exerted themselves in its promotion, have studied the men to be benefitted and the lands supposed to meet their requirements, and have returned home with full hope and confidence in the successful outcome of the scheme.

AS AN evidence of the constantly increasing faith in the adaptability of our soil for agricultural purposes, it may be stated that the Earl of Aberdeen has about completed the purchase of 12,000 acres of most desirable farming lands in the Spallumcheen district, presumably with the intention of working it on a large scale. The Earl of Aberdeen's ideas of landlordism as it exists in the old country, particularly Ireland, are well known, and there is little danger that he proposes to cultivate his recently acquired property on the plan in force in Great Britain.

IT is stated that the North American Commercial Company is arranging for a line of passenger steamers between Puget Sound ports and Alaska, calling at Victoria. The importance of such a line to this city can scarcely be fully appreciated at this time. The settlement of the recent boundary dispute, by which the principal part of the mineral wealth of the Yukon country has been awarded to British Columbia, would under the proposed order of things constitute Victoria the principal point through which the mineral output would have to pass, and that it would be a great factor in building up our already thriving city there cannot be the slightest doubt.

THOUGH the project of a cable between our Pacific Coast and Australia hangs fire for the moment, its promoters will be assisted in their labors by a survey which is to be undertaken by the United States steamer Albatross to look over the route for a possible cable between San Francisco and the Sandwich Islands. Congress appropriated \$25,000 for the survey, but declined to sanction a subsidy of \$3,000,000 for the scheme itself. The Albatross, however, in mak-

ing its survey, will do good service for the British-Canadian project, which likewise contemplates the route by way of Honolulu. The *New York Times* thinks that the conviction is irresistible that sooner or later a Pacific cable will be laid.

IT HAD been supposed that the British Government was contemplating a programme which would meet with the approbation of the labor leaders of Great Britain; but, according to later dispatches, if such an idea ever existed, it has been wholly abandoned. It is feared by the Government that such a programme would be accepted by the element imbued with socialistic ideas as a concession, therefore the suggestion will not be acted upon. However, it is quite possible that a bill may be introduced early in the next session of the House to provide pensions for laborers who have become unable to work either by reason of accident or old age. Such a measure has been suggested by the leading Liberal Unionists, and would be conducted on the same principle as an insurance organization. This bill could be carried through the House, and not be made the subject of much debate, which of course would suit the Government at this juncture very well.

IN discussing the mining situation in British Columbia, the *Inland Sentinel* concludes a lengthy article as follows:—"At a former time we made the statement that a refinery is an absolutely necessary adjunct of successful mining and smelting in British Columbia, in order that the best value should be obtained for the minerals. A refinery, as is well known, treats the bullion of the smelter, and in this reduced or concentrated form, it will require the product of two or more smelters to keep one running and make it profitable. When the ores are thus reduced by the refining process to a merchantable form, the lead of the country can seek its best market, whether it be in the States or in Canada. At the same time that we hope for its free admission to the Southern market, it is well to consider that the great quantity of lead which Kootenay district can throw into the United States, might bring the price down even below what it can be sold for at the present time in China. We ought surely to be able to compete with England in that market, which we are at least 5,000 miles nearer to than she is, and have the advantage of obtaining our lead directly from our own mines, which she has not."

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending October 17:

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
12-	Sea Lion, ss., Port Townsend....	30
13-	J. C. Brittain, ss., Whatcom....	197
13-	Remus, ss., Melbourne, Aus....	699
14-	Gen. Fairchild, bk., San Francisco..	2,335
15-	Wanderer, ss., Port Townsend..	73
Total.....		3,333

Galt Bros. deny the rumor that they intend opening a branch office in this city. The firm state that they "never had that idea."

TRAVELLING SALESMEN INDISPENSABLE.

"I don't know how the business world could get along without salesmen," said the manager of an extensive manufacturing establishment. "Years ago, in the days of stage coaches, one seldom met a 'knight of the grip.' Business then was carried on by different methods; each house had its patrons and kept them year in and year out; margins were large and competition weak. Communication and transportation were slow. Now, however, a change has come over the scene; competition is sharp; the motto of the times is 'quick sales and small profits'; facilities for communication and rapid transit are so perfect that the business man of to-day is in touch with every part of the world. The situation becomes more like a battlefield. Every customer that is won must be fought for, and without a well-marshaled force of good salesmen there would be little chance for success. And aside from this direct necessity of salesmen, these 'angels of commerce' play an important role in another way; they diffuse wealth, and in a way which makes them indispensable to a country. It is not so much the hundreds of thousands of dollars they spend as the regularity with which they distribute it throughout the country. Railroads and hotels regard them among their best patrons. If all the salesmen in this country were drawn up in line they would make an august showing, and if all the money they annually distribute were collected in one golden heap, there would be enough to go into the banking business with—millions of capital. Travelling salesmen are a big factor in our country."

THE MAN WHO SLEEPS IN TRADE.

The *National Grocer* has the following article which should be read with interest: Many years ago, we remember having a talk over methods of doing business with an old time merchant. We remember that he said to us practically: "No man should go to sleep over his business, and by that I mean that he should be alert and watchful over every sale or purchase, always being certain that the man he deals with is ready to catch him napping."

Further, he said, in the course of many long talks (for he was much given to telling his experience of the day when he "was on the road") that many close buyers were "close" only on certain goods and at certain times; and most men got off their guard quite frequently, and that his harvest came at such times as this.

In other words, he made good profitable sales when his customers, as he put it, had "gone to sleep."

