

**Technical and Bibliographic Notes / Notes techniques et bibliographiques**

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

Coloured covers/  
Couverture de couleur

Coloured pages/  
Pages de couleur

Covers damaged/  
Couverture endommagée

Pages damaged/  
Pages endommagées

Covers restored and/or laminated/  
Couverture restaurée et/ou pelliculée

Pages restored and/or laminated/  
Pages restaurées et/ou pelliculées

Cover title missing/  
Le titre de couverture manque

Pages discoloured, stained or foxed/  
Pages décolorées, tachetées ou piquées

Coloured maps/  
Cartes géographiques en couleur

Pages detached/  
Pages détachées

Coloured ink (i.e. other than blue or black)/  
Encre de couleur (i.e. autre que bleue ou noire)

Showthrough/  
Transparence

Coloured plates and/or illustrations/  
Planches et/ou illustrations en couleur

Quality of print varies/  
Qualité inégale de l'impression

Bound with other material/  
Relié avec d'autres documents

Continuous pagination/  
Pagination continue

Tight binding may cause shadows or distortion along interior margin/  
La reliure serrée peut causer de l'ombre ou de la distorsion le long de la marge intérieure

Includes index(es)/  
Comprend un (des) index

Title on header taken from: /  
Le titre de l'en-tête provient:

Blank leaves added during restoration may appear within the text. Whenever possible, these have been omitted from filming/  
Il se peut que certaines pages blanches ajoutées lors d'une restauration apparaissent dans le texte, mais, lorsque cela était possible, ces pages n'ont pas été filmées.

Title page of issue/  
Page de titre de la livraison

Caption of issue/  
Titre de départ de la livraison

Masthead/  
Générique (périodiques) de la livraison

Additional comments: /  
Commentaires supplémentaires:

This item is filmed at the reduction ratio checked below /  
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X



## WEILER BROS.

### SPECIAL ANNOUNCEMENT.

#### NEW GOODS:

Bamboo Furniture Novelties,  
 White and Gold Art Furniture,  
 Printed and Enameled Dinner  
 Services,  
 Pearl Agate Tea and Coffee Pots,  
 Odd Pieces in Parlor Furniture,  
 Fine Silk Plushes in 30 shades,  
 Silk Drapery with Fringes to  
 Match.  
 Fine Cut Bar Glassware in  
 Complete sets,  
 Ostrich and Turkey Feather  
 Dusters, all sizes,  
 Swiss and Nottingham Lace  
 Curtains,  
 Fine Furniture of Every Descrip-  
 tion.  
 Largest Stock of House Furnishings in the  
 Province.  
 Show Rooms, 51 to 55 Fort St  
 VICTORIA, - - B. C.

## E. G. PRIOR & CO.,

Cor. Johnson and Government Sts.,

VICTORIA, B. C.

BRANCH AT KAMLOOPS.

IMPORTERS OF

## IRON AND STEEL,

### HARDWARE,

AGRICULTURAL IMPLEMENTS,

Wagons and Buggies,

LOGGERS AND CANNERIES SUPPLIED.

The Leading House in B. C.

ENQUIRIES SOLICITED.

## NATIONAL MILLS,

MANUFACTURERS OF

*Rolled Oats, Oatmeal, Pearl  
 Barley, Split Peas, Etc.*

ALSO DEALERS IN

*Hay, Grain, Mill Feed,  
 Grass Seeds, Etc., Etc.*

## THE BRACKMAN & KER MILLING CO. LT'D.

VICTORIA, - B. C.

## J. A. SKINNER & CO.

(ESTABLISHED 1850.)

WHOLESALE

Crockery, Glassware,  
 Lamp Goods, Etc.  
 VANCOUVER, B. C.

MAIN OFFICE AND WAREHOUSE:

TORONTO, - - CANADA.

## BAKER BROS. & CO.

::: VANCOUVER ::: (LTD.)

Commission Merchants  
 ———— and Shipping Agents.

IMPORTERS OF

WINES LIQUORS AND GROCERIES.

Any Description of Goods Imported to Order.

LEAD OFFICE:

6 Chapel Walks, Liverpool, Eng.

## 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.

LA FONCIER (MARINE) INSURANCE CO.  
 OF PARIS.

## BELL-IRVING

& PATERSON

VANCOUVER

## SHIPPING AGENTS

Wholesale & Commission Merchants

AGENTS FOR THE

Anglo-British Columbia Packing  
 Company, Limited.

North China (Marine) Insurance  
 Company, Limited.

BELL-IRVING, PATERSON & CO.,

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

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, Austral-  
asia 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.

THE BANK OF

**BRITISH NORTH AMERICA.**

*Incorporated by Royal Charter.*

Paid up Capital... £1,000,000 Stg.  
Reserve Fund..... £205,000 "

LONDON OFFICE:

CLEMENTS LANE, LOMBARD ST. E. C.

COURT OF DIRECTORS:

J. H. Brodie, E. A. Hoar,  
John James Cater, H. J. B. Kendall,  
Gaspard Farrer, J. J. Kingsford,  
Henry R. Farrer, Frederic 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. STANGEL, Inspector.

*Branches and Agencies in Canada.*

London, Kingston, Fredericton, NB  
Brantford, Ottawa, Halifax, N.S.  
Paris, Montreal, Victoria, B.C.,  
Hamilton, Quebec, Vancouver, BC.  
Toronto, St. John, N.B., Winnipeg, Man.  
Brandon, Man.

*Agents in the United States.*

New York—H. Stikoman and F. Brown-  
field, Agents.

SAN FRANCISCO—W. Lawson and J. C.  
Welsh, Agents.

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

**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.

Hon. Sir D. A. SMITH, K.C.M.G., President.

Hon. G. A. DUMMOND, Vice-President.

S. CLOUSTON... General Manager.

BRANCHES AND AGENCIES IN CANADA.

Montreal..... H. V. Meredith, Manager.

West End Branch, St. Catherine St.

Almonte, O Hamilton, O Quebec, O  
Belleville, O Kingston, O Regina, Ass'a  
Brantford, O Lindsay, O Sarnia, O  
Brockville, O London, O Stratford, O  
Calgary, NWT Moncton, N.B. St. John, N.B.  
Hatham, N.B. Nelson, B. C. St. Mary's, O  
Chatham, O New Westmin- Toronto, O  
Cornwall, O ster, B.C. Vancouver, BC  
Fort William, O Ottawa, O Victoria, BC.  
Goderich, O Perth, O Wallaceburg, O  
Guelph, O Peterboro, O Winnipeg, Man  
Halifax, NS. Pictou, O

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

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

Buy and sell Sterling Exchange and Cable  
Transfers. Grant Commercial and Travelling  
Credits available in any part of the world.

Drafts issued. Collections made at all points

**GREEN, WORLOCK & CO.,**

SUCCESSORS TO

GARESCHE, GREEN & CO.,

(ESTABLISHED 1873.)

**BANKERS,**

Government Street, Victoria, B. C.

A GENERAL BANKING business trans-  
acted.

DEPOSITS received on liberal rates of interest.

DRAFTS, ORDERS, TELEGRAPH TRANS-  
FERS and LETTERS of CREDIT issued direct  
on over 10,000 Cities in the United States, Can-  
ada, Europe, Mexico and China.

COLLECTIONS made at every point.

GOLD DUST purchased at highest market  
rates.

AGENTS FOR

*Wells, Fargo & Company.*

**CHIPMAN, MORGAN & CO.,**

**SHIPBROKERS**

—AND—

**COMMISSION AGENTS,**

632 Cordova Street, VANCOUVER, B. C.

Columbia Street, NEW WESTMINSTER.

AGENTS FOR:

China Traders' Insurance Co., Hong Kong.  
Dominion Cartilage Company, Montreal,  
Dick's Patent Gutta Percha and Canvas Belting,  
Rosendale Belting Company (Hair Belting),  
Merryweather & Co., Fire Hose, Engines, Etc.

**STEMLER & EARLE**

(Established 1875.)