No doubt many of our readers can recall occasions when they, too, have "gone to sleep," and when they have accepted prices and goods, and have neither studied their own requirements nor made a study of the goods or the markets. How many men can truly say that they really rely on their own judgments as to the market? And how many really have no judgment at all in the matter, and have never tried to have any, and have been and are content to let others do their thinking for them? Very, very many, we fear, could attest to the

truth of this statement if they would, and are now sailing along with the hand of another at the helm of their business. There are hundreds of men in this city and other large centers, who are fattening on the lack of knowledge of the men to whom they supply goods.

These latter are the men who, by their lack of business knowledge, are keeping themselves from a financial competency, because what they should gain by close buying is daily going into the coffers of those who have had the energy and ambition to master their business thoroughly. These are those who make possible great fortunes amassed in the jobbing trade, but who, for themselves, can barely scrape out of their toil and risk a bare existence.

If you have been asleep, wake up! Study your business and that of all the rest of the world, and be independent of the judgment of any one. When a man can say to himself, "I have saved to-day five per cent. on my purchases alone" over the prices that he has been wont to accept as all right and proper, the day has then come when he can begin to own his business.

For the minute that the purchaser shows to the practised seller that he has waked up to the necessities of the occasion, the time has then come when he will command the respect of that man, and will always get the best price that the goods can be sold at.

A regular daily study of the market and a study of wants and needs will always supply material to ward off sleep.

STATE OF TRADE.

The more seasonable weather has had quite a stimulating effect upon the dry goods trade especially, and both retailers and wholesalers are reaping the advantage. Prices still continue very firm in all lines. The leather trade has another small sensation in a failure at Quebec, particulars of which are given elsewhere. Hides have also shown the anticipated decline but are without any activity at all. Cement has improved a little in position, as receipts have been light. Chemicals are fairly active, but without any special feature. The iron market remains quiet but steady, two of the leading makers' brands having advanced 2s. in Glasgow. In metals, there is an easier feeling in copper, and prices for round lots have been shaded. The hardware trade is improving, as wholesale men are more willing to sell and retailers are sending in orders more freely, now that the outlook for the winter and spring trade is brighter on account of the enhanced credit of the country arising from good crops in Ontario and Quebec. The grocery trade has ruled very quiet during the past week, and in tea there is a somewhat easier feeling. Molasses, syrups and sugar are quiet at about former prices. Money is in fair request at fairly steady rates, call loans being quoted at 4 to 4½ per cent. and mercantile paper is taken at the banks at 6 to 7 per cent. discount, as to quality.—*Montreal Trade Bulletin.*

THE AUTUMN BODICE.

The autumn bodice bids fair to be a thing of variety and splendor, says a fashion writer. Foremost in the ranks of

novelty is the English corselet waist. It is aimed to make this conceit, the corselet portions buttons or hooks over a loose blouse, as quaint and rich looking as possible. The endeavor succeeds so well in some instances that it would seem as though the corselet was copied from some old portrait painted in the mediæval times. The idea is aptly illustrated in a freshly imported tea gown. The corselet buckles with a rich, antique silver clasp over a blouse of pale, sea-foam green chiffon, and is itself made of hunter's green velvet, wrought curiously with silver threads and encrusted with cut stones, simulated emeralds, pearls and just sufficient rubies to lend brilliant color. A favorable way of making indoor bodices is to cut the material on the cross and to fit snugly to the figure without a single dart. The low cut neck is ruffled generously with wide lace that narrows and curves its graceful way into the waste line. And what a lace season it is, all grades and patterns are used in lavish profusion. A new French lace called Lyons, showing a rich silk embroidery raised on a stout net, is winning admiration, and will be used extensively on handsome cool weather gowns. Jetted lace is the trimming, par excellence, for black faille and lace toilets, and the winter ball rooms will be resplendent with laces, black and white, powdered with glistening stuffs and studded with tiny jewels. Quite a novel, and as expensive as it is new, is a rich cream white guipure, sprinkled with cut jet. This makes a peculiarly striking trimming for tea or reception dresses. Fortunate owners or rich black Brussels point are using it with great effect on white and pale-toned silk gowns. A mistake easily made and one that is invariably frowned upon by the connoisseur is the misuse of lace. This usually occurs by reason of too much generosity. An over abundance of lace on a costume cheapens it sadly.

INLAND REVENUE AND CUSTOMS.

(OFFICIAL REPORT.)

INLAND REVENUE RETURNS
For the month of September, 1891:
Vancouver Division—Comprising the
Mainland of B. C.:

Spirits in warehouse, Sept. 1st....	4,915.88	pl gals
Spirits warehoused during month..	7,543.28	"
Total.....	12,459.16	pl gals
Spirits ex-warehoused for duty...	3,219.21	"

Balance in bond.....	2,239.95	"
Tobacco remaining in warehouse	3,442	lbs
Tobacco ex-warehoused during month.....	6,398	"

Total.....	9,840	"
Tobacco ex-warehoused for duty	6,550 ½	"

Balance in bond.....	3,289 ½	"
Raw Leaf Tobacco warehoused and ex-warehoused.....	517	"
Malt remaining in warehouse		
Sept. 1st.....	12,035	"
Malt imported.....	23,146	"
Malt manufactured.....	9,407	"

Total.....	44,588	"
Malt ex-warehoused for duty...	42,553	"
Balance in warehouse	1,035	"
Cigars manufactured during Sept.....	70,000	
Cigars paid duty ex-factory.....	70,000	

During September a maltster's license was granted to J. Kappler, whose malt house will have a steeping capacity of about 60,000 lbs barley per month.

Huntingdon postoffice opened Oct. 1st, with T. R. Truswell as postmaster.

THE SEALING FLEET—VESSELS IN PORT.

VICTORIA.

ARRIVED.	NAME.	TONNAGE.	AGENT OR OWNERS.
July 11	Maggio Mac	71	R. P. Rithet & Co. (Limited)
July 27	Afrako	75	Capt. Grant
July 27	E. B. Marvin	114	E. B. Marvin & Co.
July 27	Walter L. Rich.	79	C. N. Cameron
July 28	Annie E. Palmer	82	Robert Irving
July 29	Mary Ellen	69	Capt. Victor Jacobson
August 1	Thistle, (steamer)	147	M. Manson
August 1	Sea Lion	50	Geo. Collins
August 3	Minnie	46	Capt. Victor Jacobson
August 5	Triumph	98	E. B. Marvin & Co.
August 11	Winnifred	13	C. Spring
August 11	Aurora	46	Thos. Harold
August 13	C. H. Tupper	99	Capt. C. J. Kelly
August 14	Henrietta	31	C. Spring
August 21	May Bell	58	Capt. Douglas
August 22	W. P. Sayward	69	Morris Moss
August 24	Laura	19	J. B. Jones
August 28	Labrador	30	Stevenson
August 29	Mary Taylor	43	Carno & Munio
August 29	Mountain Chief	16	Nawassen
August 29	Hosio Olsen	39	Andrew Gray
August 30	Carlotta G. Cox	76	E. B. Marvin & Co.
August 30	Annie C. Moore	113	C. Hackett
August 30	Geneva	92	Hall, Goepel & Co.
August 31	Borealis	37	Thos. Hendry
September 2	Walter A. Earle	68	Thos. Earle
September 2	Sapphire	121	E. B. Marvin & Co.
September 2	Carmolite	59	J. W. Peppett
September 7	Ariel	91	J. G. Prevost
September 9	Embrina	46	J. W. Peppett
September 14	City of San Diego	46	Carno & Munio
September 15	Viva	33	Carno & Munio
September 17	Pioneer	66	Carno & Munio
September 17	Wanderer	25	Harry Paxton
September 17	Venture	48	Morris Moss
September 18	Favorite	80	Chas. Spring
September 22	Oscar and Hattie	81	J. L. Penny
September 23	Ocean Belle	83	Hall, Goepel & Co.
September 24	Katherine	81	J. L. Penny
September 26	Maud S.	97	Brown Bros.
September 27	Beatrice	66	Capt. Wm. Grant
September 27	Terisa	63	P. A. Habbington
September 27	Otto	87	Walter Bornes
September 28	Kate	58	C. Spring
October 3	Penelope	69	Morris Moss

VANCOUVER.

.....	Eliza Edwards	37	Pacific Trading and Navigation Co.
.....	Vancover Belle	73	Vancover Shipbuilding, S. & T. Co.
.....	C. D. Hand	52	H. I. Sealing and Trading Co.
August 23	Beatrice	49	C. G. Doering

INSOLVENCY.

"Continual dropping wears away the stone." The moral in this prompts us to return to the old subject of the Canadian insolvency laws. Of course, the name is a misnomer, for we have no such thing as "Canadian Insolvency Laws," but insolvency matters are in a "mix and muddle" state, so discreditable to the Dominion and its Government, and so productive of distrust in the minds of foreign merchants, that no excuse is necessary for bringing the matter before our readers again and again, until, by our very importunity, a solution is reached. Recent business troubles among us have drawn special attention to the matter in England, and trade journals there are very outspoken indeed, and we fear very much that the impression is general that Canadian laws favor Canadian creditors at the expense of foreign creditors. We desire for the sake of Canadian credit in England to state emphatically that this is not the case. The laws make no distinction between "Home" and "Foreign" creditors, but the foreign creditors have of course the disadvantages attaching to non-residence and longer dating. The Canadian creditor, on the spot is naturally able to detect signs of weakness, and shorter dating sometimes brings him out safe and sound, while foreign firms, giving longer dating, suffer. Apart from these considerations, which will work their own cure, all creditors stand alike, and we press this strongly because of our views published in England, which are, we believe, entirely

erroneous. None the less, we still have to face the fact that the state of the law in Canada is *bad*, and the question forces itself into greater prominence every day. In what direction shall these laws be amended? This question is not easy to answer, but that is no reason why it should be shirked. At the very outset of the consideration of the matter we are met by the difficulty that opinions are as numerous and as various as the parties by whom they are expressed. Merchants, bankers, accountants—all admit the evil, but scarcely any two agree as to the remedy. There is, however, a unanimous desire that there should be an assimilation of laws, and, as far as possible, a uniformity of procedure throughout the Dominion. It is well known that a Toronto lawyer, no matter how great his ability or how large his experience in winding up insolvent estates in Ontario, may come to Montreal and be utterly at sea—helpless a child—if he attempts to handle a Montreal estate; and while no doubt Montreal lawyers are well able to discharge all duties devolving upon them, it seems on the face of it absurd that a lawyer in one Province should be as ignorant as a layman in another. Of course, it is useless to point out diseases without at least suggesting remedies, and with a view to an ultimate cure we may point out the chief evils to be removed. We have already denied the truth of statements to the effect that foreign creditors are discriminated against, but it cannot be disputed that undue preferences can be and are constantly being

given to one creditor at the expense of all the rest. What business man has not suffered severe loss from a chattel mortgage, in Ontario, or a bill of sale in the Lower Provinces? What Ontario lawyer is there who cannot devise for his client a lien still more dangerous than a chattel mortgage, because its registration is not necessary? What have we seen recently of open accounts transferred even to banks? And if banks take security, will not every merchant try to shield himself at the expense of his less lucky fellow creditors? Being in a position, then, to judge of the effects of preferences of the kinds mentioned, we urge, with all possible emphasis, that we should have immediately such a uniformity of law as will render everything that is unjust in these matters impossible. We believe that the Province of Quebec may properly claim that her laws in commercial matters are, in many respects, nearer to what is fair and square all round than those of any other province. Chattel mortgages, bills of sale and assignments of accounts are here illegal and liable to speedy detection and punishment. The laws governing the distribution of assets, too (though perhaps savoring of red tape), seem so framed that a speedy and equitable distribution is certain if the curator is competent and the inspectors painstaking. If these statements are correct, Quebec laws may be taken as a foundation and the laws of provinces brought into harmony. We leave the matter for the present, but shall be glad to open our columns to any suggestions that may tend to bring about a better state of affairs.—*The Shareholder.*