Pioneer Steam Coffee and Spice Mills,

MANUFACTURERS OF

COFFEES, SPICES, COCOA, CREAM  
TAR, TAR, MUSTARD AND BAKING  
POWDER.

Pembroke St., Victoria.

**JOHN EARSMAN & CO.,**

WHOLESALE

**Commission Agents.**

AGENTS FOR THE

New York Life Insurance Company  
for Vancouver Island.

WILLIAMS BUILDING, 28 BROAD STREET.

**THOMAS RYAN,**

—DEALER IN—

**BOOTS AND SHOES**

ALSO AGENT FOR THE CELEBRATED

**Lycoming American Rubbers,**

EVERY PAIR WARRANTED.

Letter orders will receive prompt attention.

— BOX 634. —

WINNIPEG, . . . . . MANITOBA.

**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 6 Threadneedle Street.

**WULFFSOHN AND BEWICKE,**

(LIMITED.)

**BANKERS,**

*Financial, Real Estate, In-  
surance and General  
Agents.*

**BANKING AND STOCKBROKING DEPARTMENT.**

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

Drafts and Telegraphic Transfers to every part  
of the world. Money advanced on approved  
security.

**REAL ESTATE AND INSURANCE DEPARTMENT.**

Building Estates financed, Real Estate bought  
and sold, Rents collected, Full Charge and  
Management of Estates undertaken for non-  
residents. Life, Fire and Marine Insurances  
effected with the leading offices of the world.

**REPRESENT:**

Equitable Life Assurance Society of N. Y.  
Union Insurance Society of Canton (Marine  
Connecticut Fire Insurance Co. of Hartford).  
Lancashire Fire Insurance Co.  
Moodyville Land and Saw Mill Co., Ltd.  
Mercantile Development Co., Ltd., London.  
Hamburg-American Packet Co.

**Wulffsohn & Bewicke, Lt'd.**

524 and 526 Cordova St., Vancouver.

—AND—

Dock House, Billiter St., London, Eng.

JOHANN WULFFSOHN,

Managing Director

**Chas. Gordon & Co.,**

214 CARRALL STREET, VACOUVER,

SOLE AGENTS FOR B. C.

—OF—

Max Sultain Champagne, Reims

Extra quality. Extra dry.

Messrs. Phillips & Co's London,

England, Cocos and Chocolates.

4 prize medals.

Johannis Brunnen Natural Min-  
eral Waters.—The King of table waters.

It is most gratifying, pure or mixed with

wine or spirits.

# 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.

# F. C. DAVIDGE & CO.

Commission Merchants

—AND—

\*IMPORTERS\*

JAPANESE PRODUCE

AND

Manufacturers' Agents.

Upton Line of Steamships

CHINA AND JAPAN.

# CAMPBELL & ANDERSON,

Wholesale

Shelf and Heavy Hardware,  
Crockery, Glassware,  
Lamp Goods,  
Stoves and Tinware

Catalogues and prices sent on application  
special attention paid to Interior orders.

616 Columbia Street, New Westminster.

# VICTORIA STEAM BAKERY.

M. R. SMITH & CO.,

WHOLESALE AND RETAIL

CRACKER BAKERS.

VICTORIA, - - B. C.

Office: 57 Fort St. Factory: 91 Niagara St.

25252525252525252525252525252525

# MUNROE MILLER

Printer and Bookbinder

77 JOHNSON STREET

VICTORIA, - - B. C.

25252525252525252525252525252525

# 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. 80.

VICTORIA. - B. C.

REPRESENTED BY  
Welch & Co., San Francisco.

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

# R. P. RITHET & CO.,

(LIMITED.)

WHARF STREET, VICTORIA, B. C.

WHOLESALE \* MERCHANTS.

SHIPPING AND INSURANCE AGENTS.

AGENTS FOR

- Queen (Fire) Insurance Company.
- Maritime (Marine) Insurance Company.
- Reliance (Marine) Insurance Company.
- New Zealand (Marine) Insurance Company.
- Thames & Mersey (Marine) Insurance Co.
- Straits (Marine) Insurance Company.
- Sun (Marine) Insurance Company.
- Sea (Marine) Insurance Co.

Moodyvi' 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:

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

Giant Powder Co., Works: Cadboro Bay, all grades of Giant Powder an  
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. McDERMOTT

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

THE BRITISH BARK  
**KINKORA**  
 (Substituted for the Valparaiso)  
 WILL SAIL FROM  
**LIVERPOOL**  
 -FOR-  
**Victoria & Vancouver**  
 About the End of OCTOBER.

Freight will be taken at the rate of 12s 6d. per ton measurement; 15s per ton dead weight.

AGENTS: { G. H. FLETCHER & CO.,  
 Old Churchyard, Liverpool.  
 R. P. RITHET & CO., LTD.,  
 Wharf Street, Victoria.

**A. O. LEASK,**

Agent and Commission Merchant.  
 Customs, Insurance and Shipping Agent.  
 Storage, Bonded and Free.  
 Forwarder, etc.  
**Vancouver, . . . B. C.**

**ALEX. M. LEITCH,**

WHOLESALE COMMISSION AGENT,  
 28 YATES STREET, VICTORIA, B. C.  
 REPRESENTING:

Erie Preserving Co., St. Catharines; McAlpine Tobacco Co., Toronto; Thos. Symington, Edinburgh; Scotland; Stanway & Bayley, Toronto.

**TRADE AND COMMERCE**

COMMERCIAL JOURNAL OFFICE,  
 Tuesday Morning, Sept. 20.

**VICTORIA.**

The Victoria market is perfectly featureless this week. The seizures of the sealing vessels by the Russians in Behring Sea are being discussed on all sides. From the fact that the sealing industry is indissolubly linked with the present and prospective future of Victoria, the mercantile people are inclined to give more attention to the matter than would otherwise be the case. At the present writing to say the least the outlook is not hopeful. In staple lines a fair volume of trade is being done, and collections might be worse.

**FLOUR AND FEED.**

The Victoria Roller Flour Mills have reduced the prices of their Delta and Lion brands of flour 25c a barrel, in sympathy with the general decline of the Manitoba and Oregon brands. The flour market generally is depressed, owing to the low price of wheat in European markets. Farm produce, grain, etc., are being received in large quantities, every steamer brings a full cargo from the Fraser River and Island ports. Quotations generally remain unchanged.

The Portland Commercial Review says:

"There has been no material change in the flour market during the past week. The demand has been fair and supplies moderate. Quote Portland and Salem roller \$3.80 per bbl; Dayton and Cascadia \$3.00 per bbl.; other brands \$2.75@3.50 per bbl. The market for millst 7s is weak at the close but with no material alteration in values. Bran is quoted at \$14@15 per ton, but sales since our last report have been made as low as \$13. Shorts in fair supply. Quote \$18 per ton."

The Columbia Flouring Mills quote Enderby flour in carload lots:

Premier	.....	\$5 20
XXX	.....	5 10
Strong Bakers or XX	.....	4 80
Superfine	.....	5 80

Jobbers' quotations to the trade are:

Delta, Victoria mills	.....	\$ 5 00 @ 0 00
Lion, " "	.....	5 00 @ 0 00
Premier, Enderby mills	.....	5 15 @ 0 00
XXX, " "	.....	5 35 @ 0 00
XX, " "	.....	5 05 @ 0 06
Superfine, " "	.....	4 05 @ 0 00
Ogilvie's Hungarian	.....	5 55 @ 0 00
" Strong Bakers	.....	5 25 @ 0 00
H. B. C. Fort Garry Hungarian	.....	5 55 @ 0 00
Benton County, Oregon	.....	5 25 @ 0 00
Portland Roller	.....	5 20 @ 0 00
Snowflake	.....	5 30 @ 0 00
Royal	.....	5 15 @ 0 00
Wheat, per ton	.....	30 00 @ 35 00
Oats	.....	25 00 @ 30 00
Oil cake meal	.....	40 00 @ 45 00
Chop feed	.....	30 00 @ 00 00
Shorts	.....	25 50 @ 28 00
Bran	.....	23 50 @ 25 00
National Mills oatmeal	.....	3 50 @ 0 00
" " rolled oats	.....	3 50 @ 0 00
" " split peas	.....	3 50 @ 0 00
" " pearl barley	.....	4 50 @ 0 00
" " Chop feed	.....	30 00 @ 0 00
California oatmeal	.....	4 25 @ 0 00
California rolled oats	.....	3 75 @ 3 85
Corn, whole	..... per ton	37 50 @ 40 00
Cornmeal	.....	2 75 @ 3 00
Cornmeal-feed	..... per ton	40 00 @ 50 00
Cracked corn	.....	40 00 @ 45 00
Hay, per ton	.....	17 00 @ 18 00
Straw, per bale	.....	80 @ 1 00

**RICE.**

The Victoria Rice Mills quote wholesale:

Japan rice, per ton	.....	\$ 77 50
Best China rice	.....	100 00
China rice No. 1	.....	70 00
Rice flour	.....	70 00
Chit rice	.....	25 00
Rice Meal	.....	17 50

**GROCERIES AND PROVISIONS.**

The butter market continues strong. A car of Joly's Manitoba creamery was received Saturday, and is quoted at 30c for small tubs and 29c for large. Choice dairy is reported in good demand at slightly advanced figures; 20c to 22c is the quotation given for choice selected, while inferior grades are sold for what they will realize.

Hams and breakfast bacon are reported very scarce. In fact, some dealers say that it is difficult to procure sufficient stock to fill their orders. Prices are consequently high. Commission agents quote American meats f. o. b. Victoria, duty paid, as follows: Medium hams, 16c per lb; heavy hams, 15c; choice breakfast bacon, 14c; short clear sides, 13c, and dry salt clear sides, 12c.

Canadian meats are quoted f. o. b. Victoria: Hams 14c, breakfast bacon 15c, long clear side 10c; spiced rolls, 12c; pure lard, tubs, 12c; do, 3 lb and 5 lb tins, 13c. The sugar market continues unsettled,

for dry granulated is being sold in this city below the market value. Local jobbers have reduced the price of dry granulated 1c in sympathy with the decline of refinery quotations which remain the same as was reported last week. Messrs. R. P. Rithet & Co., Ltd., quote dry granulated in 100 lb sacks at 5c and yellow, at 4c to the trade, which prices are 1c per lb less than jobbers quote refinery sugar.

The Montreal Trade Bulletin says: "The market has undergone little or no change since our last issue, although, if anything, there is a little steadier feeling, shippers being willing to pay 2 1/2c for choice late made creamery; but factory-men want 22c f. o. b. in the country and some refuse to sell at that. There appears to be a great diversity of opinion as to the future of butter, some claiming that present prices are altogether too high, while others claim that if Great Britain continues to take our supplies at the same ratio as she did last week, we shall not have too much after all. Last week's shipments as stated in last issue were the heaviest of the season, amounting to about 10,500 pkgs. A few weeks at that rate would reduce stocks considerably. We quote creamery 21c to 22c, Eastern Townships 18c to 19c, and Western 15c to 17c."

"The Toronto Empire says: Teas have been more active and the tone of the market much healthier than for some time. Demand is mainly for Japans, chiefly mediums at 16 to 20c, though there have been a good many sales at 32 to 35c. Blacks in fair demand. Greens also moving more freely, but the supply is light. Prices are: Rios, 17 to 20c; Jamaica, 19 to 20c; Java, 25 to 31c; Mocha, 28 to 30c; Porto Rico, 23 to 25c. Coffees unchanged, Rios in good demand, but scarce and firm at 18 to 19c."

A cable from Liverpool says that Malaga lemons have not arrived on the market yet, but they are expected shortly. Tarragona almonds are cabled 2s higher, with a probable further advance.

Dairy produce is quoted:

Butter—Eastern Creamery, tubs	.....	27 1/2 @ 28 1/2
Manitoba Creamery, lb	.....	29 @ 30
" Dairy choice	.....	29 @ 22
" Cooking	.....	10 @ 15
Cheese—Canadian, lb	.....	13 1/2 @ 14
California	.....	16 @ 00
Eggs, doz	.....	17 @ 19

Smoked meats and lard are quoted:

Hams	.....	15 @ 1
Breakfast bacon	.....	15 @ 17
Short rolls	.....	11 1/2 @ 13
Backs	.....	13 @ 15
Dry Salt, long clear	.....	11 @ 12 1/2
Pure Lard, 50 lbs	.....	13 @ 14
" " 20 lbs	.....	13 1/2 @ 14 1/2
Lard Compound	.....	10 1/2 @ 11 1/2

Sugar—Jobber's prices 3/4-barrels and kegs in each case being 1c higher:

Dry Granulated	.....	5 1/2
Extra C	.....	5 1/2
Fancy Yellow	.....	5
Yellow	.....	4 1/2
Golden C	.....	4 1/2
Syrups, per lb	.....	3

**FRUITS AND VEGETABLES.**

The receipts of California fruits and vegetables from San Francisco by steamship City of Puebla Sept. 14, comprised the following: For Victoria—56 cs plums, 370 cs grapes, 123 cs pears, 52 cs lemons, 5 cs oranges, 229 cs apples, 142 cs peaches, 32 bxs bananas, 19 crs nutmeg melons, 4 crs

water melons, 30 sacks onions, 1 sack coconuts, 10 sacks sweet potatoes, 2 cs limes, 2 cs honeycomb, 3 cs peppers, 1 cs horseradish, 2 cs pineapples, 1 sack pine nuts; total, 1,110 pkgs. The receipts by the Walla Walla, Sept. 10, consisted of 152 cs peaches, 3 sacks sweet potatoe, 531 cs grapes, 12 cs lemons, 10 cs oranges, 6 crates watermelons, 2 crates cantelopes, 15 crates nutmeg melons, 2 cs nectarines, 180 cs apples, 14 crates bananas, 78 cs plums, 70 sacks onions, 78 cs pears, 12 sacks coconuts, 1 cs peppers, 7 cs quinces, 1 cs garlic; total, 1,104 pkgs. The receipts by previous steamers were as follows: Sept. 9th, 1,250 pkgs; Sept. 4th, 1,018 pkgs; Aug. 30, 1,492 pkgs.

Quotations show little change from last week, and the market appears fairly steady. Bartlett pears are out of the market. California plums are about out, the receipts being very light by last steamer. It is expected that apples will be sold at fairly good prices all winter, for there appears to be a scarcity. California apples will shortly be out of the market, and the local crop is not sufficient for to supply the demand. Oregon apples will, it is said, be imported in large quantities this fall. Local jobbers are said to be trying to procure fruit from the upper country, which will avoid sending large amounts of money out of the country and encourage local growers to give more attention to the cultivation of their orchards. Australian lemons are on the market and quoted at \$7 a case. The supply is said to be limited.

Jobbers' quotations for fruits are as follows:—

Oranges—Santa Barbara.....	\$0 00 @ 0 00
Tahiti Seedlings.....	4 50 @ 4 75
Riverside Seedlings.....	0 00 @ 0 00
Lemons—California.....	8 00 @ 8 50
Sicily.....	0 00 @ 0 00
Australian.....	7 00 @ 0 00
Bananas, crato.....	2 50 @ 3 75
Plums, box.....	75 @ 1 00
Peaches.....	1 25 @ 1 65
Pears.....	1 75 @ 0 00
Quinces.....	1 50 @ 0 00
Apples—Gravenstein.....	1 60 @ 1 75
".....	1 35 @ 0 00
Crap apples.....	1 25 @ 0 00
Grapes.....	1 35 @ 1 65
Pine Apples, doz.....	5 00 @ 0 00
Cocoanuts, doz.....	1 00 @ 0 00
Watermelons, crato.....	4 50 @ 0 00
Musk " ".....	0 00 @ 3 50
Nutmeg " ".....	1 60 @ 0 00

Vegetables are quoted:

Potatoes—California, sweet.....	2 1/2 @ 3
Local.....	per ton 17 00 @ 20 00
Onions—Red California.....	1 1/2 @
California Silverskins.....	1 1/2 @
Tomatoes, bx.....	1 00 @ 1 10

SALMON.