The mining convention held at the Soo last week passed resolutions praying for repeal of the royalty and other clauses of the Ontario Mining Act.

Teacher (to Mickey)—Now Mickey, you read the lesson to me first and then tell me, with the book closed, what you said.

Mickey (reading)—See the cow. Can the cow run? Yes, the cow can run. Can the cow run as swiftly as the horse? No, the horse runs swifter than the cow. (Closing up his book to tell what he has read.) Get onto de cow. Kin her jig-steps run? Becherliche she can run. Kin de cow do up de horse a runnin'? Naw, de cow ain't in it wid de horse.

Among other questions discussed at the recent National Electrical Convention held at Montreal, was one which should interest the people of Victoria equally with the people of eastern cities. It was the question of placing the wires in cities underground. The *Insurance Chronicle*, of Montreal, says that the discussion naturally was largely one sided, the opinions of the gentlemen participating being influenced by self-interest, which is opposed to the expense and inconvenience of underground lines. The fact is undeniable, however, that a network of pole-strung wires is a constant hindrance to the efficiency of the fire brigades, and that the electric light and telephone wires are a source of personal danger to the men. The underground system has been adopted in many places with perfect success, and there is really no excuse for the pole system anywhere.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1891.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Sericia	913	Smythe	Sept. 29	Victoria	London	38,623	\$200,782	
Br bark	Callao	378	James	Oct. 6	Victoria	London	41,640	\$212,000	
Br bark	Lebu	726	Worrall		Victoria	Liverpool			
Br bark	Rothsasy Bay	750	Partridge		Westminster	Liverpool			Private
Br bark	Wanlock	715	Cooper		Victoria	Liverpool			

BRITISH COLUMBIA LUMBER FLEET 1891.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br ship	Stamboul	1218	Weston	Jan 3	Vancouver	Callao	960,300	\$ 9,600	April 2	50s
Chil bark	India	833	Funke	Feb 1	Moodyville	Valparaiso	751,346	8,348	April 20	65s
Br bark	Nineveh	1174	Broadfoot	Feb 28	Vancouver	Sydney	835,352	9,235	April 24	owners ac
Br bark	Formosa	935	Kain	Mar 21	Vancouver	Arica	744,000	6,000	July 5	55s
Am lkt	Catharine Sudden	368	Thompson	Mar 31	Moodyville	Tientsin	427,530	5,175	June 19	77s Gd
Am ship	Geo F Manson	1233	Crawford	May 11	Moodyville	Sydney	1,563,714	15,801	June 26	55s
Br ssk	Egon	1716	Atwood	May 15	Moodyville	Port Pirie	351,133	5,990	Aug 7	Private
Am sch	Olsen	478	Atwood	May 22	Moodyville	Shanghai	720,658	8,065	Aug 7	65s
Am sch	Golden Shore	961	Henders-on	June 3	Moodyville	Sydney	1,224,946	14,224	Sept. 1	55s
Br ship	Forest King	1682	Morris	June 3	Vancouver	Melbourne	820,132	8,802	Oct. 2	47s Gd
Am ship	Exporter	1312	Kezer	June 7	Vancouver	Melbourne	922,000	5,276	Sept 22	60s
Am bark	Spertan	749	Anderson	June 14	Vancouver	Melbourne	1,088,544	8,365	Aug 27	62s Gd
Am bark	Hesper	661	Sodergren	July 1	Moodyville	Shanghai	438,912	4,705		47s Gd
Swed bark	Sven	603	Azellus	July 5	Vancouver	Callao	551,780	5,596		63s Gd
Am ship	Great Admiral	1497	Rowell	July 18	Vancouver	Melbourne	600,323	5,703	Oct. 2	60s Gd
Chil bark	Luisa Marta	715	Meyer	July 19	Westminster	Sydney	561,556	6,000		65s
Chil bark	Leonor	891	Harken	July 22	Westminster	Melbourne	688,283	8,213		62s Gd
Nor bark	Borghild	757	Haugland	July 25	Vancouver	Melbourne	545,619	6,917		47s Gd
Br ship	Duke of Abercorn	1026	McDougall	July 29	Vancouver	Adelaide	763,443	8,430		60s
Ger bark	Cassandra	733	Steir	July 31	Vancouver	Iquiqui	643,214	9,681		owners ac
Br ship	Leading Wind	1280	S B Sav ry	Aug 6	Moodyville	Melbourne	1,011,772	11,214		50s
Chil ship	Antonietta	965	Stack	Aug 8	Moodyville	Valparaiso	960,254	8,777		50s
Br bark	Orlovic	825	Austin	Aug 9	Vancouver	Callao	529,824	5,035		65s
Chil ship	Hindostan	1513	Welsh	Aug 11	Moodyville	Valparaiso	1,200,419	11,362		owners ac
Br bark	H B Cann	1220	Foote	Aug 21	Moodyville	Sydney	1,011,772	12,214		50s
Nor ship	Saga	1113	Aftedahl	Sept. 3	Moodyville	Adelaide	960,254	8,777		50s
Nor bark	Lotos	718	Salvesen	Sept. 25	Vancouver	Adelaide	529,824	5,035		65s
Per bark	Pisagua	180	Benvenuto	Oct 10	Moodyville	Pisagua				owners ac
Am bark	Nesway	532	Johnson	Oct. 1	Westminster	Sydney	645,792	6,540		52s Gd
Nor ssk	H. W. Jarlsberg	1863	Hague	Sept. 20	Moodyville	Port Pirie	2,013,269	18,388		Private. Gd
Chil ship	Emm Luisa	1180	Beasco	Oct. 9	Moodyville	Valparaiso	803,968	8,167		52s Gd
Br bark	Alfred Hawley	112	Levellson	Oct. 2	Westminster	Port Pirie	300,531	2,858		57s Gd
Nor bark	Flora	706	Anderson		Vancouver	M. A. or P. P.				62s Gd
Nor bark	Dominton	1257	Eriksen		Vancouver					owners ac
Br bark	Nineveh	1174	Broadfoot		Vancouver	Sydney				owners ac