Some of the cannery agents decline to quote salmon for either the local or Eastern Canadian markets. They will ship everything to the English markets. It is generally believed that there is too much tonnage engaged to carry salmon to the U. K. Some shippers will not be able to furnish their vessels with a full cargo of salmon, and will probably ship wheat or lumber to fill. The bark Martha Fisher is still loading on account of Messrs. R. P. Rithet & Co., Ltd. The bark The Frederick, which sailed from Santos, May 12, via Talcahano, is expected any day, and will load for London on account of Messrs.

Robt. Ward & Co., Ltd. The bark Chile, from London May 27, is now out 110 days, and is expected shortly. She will load a return cargo on account of her consignees, Messrs. Turner, Beaton & Co. The bark Glengarry is now out 57 days from Talcahano, and is due for Sept.-Oct. loading at the Fraser River on account of Messrs. Bell-Irving & Paterson, agents for the Anglo-British Columbia Packing Co., Ltd.

LUMBER.

Since last review the American ship George Skolfield, 1,270 tons, Capt. Dunning, has completed her cargo for Valparaiso, consisting of 931,346 feet lumber, valued at \$81,787, and composed of 737,530 feet rough, 10,268 feet clear, 183,530 feet t. & g. flooring. The Norwegian bark Benj. Bangs, 1,118 tons, Capt. Bjowness, from San Diego, Sept. 3, is reported under charter to load lumber at Hastings Mills, Vancouver. There have been no arrivals at loading ports during the week. There are at present four vessels loading lumber at Burrard Inlet for foreign. The Lake Leman, 1,035 tons, for Valparaiso, Scammell Bros., 1,218 tons, for Wilmington, Del., Alice Cook 732 tons, for Sydney, and Morning Light, 1,310 tons, for the United Kingdom.

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

Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet.....	\$ 9 00
Deck plank, rough, average length, 35 feet per M.....	19 00
Dressed T. and G. flooring, per M.....	17 00
Pickets, rough, per M.....	9 00
Laths, 4 feet, per M.....	2 00
The Victoria Lumber Exchange quotes the following schedule of prices net at yard:	
Rough merchantable lumber, per M.....	\$12 00
Double dressed and edged, per M.....	22 50
Single.....	20 00
No. 1 tongue and groove flooring, 1 x 4.....	22 50
Rough deck plank.....	14 00
Laths, per M.....	2 25
Shingles, common, per M.....	2 25
Eight per cent on all accounts over 30 days standing.	

MR. RITHET'S SPEECH.

Incidental to the welcome to this port, of the Steamship Victoria, Monday night, Mr. R. P. Rithet is reported to have spoken as follows: Mr. Rithet, in responding, thanked the proposer very heartily for his kindly expressions, but said he had perhaps been actuated by simply selfish motives in having the dock built for the reception of the largest vessels afloat, and perhaps he had been given credit for being too philanthropically inclined—

A voice: No! no!

Mr. Rithet continued that when he had undertaken to build the dock many people had said he was foolish and unwise, and some had even gone so far as to say he was crazy. But if he had been crazy then, he was still crazy, for it was his ambition,—one of them at least—to make Victoria a port that could at any stage of the tide and under any conditions, accommodate at her wharves the largest vessels afloat on the Pacific or any other ocean. (Applause.) He thought he had fairgrounds to congratulate himself too on the success or partial success of his

scheme, for in the 12 years his wharf had been built, there had not been a single accident happen to any vessel that came within its boundaries. (Applause.) Some years ago the question of Victoria's harbor had been a serious drawback to merchants, and the town had suffered and subjected to the taunts of so-called *fricards*, because the harbor accommodation had not been adequate. In those days everything in the way of freight from Esquimalt and teamed to the city, and it then became a question whether the necessary wharfage facilities should be afforded at Esquimalt or at the city. In deciding upon the question he had been guided by the expense of hauling the freight from Esquimalt, and soon made up his mind, but was discouraged at every turn by those who thought he was making a huge mistake. From his intimacy with the captains of the Pacific Coast Steamship company he had, however, obtained some valuable information, they being accustomed to land both freight and passengers at wharves along the coast of Southern California in far more exposed positions than a wharf at Victoria would be. Their advice had proved correct. The wharf had been built and there was no risk, no danger in landing here. (Applause.) It would be premature now to intimate what his opinion of the port would be, but he felt so confident of the future of the Canadian Western transcontinental railway, which was another of his pet schemes, and which would in course of a few years become an accomplished fact, that he had no hesitation in saying that one of these days Victoria would be in a better position than any other seaport on the coast to become one of the greatest cities on the continent. (Applause.) He felt in a great measure indebted to the Northern Pacific Company for giving now a distinct illustration of the fact that Victoria's harbor facilities were all that they were claimed to be, and was glad the proper civility had been extended to the pioneer ship of the new line—a line which would be supported by each and every one of the merchants of Victoria. (Applause.)

BUSINESS CHANGES.

Chas. S. Deskey, tobacconist, Victoria, closed by mortgagees.

Carter & Tolmie, brewers, Victoria, have dissolved. Carter continues.

M. W. Minthorn, formerly of Strathroy, Ont., is opening in the boot and shoe business in Westminster.

Baker & McDonald, boots and shoes, are opening in Westminster. Mr. Baker is formerly of Port Elgin, Ont.

J. F. Galbraith, general store, Cloverdale, burned out. Wm. Skene, assignee, recently insured the stock for \$2,500 and the building for \$500.

Cowan & Wilson, wholesale grocers, Victoria, have arranged to effect a dissolution of partnership. M. H. Cowan will retire.

A postoffice is shortly to be opened at Kelowna, with Mr. Thomas Spence as postmaster.

# CANADA PERMANENT LOAN AND SAVINGS CO.

HEAD OFFICE, CO'S BUILDINGS, TORONTO, ONT

J. HERBERT MASON, PRESIDENT & MANAGING DIRECTOR.

Subscribed Capital.....\$ 5,000,000  
Reserve Fund.....1,582,252  
Total Assets.....P. 12,091,772

This company is now prepared to accept applications for loans upon improved City and Farm Securities at current rates of interest. NO AGENTS' COMMISSION IS CHARGED THE BORROWER. Full particulars on application to

## HEISTERMAN & CO.,

75 GOVERNMENT STREET,

Agents and Appraisers for Victoria District.

BODWELL & IRVING, Solicitors.

## Victoria Brewing and Ice Company,

(LIMITED.)

# LAGER BEER.

P. O. Box 216. Telephone 436. Office: Cor. Government and Discovery Sts.

### ONTARIO HARVEST OUTLOOK.

The Ontario Department of Agriculture has issued a crop bulletin from which an exchange learns that "the season has not been of so favorable a nature as last year, and from the many comments accompanying the estimates of yield referring to shrunken grains, to rapid filling and ripening, etc., it is greatly to be feared that more exact determinations made subsequently will prove the estimated yields of the various grains in this bulletin too high rather than too low."

The fall wheat will not turn out nearly as good a crop as that of last year. The yield was reported good, but the quality was only fair. Spring wheat was in good quantity, but higher than usual, while rust was reported in nearly every county. The excessive rain of June caused a rapid and rank growth of straw, the storms lodged a good deal, and as a consequence the larger portion of the barley will be discolored. It ripened too rapidly under the heat of July and August, and the grain was not perfectly filled. The best reports as to two-rowed barley come from the east. The oat crop was one of the most promising, and all reports about rye are favorable. The pea crop will be much under the average. Beans will be late this year. "A continuance of warm weather will greatly improve the crop, which is now growing rapidly. On the whole the condition is fair, but the quantity is not so large as usual. Any deficiency of corn ensilage or fodder corn, however, will be more than made up by the excess of hay this year." The best crop of hay will be that of timothy and clover, and on the whole the yield will be extraordinary. Potatoes will only be fair, as the rain did great damage in south-western districts, and bugs destroyed much of the crop. Roots are reported as very promising. Flax and hops will yield very well. The bulk of correspondents have a good word to say of live stock and pastures.

The bulletin says the fruit crop will be poor. Berries have been generally an abundant crop of fair quality. Cherries can be set down as nothing other than a total failure. Peaches in both the Niagara and south-western districts are very scarce, almost a failure. Plums in

most cases are a small crop, below the average. The black knot is reported to be killing out the cherry and plum trees at a rapid rate, and the curculio has effected the plums very much. Pears are generally reported as an abundant crop of good condition in all parts of Ontario. Grape vines in most sections are heavily laden, and prospects are very good, though mildew and rot are feared by many. Apples are somewhat limited in quantity and inferior in quality. This appears to have been a year peculiarly unfortunate in the destruction of blossom and in the production of all sorts of fruit pests and parasites. The larger fruits may be arranged in the following order from best to poorest: Pears, plums, apples, peaches, cherries.

### STORE ATTRACTIONS.

Special inventions for the most telling display of goods are multiplying almost as rapidly as the wonderful appliances for lessening the hand of labor.

Some of these display frames and fixtures are quite intricate and elaborately designed, while others are exceedingly simple, and some of them might be more so by a little study.

Many of these appliances are made of brass and nickel, and are fitted to the size and requirements of any and every merchant's premises, as well as all branches of the trade. In fact, the time has come when to be without any display fixtures means to be without the means of keeping abreast with one's contemporaries.

The display of shoes now-a-days finds valuable assistance in the shoe rests and holders that give all the points of "heel and toe" to the observant shopper. A friction hinge at the top holds the shoe under the sole unseen at any angle desired.

Umbrella and cane holders, small and inexpensive, are an immense help in adjusting them for exhibition. Single ones can be screwed to post, window frame or wall.

### WAITING TIME.

Henry George says more sensible things than he is given credit for. "I expect," he says, "to

## DALBY & CLAXTON

Real Estate, Insurance,  
Mining & Financial  
AGENTS.

—AGENTS FOR—

The Yorkshire Guarantee and Securities Corporation, England.  
Alliance Assurance Company (Fire), England.  
The British Columbia Fire Insurance Company, Victoria.  
The Great West Life Assurance Co., Winnipeg and Victoria.  
The Royal Canadian Packing Company, Claxton, Skeena River.

64 YATES ST., VICTORIA.

## PORTER, TESKEY & CO

210 ST. JAMES ST., MONTREAL.

LIVE DEALERS IN

## FISHING TACKLE

Will find it to their advantage to send their order to us. The largest stock in the Dominion. Agents for Hy. Milward & Sons, Tackle Manufacturers, Redditch, Eng.

pay the dealer more than the original cost of the articles. But what I thus pay is in much larger degree wages than profit. Out of such small sales the dealer must get not only the cost of what he sells me, but other costs incidental to the business, and also payment for his services. These services consist not only in the actual exertion of giving me what I want, but in waiting there in readiness to serve me when I choose to come. In the price of what he sells me he makes a charge for what printers call "waiting time." And he must manifestly not merely charge waiting time for himself but also for the stock of many different things only occasionally called for, which he must keep on hand. He has been waiting there with his stock in anticipation of the fact that such persons as myself, in sudden need of some small quantities, would find it cheaper to pay him many times their wholesale price than to go farther and by larger quantities. What I pay him, even when it is not payment for the skilled labor of compounding, is largely a payment of the same nature as, were he not there, I might have had to make to a messenger."

### CUT PRICES AT RETAIL.

How many retailers have been disappointed when they come to "weigh the pig," as the old saying is, at the result of their season's business to find little or no money? In most instances, owing to competition in cutting the prices of staples or leading articles unnecessarily.

The slashing or cutting usually begins on some well-known article, while another competitor quietly meets this price or cuts under, and at once starts a run on another article. A third dealer meets both and starts a run on another article, and so it goes until many of the best selling staples are disposed of at a sacrifice and the profits passed to the consumer. When the time for annual stock-taking arrives and profit and loss accounts are closed they find that a year's hard labor has gone on the wrong side of the ledger through unmercantile cuts too often made by dealers whose cupidity overreaches judgment and common sense. A fair profit is necessary to success; sharp practices always hurt. It is not competition; it is simply opposition which destroys the life of trade.

## THE HOPE OF FRANCE.

French science has to deal with a peculiar problem, how to prevent the depopulation of the country, which is now going on so rapidly that the deaths exceed the births by nearly 40,000 in a single year. Increasing the birth rate having proved impracticable, the present hope is to diminish the death rate. At a recent meeting of the new Society for the Protection of Children, Dr. Rochard referred to the fact that only eight years ago he was laughed at for predicting that the population would become stationary before the end of the century, and stated that 250,000 infants die yearly, of whom at least 100,000 could be saved by intelligent care. Stringent laws have already been passed to aid in preventing this great waste of life. It is now illegal for any person to give children under one year of age any solid food except on medical advice, and nurses are forbidden to use nursing bottles having rubber tubes. Efforts are being made to induce Parisian mothers to nurse their own infants.

## THE FLOUR QUESTION IN CALIFORNIA.

The San Francisco Call says: "Considering the efforts which all nations have naturally made to import their breadstuffs as grain and to reserve to their own people the profit on milling them, the growth of the shipments of American flour has been quite striking, and amply justifies expectations of its future extension. Seventy years ago, the whole United States exported in round figures 1,000,000 barrels of flour, which went chiefly to the West Indies and to the tropical and semi-tropical countries of America. Our flour exports to Europe did not assume large figures till the Irish famine, when we sent abroad, in 1817, \$26,133,811 worth of flour. From this figure, our exports fell back to an average of about \$10,000,000 and \$12,000,000—say 2,500,000 to 3,000,000 barrels. In 1856, they again spurted to 5,000,000 or 6,000,000 barrels; twenty years later, they rose to 7,000,000 to 8,000,000; in the eighties, they reached 10,000,000; in 1890, they footed up 12,200,000, and in the current year they are expected to reach 15,000,000. This progress is so steady and so rapid that it does seem as though hopes might be entertained of the exports of the bulk of our wheat in the shape of flour.

The case lies in a nutshell. The English and French millers went to mill all the flour consumed in their respective countries, and the French tariff is so adjusted that foreign flour pays a higher duty proportionately than foreign wheat. But, for some reason or other, the art of milling has reached a higher degree of perfection in this country than in Europe. The European miller is less progressive and more wedded to old-fashioned methods than the American miller. His product is therefore less prized than our flour by the bakers. Thus, in spite of the efforts of governments and of the struggles of the native millers to keep the business in their own hands, the amount of American flour consumed in England and France increases year by year; not by leaps and bounds, but slowly, gradually and unceasingly. And it is impossible to say where the increase will stop, unless it should befall that European millers came to this country, learned their business and took their knowledge home with them.

"The increase in the flour shipments from this coast to Japan, China and Central America is just as marked as the increase on the Atlantic, but it does not show in our local trade returns, because a large proportion of the flour export trade has been diverted from this port to Portland, Tacoma and Victoria. Vessels sailing from these ports to China load up with flour at any cost in preference to sailing in ballast; and latterly lines of steamers have been laid on which carry little else besides flour. Of course, the effect of these shipments is to cause an apparent halt in the flour movement from this port. But in fact the consumption of

flour in Japan, China and Central America is on the increase, and it will soon exhaust the capacity of the Northern centres of supply. If over the Chinese take to eating wheaten flour, a million tons a year will not begin to satisfy them. The change is not going to come in a day or in a year. Of all the peoples of the globe, the Chinese are the most closely wedded to old habits. It will take long experience to teach them that rice is not the ideal food of man. But in a nation of four hundred millions of souls, there must be many sorts and conditions of men, and there must be some who can afford to eat the best food, when they become satisfied that it is the best. Our knowledge of China is confined to few seaports; but we know from travelers that in the interior, and in such cities as Canton and Tientsin, there is a wealthy class which indulges in the luxuries of the table. It must be sooner or later this class will realize how much more nutritious and palatable wheaten bread is than rice bread; when it does, the question will not be to find a market for our flour, but to find land on which we can extend our wheat acreage."