A—Also 360,000 laths. B—Composed of 45,000 feet telegraph poles, 440,000 feet rough lumber, 151,000 feet flooring, and 108,000 feet ties. C—Composed of 387,874 feet rough lumber, 39,698 feet dressed lumber, and 587 bundles laths. D—Composed of 25,355 feet dressed lumber and 844,789 feet rough. Also 22,916 feet pickets and 231,210 feet laths. E—Also 2,875 bundles laths. F—Composed of 1,144,286 feet rough, 80,500 feet t & g flooring, 21,000 feet box shooks, 6,000 boxes. G—Also 1,078 bundles pickets, 1,446 bundles laths. H—Also 1,715 bundles laths, and 2,084 bundles laths. I—Also 68,078 feet t & g flooring. J—47,039 feet is on deck. K—Of which 78,615 feet is on deck, also 11,925 feet pickets, and 2,084 bundles laths. L—Also 3,500 bundles laths. M—Also 1,033 bundles laths and 463 bundles pickets; deck load 2,452 feet. N—Also 91,411 feet dressed, 2,488 bundles pickets and 1,134 bundles laths. O—Comprising 182,638 feet t & g flooring. P—Also 2,700 bundles laths and 8,679 bundles pickets, deck load 76,879 feet. Q—Also 129,161 t & g flooring, 1,429 bundles laths and 47 spars, deck load 41,982 feet. R—Composed of 484,966 feet rough and 128,304 feet flooring; deck load 53,729 feet rough. S—Also 2,001 bundles laths, deck load 106,137 feet. T—Also 2,138 bundles laths and 1,131 bundles laths. U—Also 22,461 feet t, and g flooring, 2,272 bundles laths and 1,414 bundles laths; on deck 111,437 feet rough. V—Deck load 245,966 feet; sailed from Nanaimo Sept. 21. W—Also 712 bds laths and 1,463 bds pickets. X—Also 315 bds laths and 1,780 bds pickets. Y—Also 21,757 feet pickets and 56,000 feet lath. Z—Deck load 32,366 feet rough.

SHIPPING INTELLIGENCE.

The German steamship Remus, 1,722 tons, Capt. Simonsen, has been chartered for lumber from Port Ludlow to Melbourne. Terms private.

The Norwegian bark Flora, 706 tons, Capt. Anderson, arrived from San Pedro, Oct. 14, to load lumber at Burrard Inlet for Melbourne, Adelaide, or Port Pirie, at 62s Gd.

The Norwegian bark Dominton, 1,256 tons, Capt. Eriksen, from San Diego, Sept. 26, arrived Oct. 14, under charter to load lumber at Burrard Inlet for Melbourne, Adelaide, or Port Pirie at 65s, option Sydney 52s 6d.

The American bark (new) W. R. Hume, 632 tons, Capt. Brigman, sailed from San Francisco October 6 for Vancouver to load a cargo of lumber for Callao.

The British bark Nineveh, 1,174 tons, Capt. Broadfoot, arrived from Shanghai last week to load a cargo of lumber at Burrard Inlet for Sydney on owner's account.

The British bark City of Carlisle, 823 tons, Capt. Kendall, from Liverpool June 13 for this port, out 120 days, is now expected. She has a general cargo of merchandise consigned to R. P. Rithet & Co., and is chartered for the return voyage to London by Robert Ward & Co. for salmon and naval stores.

FREIGHTS.

Lumber freights are weak, and suffered a further decline, as low as 45s. being accepted for Sydney and 52s. 6d. for Port Pirie. Grain freights from San Francisco have dropped to 40s., but the tendency is upward. The price of wheat, however, is above the export shipping point, so little new business is doing. Everything is dull in all classes of freights.