## WHEAT TRADE VIEWS IN LONDON.

Beerbohm says: The wheat market remains in a very dull state, and it must be said that there are few signs of returning animation. Prices have now descended to such an abnormally low point that it is difficult to account for the lack of interest in the article. The large stocks seem to attract all attention, and the certainty of liberal supplies during the next few weeks checks any disposition to operate for forward delivery, temptingly low though prices are. It should, however, be born in mind that at 30s per quarter it is much easier to carry a large stock than at 40s per quarter. Experience shows, moreover, that periods of extraordinary depression and low prices, such as at present exists, and which has been brought about by a combination of circumstances such as low freights, an unprecedentedly low price of silver, and excessive supplies during the past season, are only temporary, and that in a corresponding ratio to the decline in prices below a certain point, which we have evidently passed, sufficient supplies are not forthcoming, whatever may be the extent of available supplies in exporting countries. This month, as is usually the case with fine weather, farmers have been free sellers, both in America and England, but it would not be wise to expect a continuance of this eagerness to sell, at 27s to 30s for red American wheats, at 28s to 31s for new English, especially as the broadest and most liberal view of the probable supplies during the forthcoming season does not point to any serious excess over the probable demand.

## THE BENEFITS OF ORGANIZATION.

An exchange discussing the question of merchants' organization, says that if for no other reason, traders would be amply repaid by the pleasant, social relations which may grow out of personal association and acquaintance with each other. All workmen need amusement and recreation, and by their association, agreeable amusements, entertainments and excursions can be devised which may be a source of great pleasure to the members and their families. As they become more intimately acquainted with each other, they will discover that their rivals in trade are not so bad by any manner of means as their fancy has pictured them to be; they will derive great comfort and enjoyment from a wider acquaintance with each other and the friendships which may be formed in these trade organizations.

Secondly, organization pays from a business standpoint; in fact, it seems at the present time to be the only way to check the abuses and exterminate the evils which exist in the retail trade. By mutual agreement, retailers can check ruinous price-cutting, the selling of staple goods below cost, and that kind of foolish

competition which tends to impoverish them. We hold that all grocers should conduct their establishments upon a practical business basis, and should make a reasonable profit on all the articles they deal in. It is unfair to customers to sell one article below cost and another at an excessive profit. The practice of employing some staple article as a leader is radically wrong from a business standpoint. The public has caught the idea and it has become "stale, flat and unprofitable," shoppers going from store to store to the merchant who baits them with some specific article below cost, picking up what is cheapest and leaving the grocer in the lurch. In the associations, the merchants meet and discuss these matters, and while it may not always be possible for them to fix prices, they can agree among themselves in regard to reckless cutting.

Another advantage which may come from organization is shorter hours. Many grocers keep their establishments open from twelve to sixteen hours a day in order to accommodate people who might just as well do their trading in eight or ten. By mutual agreement, stores could be opened or closed at reasonable hours, and grocers be given an opportunity for rest and recreation, and an occasional evening with their families. Again, a great advantage can come to the members of the association through the benefit of the collection department. It is expensive for grocers to individually employ a lawyer to collect slow accounts, but an association can employ a lawyer to do the work of all its members at a moderate price to each, and large sums can be collected in this way which ordinarily at the end of the year would be charged up to the profit and loss account.

Another benefit which may be derived from membership in an organization is that which may come through the information department, where a record can be kept of dead beats and poor-paying customers for the benefit of all members. This plan, which is being pursued by many successful organizations, is working very satisfactorily, and it enables grocers to find out the people in their town who are unworthy of credit, thereby saving them from what would otherwise be a considerable loss in the course of a year's business.

## BELITTLING CANADIAN WOODS.

The organ of the Canadian lumbermen published at Toronto, says that it is a habit of some United States lumber journals to belittle the quality of Canadian woods, though the readiness with which American operators secure large holdings of timber in this country is a striking illustration of a contradiction in terms. But the best testimony touching the character of our timbers is that of the men on the spot who have an experimental acquaintance with our woods. Referring to parts of the Georgian Bay district, Michigan lumbermen, who are at work on the Vermillion, Whanpitaog and Spanish rivers, say that in size and extent there is no timber grown in their state that will equal the timbers of these territories. From the information that reaches the same paper through its Michigan correspondent and from other sources, there can be little doubt that United States lumbermen will put in a particular active season in the Canadian woods the coming winter. We are losing the sawing of part of this timber because it is being towed to Michigan mills, but it becomes more apparent each month that these conditions will be altered in the near future. It was intimated some time ago that the purchasers of the Dodge estate, a Michigan concern, who had intended towing their logs to their mills on the other side, would now do the sawing in Canada. We hear of other United States firms who are seriously considering the problem whether it would not pay best to erect mills at various desirable points adjacent to their limits, saw their lumber on the Canadian side and ship direct to United States ports by means of barge and tugs. The argument is that this would pay better than towing the logs over and afterwards shipping.



# THE BRITISH COLUMBIA COMMERCIAL JOURNAL

ISSUED EVERY TUESDAY AT VICTORIA, B. C.

**SUBSCRIPTION - - \$2.00 PER YEAR.**

Advertising Rates on Application.

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

VICTORIA, TUESDAY, SEPT. 20, 1892.

## CORPORATION AFFAIRS.

There appears to be little hope for the proper conduct of the municipal affairs of the city of Victoria, unless there be a radical change in the personnel of the Corporation. They meet almost day in and day out, but they contrive to accomplish nothing in so far as it might be possible for them to do anything, and in their acts for which they have sought the endorsement of the people they have been rebuked, most of their by-laws having failed of endorsement at the polls. No doubt they, or some of them, will claim credit for having negotiated the last loan upon good terms, but for that no credit is due them, everything having been prepared by their predecessors for a successful result, the makers Messrs. Robert Ward & Co. (L'td), having previously handled Victoria bonds, and being therefore fully acquainted with their value. As the result of the incapacity of the present incumbents of office public works are at a standstill, and numbers of people who might have been in the enjoyment of work for the corporation are out of employment. This is a matter which the municipal voters will do well to remember when they come to discuss the subject of representation for next year.

## BRITISH COLUMBIA'S CLAIMS.

While the Government of Canada are continually putting off and in some instances absolutely refusing to carry out works of urgent necessity to the Province of British Columbia and of importance to the Dominion at large, they are able to find the money and the time to attend to matters of smaller local as well as general importance. As is well known, the Soulanges Canal on the St. Lawrence is only an alternative channel to the Beauharnois Canal, which, so far, has been able to meet all requirements—a point which has been brought out time and time again in the discussions on the subject in the House of Commons for the last twenty odd years. Moreover, its construction has not been urged on the ground that the Beauharnois Canal was not safe or navigable, there having been possibly less obstructions in it than on any similar waterway. It is true that the Cornwall Canal has been a weak spot, but not so with the canal lower down. Nevertheless tenders have been awarded as a starter on this alternative enterprise to the extent of \$900,000, while there is nothing, or compara-

tively nothing, for British Columbia, whose necessary public works are utterly and entirely ignored and neglected.

One of the reasons for this is plain. It is that the support given to the Government at Ottawa by the British Columbia members is unquestioning and unquestionable. They are always to be depended upon when the division bell rings, and, though we do not for a moment suggest the idea of their negotiating their votes in return for public works and that kind of thing, there is a constitutional way of making the administration realize that they are sent to Ottawa to represent not only the Dominion at large, but that they owe duties to their individual constituents in particular.

## HEAVY STOCK OF WHEAT.

According to Bradstreet's on August 27, nominally September 1, stocks of available wheat in the United States and Canada, east of the Rocky mountains, aggregated 42,872,432 bushels, an extraordinarily large total on that date. One year before the like aggregate was 17,824,000 bushels smaller; on September, 1890, it was 20,183,000 bushels smaller; in 1889 it was 22,012,000 bushels smaller; and on September 1, 1888, it was 8,831,000 bushels smaller. Within the four years 1888 to 1891, inclusive, the average of available stocks of wheat on the Pacific coast, September 1, was about 5,000,000 bushels, so that the total at the corresponding time in 1892, 3,589,700 bushels, was somewhat less than in preceding years. The grand total of wheat stocks available on both coasts on the first inst., 46,462,132 bushels, shows an increase of 18,011,000 bushels as compared with September 1, 1891, of 18,751,000 bushels contrasted with the total two years ago.

## ALBERT HEAD QUARANTINE.

We are very glad to notice that the Dominion Government has promised, in view of the urgent representations of Premier Davie and others, to at once undertake the thorough improvement of the Albert Head quarantine station. The utter worthlessness of this institution has been demonstrated by the experience of the fact of smallpox sufferers having been passed through it to spread the disease all over the country, while the exposures made the other day in the Government organ here were of a really startling character, which, it may be, have had their effect upon the Dominion authorities, who have announced that such steps will be taken in the matter as will be satisfactory to the people of B. C. and to the Provincial Government. But this is not all that is required; the cholera has made its appearance on almost all sides, and the great problem with us is to keep it out of Canada. From the Orient, in view of the appearance of the malady in Japan, it is by no means improbable that it might be introduced here, hence the greater necessity for our protection at Albert Head to be made as perfect and efficient as possible. Life and prosperity depend on prompt action.

## "AGAIN THE RUSSTANS!"

Every sealing schooner which comes in gives additional testimony to the fact that the Russians are on the alert and are making seizures of sealing schooners all over that vast expanse of ocean which they claim to be their exclusive territory, and which they are, they say, prepared to hold against all comers. No intimation has been given that the Imperial authorities have made any representations to the Russian government on the subject; sufficient time having already elapsed for them to have taken some kind of action. There has been sufficient time to enlarge upon and examine the first rather indefinite telegrams, and the stories of the captains and crews of the schooners brought down on the Majestic should long ere this have reached London and St. Petersburg. Does Mr. Gladstone consider the controversies regarding Home Rule and Mr. Labouchere's rejection from the cabinet more important than this great international issue? It is another piece of that aggressiveness which broke out a few weeks since on the Pamir, and has for years caused the name of Muscovite to be almost as unspeakable as Mr. Gladstone described the Turk as being. Moreover, the United States are, upon this continent, achieving for themselves much the same kind of notoriety, and the sooner these two powers are required to set bounds to their aggressions the better for all concerned.

## BEHRING SEA POLICING.

The policing of Behring sea by the American and Russian cruisers this season appears to have been very thorough. There has been apparently little chance for the seal poachers to practice their vocation. The complaint is made on the other hand that the cruisers have used undue severity in the exercise of their functions. The Russian cruisers, it is said, have been particularly strict in their policing, and it is alleged have gone beyond proper bounds. Considerable indignation has been aroused in British Columbia by the reported seizure by the Russian Gunboats of one San Francisco and three Victoria sealers. It is reported that a memorial asking the Dominion government to take action in reference to the seizure of the Victoria sealers will be forwarded to Ottawa.

The above is from Bradstreet's, which supposed to be a trade—not a political nor a sectional publication, cannot lose sight of the fact that its headquarters are in the United States. It talks about "seal poachers" as if the merits of the American claim were actually decided in favor of the Washington authorities and their proteges—the Alaska Commercial Company. It forgets that the past doings of cruisers flying the American flag may yet be determined to have been acts of piracy for which the government they are supposed to represent may be compelled by the Board of Arbitration to make restitution. It conveniently ignores the fact that, so far, much of the American case has been founded on lying and unblushing misrepresentation, and that having made up the case which it had to offer on mere surmise, it has had to hunt up testimony and unscrupulous witnesses to back it up. American "poachers" as they are felicitously termed, are numerous and it ill becomes pot to call the kettle black when the rights and wrongs of the matter are mathematically speaking a sort of Q. E. D.

### THE CANADIAN WESTERN RAILWAY.

It would seem that there is no reason to doubt that work on the Canadian Western Railway will be proceeded with without delay. The Premier has been informed by the First National Bank of Chicago that a satisfactory bond for \$2,000 had been placed with it by Mr. Frank Bakeman, on behalf of the Canadian Western Central Railway Company, while Mr. Rithet having received a similar advice executed a bond for \$50,000, which was placed with the Government, as required by the Act passed at the last session of the Legislature. According to Mr. Blackman, one of the principal promoters of the enterprise, construction on the Island portion of the line will be begun by January 1st.

### THE PREMIERSHIP.

In the opinion of many it would be a bad day for Canada should Sir John Thompson be called upon to the Premiership of Canada. No one disputes his qualifications to act as second in command to a man who might personally be in some respects less strong, but who has not, on the other hand those other characteristics that made Sir John objectionable to certain sections and classes. Sir George Cartier was in no way objectionable to the English speaking element of the Dominion. In fact in Ontario he was fully as popular as Sir John Macdonald, and Sir Hector Langevin might have been the same but for his close relationship with the contractors and boodlers who eventually caused his retirement to private life. With Sir John Thompson, however, the case is different. There have, of late years, arisen issues which have severely tried men's souls, and the position which the Minister of Justice has taken has caused very many persons to have no confidence in him. They cannot forget his position in regard to the Jesuits' estates question and certain deliverances of his on the subject of the Manitoba schools, to which it has been the business of the government organs for some time past to endeavor to reconcile the public by labored explanations and special pleas. They may have succeeded to their own satisfaction; but an immense amount of mistrust and positive aversion remains, the latter because, for reasons which no doubt have commended themselves to his own conscience, he has seen fit to abjure the religious faith of his fathers and cast in his lot with those who hold the minority view in matters religious.

Manning, Newman, and others of the world's best men have done much the same as the Minister of Justice; but they have had to live down the lack of confidence that their perversion caused. It was, it is true, in stirring times, that they changed their course, but it was years before it became possible for them to emerge from comparative obscurity. It is not, therefore, in stirring times, such as many people prognosticate as being near at hand, that Sir John Thompson can expect successfully to lead a party whose need at the moment is not brilliancy or learning, but the establishment of what may be

described as implicit faith in the man who is placed at the helm,

The present Premier was in many respects well calculated to succeed Sir John Macdonald, and if he should be compelled to retire it will be little short of a calamity to his party and the country, which only the choice of a man of peculiar attainments can palliate, if not avert. In the interest of the public weal, we should advise those who are more specially concerned to look in some other direction, and, if Sir John Thompson be the man we take him for, he will not allow his personal ambitions to stand in the way, but will loyally co-operate with some one possessed of the negative qualities to which he cannot, under the circumstances, lay claim.

### MINING IN BRITISH COLUMBIA.

The *Canadian Mining and Mechanical Review*, in its last issue, publishes an article by Mr. Walter Bell Davidson, F. G. S., who had been engaged by Lord Aberdeen to examine and report upon his properties in the Okanagan district. Referring to development in the Slocan and West Kootenay camps, Mr. Davidson says: "Never before since the early days of Nevada and Colorado excitement was there such a chance of successful mining enterprise and investment as there is to-day in British Columbia, for enough has been proved and discovered to show the presence of ore bodies of great extent and usefulness. The C. P. R., the Dominion and the Provincial governments are most anxious to assist the country's development and aid private enterprise in every way by the granting of land and the building of roads. A splendid market in China and Japan is within easy reach, and I believe that British Columbia in a few years will take its place as one of the largest mineral producing countries in the world."