The Bark of Montreal, through their manager, Mr. Galletly, has leased all the ground floor of the premises they at present occupy at 82 Government Street. The Northern Pacific Railway will vacate their office on the 1st November.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES.	DAYS OUT.
Br bark	City of Carlisle.....	823	Kendall.....	June 13.....	C Liverpool.	Victoria.	R. P. Rithet & Co. (Limited).....	129
Br ship	Titania.....	879	T W Selby.....	July 16.....	D London.....	B. C. Ports.....	H. B. Co. and Bell-Irving & Paterson.....	96
Br bark	Glenbervie.....	800	Groundwater.....	August 19.....	London.....	Victoria.....	R. P. Rithet & Co. (Limited).....	62
Br bark	Lizzie Bell.....	1030	Adam.....	Sept. 23.....	Liverpool.....	Victoria.....	R. P. Rithet & Co. (Limited).....	22
Br bark	Argyleshire.....	1298	LaPage.....	Sept. 15.....	Glasgow.....	Victoria.....	Jas. Crawford.....	35
Br bark	Hawthornbank.....	1238	Porter.....	August 3.....	J Java.....	Vancouver.....	.....	78
Chi bark	India.....	353	Funke.....	July 30.....	L Valparaiso.....	Moodyville.....	Moodyville Sawmill Company.....	.....
Ger bark	Katinka.....	816	Kohler.....	August 21.....	M Rio Janeiro.....	Moodyville.....	Moodyville Sawmill Company.....	60
Am bark	Colorado.....	1036	Gibson.....	July 25.....	P New York.....	Chemalmus.....	Victoria Lumber and Manufacturing Co.....	88
Am ship	Hecla.....	1475	Cotton.....	Sept. 7.....	Yokohama.....	Vancouver.....	Canadian Pacific Railway Company.....	43
Port bark	Quiteria.....	353	Lette.....	July 5.....	Rio Janeiro.....	Victoria.....	.....	107
Chi ship	Atacama.....	1235	.....	Sept. 13.....	Q Valparaiso.....	Moodyville.....	Moodyville Sawmill Company.....	37
Br --	Sussex.....	1629	Holt.....	.....	Hong Kong.....	Victoria.....	F. C. Davidge & Co.....	.....
Br --	Empress of India.....	3003	Marshall.....	Sept. 22.....	Hong Kong.....	Vancouver.....	Canadian Pacific Railway Company.....	28
Br --	Landana.....	953	Bales.....	September 3.....	Liverpool.....	Victoria.....	.....	18
Br ship	Geo. Thompson.....	1128	Burneson.....	August 14.....	R Shanghai.....	Vancouver.....	.....	67
Nor bark	Czar.....	1314	Ch' stopherson.....	July 1.....	T Cardiff.....	Vancouver.....	.....	111
Br bark	Sarah.....	1142	Greenhalgh.....	.....	V Manila.....	Victoria.....	.....	.....
Am s h	Olga.....	478	Atwood.....	Sept 16.....	Yokohama.....	Vancouver.....	Canadian Pacific Railway Company.....	34
Br ship	Arlotomene.....	1750	Jones.....	.....	Java.....	Vancouver.....	.....	.....
Br bark	British India.....	1193	Lines.....	Sept. 26.....	Java.....	Vancouver.....	.....	21
Br ship	Mount Carmel.....	1536	Livingstone.....	.....	Java.....	Vancouver.....	.....	.....
Br bark	Ariadne.....	1213	Croot.....	October.....	B London.....	Victoria.....	Robt. Ward & Co.....	.....
Nor ship	Morning Light.....	1315	Johansen.....	.....	O Melbourne.....	Vancouver.....	.....	.....
Nor ship	Orion.....	1231	.....	.....	K Melbourne.....	Vancouver.....	.....	.....
Am bark	W. R. Humo.....	632	Brigman.....	Oct. 6.....	N San Francisco.....	Vancouver.....	.....	14

B To sail in October with general cargo for Victoria direct. C—Spoken July 15 lat. 11 N., long. 25 W.: chartered by Robt. Ward & Co. for a return cargo of salmon and naval stores, etc., to London. D Spoken Aug. 14, lat. 5 N., long. 19 W.: chartered by Bell-Irving & Paterson to load salmon at Fraser River. K—Chartered to load lumber at Burrard Inlet for Melbourne wharf at 57s per C. Coming in ballast under charter to load a return cargo. L—Passed Holyhead September 17. J Cargo of sugar. L—To load a return cargo to Valparaiso on owners' account. M—Via Iquiqui, chartered for M. A. or P. P., rate 62s 6d, option Sydney 28s 6d. N—To load lumber for Colao. P—Sept. 16, put into Bahia leaking in upper works. Cargo of blacksmiths' coal for San Francisco, thence to load lumber. Q—To load a return cargo on owner's account. R—To load for Sydney. T—Via Rio Janeiro to load for M. A. or P. P. V—In ballast under home orders.

THE COAL FLEET.

(Nanaimo, October 17th, 1891.)
NEW V. C. CO'S SHIPPING.

Am. bark Valley Forge, 1,226 tons, Capt. Bennett, loading Northfield coal.

Am. Ship Mount Washington, 1,102 tons, Capt. Rose, loading Northfield coal for San Francisco.

Am. ship Jeremiah Thompson, 1,831 tons, Capt. Jamieson, waiting to load.

Am. ship J. B. Brown, 1,551 tons, Capt. Cameron, to load for San Pedro.

Am. ship Wilna, 1,483 tons, Capt. Slater, to load for San Pedro.

Am. bark Oregon, 1,364 tons, Capt. J. McCartney, to load for San Pedro.

Nor. bark Bundaleer, 921 tons, Capt. Williams, waiting to load.

Am. ship Commodore, 1,976 tons, Capt. Davidson, waiting to load.

WELLINGTON SHIPPING.

Nor. SS. Marie, Capt. Taschjott, loading.

EAST WELLINGTON SHIPPING.

Am. bark Melrose, 943 tons, Capt. Kall, loading.

SS. Empire, loading for San Francisco.

A sealing schooner is being built at the Chemalmus Mills for Messrs. Thos. Earle, M.P., A. Magnesen and others.

F. W. Nolte & Co., practical opticians, are now ready for business at the stand formerly occupied by S. S. Hyams, 27 Ford street. Mr. Nolte has had many years experience, and can detect and correct any and all defects of vision. He uses the latest scientific appliances in testing and fitting the eye. He has right on the premises stones and machinery for grinding all kinds of glasses.

PROVINCIAL TRADE NOTES.

Vancouver will have a recount of her population.

B. W. Kennedy, fruits, New Westminster, is reported as having left that place suddenly.

A consignment of 240 tons Alaska salmon, ex City of Topeka, arrived at Vancouver Oct. 19 for shipment east.

John Horner, late of Richardson & Horner, Nanaimo, has bought out the business of Wm. O'Reilly, dry goods, in this city.

Two British farm delegates, sent out to look over the Maritime Provinces, are at Winnipeg en route for British Columbia.

The sealing schooners Otto and E. B. Marvin, seized for alleged infractions of the Behring Sea Fishery Act, 1891, have been unconditionally released.

The American schooner Olga, 478 tons, Capt. Atwood, from Yokohama Sept. 16, with a cargo of 900 tons tea, arrived at Vancouver Oct. 19, 33 days out.

The B. C. District Telegraph and Delivery Co. are now ready for business, having two circuits complete. The others will be completed as soon as possible.

New Westminster despatch: The hatchery has received its complement of salmon ova, 6,500,000 in all. Fish were very plentiful in Harrison river, where the ova was secured, and double the number could have been taken.

The Southern Railway extension to South Westminster will be completed, and the rails laid ready for trains by the end of the week. A daily steamer service with Victoria is looked for after the trains start running.

The Empress of Japan sailed from Hong Kong Oct. 13 for Yokohama and Vancouver.

The Chilean bark Luisa Marta, from New Westminster July 19, arrived at Sydney Oct. 9th.

The American ship State of Maine, 1407 tons, Capt. Nickels, is reported 40 days out from Shanghai to this port.

A full meeting of the Sealers' Association was held, last Monday night, at the office of Messrs. Hall & Goepel. The principal question discussed was the manner in which the members should proceed in their petition to the Government for indemnity, for the seizure of schooners and loss in other ways. A committee, consisting of Messrs. Morris Moss, Penney, Munsie and Captains Warren and J. G. Cox, was formed, which was instructed to report on the matter, and call another general meeting as soon as possible.

This year is 5,452 in the Hebrew faith.

The shipments of phosphate from Ottawa county this year are fully fifty per cent less than last year.

A San Francisco exhange says the inquiry for flour is slack, and some of the mills have been shut down until trade revives.

A despatch from London to the San Francisco Maritime Exchange says that the North German Lloyd Line has advertised for bids from shipbuilders in Europe and America for the construction of six 6,000-ton whaleback steamships. It is said that the representatives of the line had seen the Charles W. Wetmore and were much pleased with her.



REGISTERED TRADE MARK.

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LION 'L' BRAND Pure Vinegars,

Manufactured Solely under the Super-
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Mixed Pickles, Jams, Jellies
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London, England.Equitable Life Insurance Society of New
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Just received a full line of choicest
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Henry & Albert Submarine Wrecking and Min-
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Prices on application.

Union Marine Insurance Co.

W. H. Dodd, Shipping Agents, Melbourne,
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CORRESPONDENCE SOLICITED.

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NOTICE.

The Committee of Lloyd's beg to call the at-
tention of merchants to the fact that, in all
cases when they may have to make claims for
loss or average on their Policies, it would very
much facilitate a settlement by their Under-
writers if they would instruct their consignees,
in the absence of special provision in the Policy,
to call in Lloyd's Agent at the port of arrival,
with a view to his conducting the necessary
surveys and assessing the damage sustained.
It is believed that a clause, insisting on the
employment of surveyors appointed by Under-
writers, has been inserted in the policies of most
American and Continental Marine Insurance
Companies. While English Underwriters do
not make this measure compulsory, consignees
should be aware that claims will probably be
settled in this country with greater readiness
if they are properly supported by the certifi-
cates of a Lloyd's Agent.
LLOYD'S, London, February, 1891.

Esquimalt & Nanaimo R'y

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

GOING SOUTH HEAD UP		STATIONS		GOING NORTH HEAD DOWN	
No. 3 Passenger Saturdays Mondays	No. 1 Passenger Daily	VICTORIA	RUSSELL'S VIC. W.	No. 4 Passenger Saturdays Mondays	No. 2 Passenger Daily
Ar 6.58	Ar 12.24	VICTORIA	RUSSELL'S VIC. W.	De 8.00 A.M.	De 8.00 A.M.
" 6.54	" 12.20	RUSSELL'S VIC. W.	ESQUIMALT	" 8.04	" 8.04
" 6.44	" 12.10 P.M.	ESQUIMALT	GOLDSTREAM	" 8.14	" 8.14
" 6.19	" 11.45	GOLDSTREAM	SHAWNIGANVILLE	" 8.30	" 8.30
" 5.24	" 10.50	SHAWNIGANVILLE	COBBLE HILL	" 8.34	" 8.34
" 5.14	" 10.40	COBBLE HILL	MCPHERSON'S	" 8.44	" 8.44
" 4.50	" 10.27	MCPHERSON'S	KOKSHILAH	" 8.57	" 8.57
" 4.40	" 10.17	KOKSHILAH	DUNCANS	" 9.07	" 9.07
" 4.35	" 10.12	DUNCANS	SOMENANUS	" 10.07	" 10.07
" 4.24	" 10.02	SOMENANUS	CHEMAINUS	" 10.12	" 10.12
" 4.12	" 9.36	CHEMAINUS	NANAIMO	" 10.18	" 10.18
" 3.14	" 8.21	NANAIMO	WELLINGTON	Ar 11.50	Ar 11.50
" 2.50 P.M.	" 8.10 A.M.	WELLINGTON		De 11.50	De 11.50
				Ar 12.14 P.M.	Ar 12.14 P.M.

W. J. PENDRAY,
BRITISH COLUMBIA
SOAP WORKS.

(Established 1875.)

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

MANUFACTURER OF

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

DEALER IN

CAUSTIC SODA AND ROSIN.
CANADIAN PACIFIC
NAVIGATION CO.

(LIMITED.)

TIME TABLE No. 14.

Taking effect June 23, 1891.

Fraser River Route.

Leave Victoria for New Westminster, Ladner's Landing and Lulu Island, Sunday at 2 o'clock; Wednesday and Friday at 7 o'clock. Sunday's steamer connects at New Westminster with C.P.R. train going east. For Plummer Pass Wednesday and Friday at 7 o'clock. For Moresby Island Friday at 7 o'clock.

Leave New Westminster for Victoria, Monday at 4 o'clock; Thursday and Saturday at 7 o'clock. For Plummer Pass Saturday at 7 o'clock. For Chilliwack and Way Landings, Tuesday, Thursday and Saturday at 7 o'clock.

Burrard Inlet Route.

Leave Victoria for Vancouver daily, except Monday, at 2 o'clock, a.m. For Moodyville, Saturday at 2 o'clock. Steamers "Premier" and "Eastern Oregon," for all Sound ports, connect daily at New Whatcom with train leaving Vancouver at 9 o'clock.

Leave Vancouver for Victoria daily, except Monday, at 13 o'clock, or on arrival of C.P.R. No. 1 train.

Northern Route.

Steamships of this Company leave for Fort Simpson and intermediate ports on the 1st and 15th of each month. When sufficient inducements offer, trips will be extended to Queen Charlotte Islands.

Barclay Sound Route.

Steamer Maude leaves for Alberni, Ecola, Uchilet, and Sound ports, the 27th of each month.

Bute Inlet Route.

Steamer Rainbow leaves every alternate Friday for New Westminster, Burrard Inlet, Nanaimo and Logging Camps, extending trips to Bute Inlet when inducements offer.

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

ROCK BAY SAWMILL

(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.

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VICTORIA

Lumber & Manufacturing Company.

PROPRIETORS OF THE

CHEMAINUS
SAW MILL.

E. J. PALMER, Manager.

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Puget Sound and Alaska Steamship Co

TIME CARD.

STEAMSHIP CITY OF KINGSTON.
Victoria Route.

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

STEAMSHIP CITY OF SEATTLE.

Whatcom Route.

6:45 p.m. Lv Tacoma Ar..... 4:30 p.m
9:00 p.m. " Seattle Lv..... 2:30 p.m
12:15 a.m. " Pt Towns'd " 11:30 a.m
2:45 a.m. " Anacortes " 9:00 a.m
6:45 a.m. Ar Fairhaven " 7:30 a.m
6:15 a.m. " Schomo " 6:30 a.m
4:30 a.m. " Whatcom " 6:00 a.m

Snohomish River Route.

7:00 a.m. Lv Seattle Ar..... 2:00 p.m
8:45 a.m. " Edmonds Lv..... 12:30 p.m
10:30 a.m. " Mukelteo " 10:45 p.m
12:00 a.m. " Marysville " 9:30 a.m
2:00 p.m. " Lowell " 8:00 a.m
3:00 p.m. Ar Snohomish " 7:00 a.m

STEAMER EDITH.

Pt Townsend Mail Route.

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

* Daily ex. Sunday. † Daily ex. Saturday.

For further information apply to

C. G. CHANDLER,
G. F. & P. A., Tacoma, Wash.
E. E. BLACKWOOD, Agt., 82 Gov't Street.

On Saturdays and Sundays

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

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

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

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

H. K. PRIOR,
Gen. Freight and Passenger Agent.

Union Steamship Co., B. C., L'td.)

Head Office and Wharf, Vancouver, B.C.

Vancouver and Nanaimo Daily.

SS. CATCH Leaves C. P. R. Wharf at 1:00 p. m., returning from Nanaimo at 7 a. m. Cargo received at Union S.S. Co's wharf, Vancouver, until noon.

TOURISTS' TICKETS

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

VANCOUVER AND PORTLAND, ORE.

Carrying Freight and Passenger.

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

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

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

William Webster, Manager.

TELEPHONE 94. - P. O. Box 217.

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The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST.

THE NANAIMO COAL.

(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL.

(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

THE "NANAIMO" COAL

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

THE "SOUTH FIELD" COAL

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

THE "NEW WELLINGTON" COAL,

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

SAMUEL M. ROBINS, Superintendent.

OGILVIE MILLING CO.,

WINNIPEG, - - - MANITOBA.

(REPRESENTED BY G. M. LEISHMAN.)

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

STANDARD BRANDS:

OGILVIE'S HUNGARIAN, OGILVIE'S STRONG BAKERS

THE SEHL-HASTIE-ERSKINE

FURNITURE COMPANY.

—IMMENSE STOCK OF—

Furniture, Carpets, Linoleums, Crockery,
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HOUSE FURNISHING GOODS.

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FACTORY:

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NANAIMO SAWMILL

Rough and Dressed Lumber,

Shingles, Laths and Pickets,

Doors, Windows and Blinds,

Moulding, Turning, Scroll Sawing,

And all kinds of Wood Finishing.

ALL ORDERS EXECUTED PROMPTLY.

ANDREW HASLAM, PROPR.

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