### THE RECIPROCITY CONVENTION.

In reviewing the work of the recent reciprocity convention held at Grand Forks, North Dakota, the *Winnipeg Commercial* says it has no doubt that by effecting a permanent organization as was done on this occasion, much good work will be accomplished. It goes on to say:

"The people of the United States have had their attention divided between a larger number of interests than we have had here, and have not given the same study to questions bearing upon their relations with Canada, that we have given to matters of an international nature concerning ourselves and the United States. Canadians are already thoroughly educated upon the trade question, and, as a whole, are prepared for the extension of the freedom of trade with the republic, on any reasonable basis. The real work has to be done in the States, and that is where the conventions should be held."

After commenting on the thoroughly business nature of the convention, our contemporary adds:

"Politicians have altogether too much influence in questions of trade and commerce both of a domestic and international nature. If the business men were to step to the fore, and compel politicians to take a back seat, all this un-

necessary friction between the Dominion and the republic would soon cease for want of fuel. There is no question between the United States and Canada which could not be adjusted amicably in a very short time, and to the perfect satisfaction of the majority of our people, if it were left to a convention of representative business men of the two nations. It is the cursed political machine in the United States, and to a more moderate extent at home which keeps up the friction, to serve its own selfish ends."

There is a great deal in this last extract. Politics and politicians have forced public and international interests into the background; they have driven common sense and commercial considerations far and away into the rear. They have, moreover, caused misunderstandings that have awakened feelings of almost uncompromising hostility which, had not better counsels prevailed, must have resulted in war.

The main resolutions adopted were three in number, the first asserting the principle of removing barriers to trade between the two countries, and only so far as the same can be conveniently done. The second recognizes the value of the Hudson's Bay Railway, and further declares that no hindrance should be given to the construction of international railways at any points where it is desirable to cross the boundary from either side with such a work. The third resolution, after speaking of the importance of the improvement of the Red and Columbia rivers on the basis of an understanding between the governments of the two countries, the rivers being of an international character, favors the enlargement and extension of the St. Lawrence water system, and declares that commerce passing through it should be free from all tolls.

### EDITORIAL NOTES.

ALREADY we notice that considerable quantities of sealskins have been shipped to England, the catch of both Canadian and American sealers, the United States not having yet contrived to secure the handling of this most important article of commerce.

WHEN manufacturers decide that retailers must handle their products whether they desire to or not, in response to the demand of consumers, they are pursuing a policy which invites disaster and defeat. Certain manufacturers evidently imagine that because they have succeeded in popularizing their goods they will continue to be generally used without additional effort on their part, and a spirit of independence seizes them. They become dictatorial, and some of them make it a burden for the jobbers and retailers to do business with them. As an exchange remarks, retailers appreciate the efforts of manufacturers to create a demand for their goods from the consumers; but, in creating a popular demand, no other method half so effective as the retailers themselves has ever been found. It is in their power to make or mar any product ever placed on the market. Far-sighted manufacturers recognize this fact; the other kind will eventually realize the truth to their sorrow.

### AMERICAN SILVER AND BILLS.

A prominent banker of Montreal writes to the *Canadian Trade Review* as follows:

"Much attention has been drawn to the subject of American silver and bills of late. Close consideration of it reveals self-interest as the factor urging some to desire to drive the commodities out of the country, and others to continue their free circulation. The money brokers appeal for their depreciation and expulsion, believing that it would coax the coin and bills to their counters for exchange, where heretofore they have gone on deposit to the banks. The storekeepers and other handlers of the commodities remain passive because it means that the distribution of the coin and bills carries with it a profit on sales which in these days of fiercer competition they cannot see their way to forego. It cannot be urged, they argue, that our own Government currency is of equal moment to them. Its possessors are our own local thrifty citizens whose everyday frugality minimizes the profits of the storekeepers, and who ask a full equivalent for what they pay. The foreign coin and bills denote the traveller full of generous and uncalculating outlays, whose custom at this season is the bone and marrow of retail trade.

"Whichever way we view it, quiet sentiment will not avail to alter the situation. If all were on an equal footing none would suffer; but if one accepts the foreign silver and bills which his neighbor has refused he secures a trade advantage over the latter. What is needed is concerted action through the instrumentality of a public meeting called by the Board of Trade, whereat it can be decided that on and after a certain day the silver and bills will only be accepted at such and such a discount. Holders will in the meantime dispossess themselves of what they hold, and the accumulation will find its way back to the United States through the banks and brokers, and then our own currency will have its rightful preference. The border towns, hotel keepers, railway and steamboat carriers and porters, storekeepers and citizens generally can rigorously adhere to the discount for the future, and agree to regard it as an act disloyal to their own institutions to give free circulation at its face value to any foreign currency whatever in the future.

"It will be obvious that the duty of the banks is to accept both American silver and bills at par, as their refusal so to do means the continued circulation of both commodities elsewhere in the city."

### SELLING BY WEIGHT.

A San Francisco paper says that one of the peculiarities which the new comer to California finds it most difficult to accustom himself to is the practice of selling all manner of farm produce by weight. It takes time to become reconciled to the innovation, but when once thoroughly grasped, the perfect justice of the method becomes so apparent that one wonders why it should not long since have been adopted all over the country. The frugal housewife, who, at the East, buys potatoes, apples, and what not by the quart, "small measure," peck and bushel, and nine times out of ten finds herself swindled

by short measure and dishonest arrangement of the articles bought so as to make the greatest display, fully appreciates the difference to her purse that is made by the weight system. There are only two exceptions in all the wide range of household necessities which are not sold by the pound here. These are butter and eggs. That the ancient system of selling butter by the roll without regard to weight should still be maintained here seems strange, when one recollects that weights are the methods relied on for the sale of this article at the East. The opportunity that the roll system affords for fraud is seen by the fact that it is the exception and not the rule for a roll of butter to contain the two pounds that it nominally does. Nevertheless the producer sells by the pound to the dealer, while the dealer demands pound prices for rolls that sometimes have as little as a pound and a half, and are always two or three ounces short.

### THE UTILIZATION OF WIND POWER.

There is a windmill in London perched high up on a timber tower erected on the top of a building on the City road, not far outside the old "City" boundary. It has a sail of thirty feet diameter, and is quite a big affair when one climbs to the top of the tower. But what I specially wanted to note was the fact that this windmill is lighting the premises over which it stands.

Its upright shaft, which comes down from the mill, drives a horizontal shaft which carries a large belt pulley, and by this large pulley is driven a small dynamo. The dynamo generates a current which charges a battery of accumulator cells, and these in turn "drive" the lamps. At times, when the wind is low, the speed falls below what is proper for charging the secondary battery. To prevent this being charged at such low speed there is a cut-out held in by a magnet and kept out by a coiled spring.

When the magnet is weak the current is cut off from the accumulators, but when the dynamo is running at a fair speed the magnet is strong and pulls the switch into contact and the charging proceeds. The mill will run and charge all night and all day. It quiet weather it runs much of its time slowly, and therefore uselessly, but it also runs the night through, and I suppose would on an average do eight hours work in twenty-four. *Canada Leatherman.*

### THE COINCIDENT CURSE OF GOLD.

The goldseekers of both America and Australia have a singular but well-founded superstition that the discoverers of hidden treasures are sure to meet with violent deaths. The original proprietors of between thirty-five and forty of the most prosperous gold and silver mines in this country are known to have come to just such ends. Out of the forty or less twelve were shot or stabbed to death in saloon or other broils, five committed suicide, three were engulfed by landslides, five turned murderers or robbers and were caught and executed in various ways, one fell into a boiling spring and had the flesh literally stewed from his bones, while the others have disappeared and no one knows whatever became of them.

George H. Fryer, once the millionaire

proprietor of the Fryer Hill mine, committed suicide in Denver after spending the last nickel between himself and starvation. The discoverer of the great Standard mine, in California, was caught and swallowed up in an avalanche; Colonel Story was killed by Indians; William Fairweather, of the famous Alder Gulch mine, died with the "frenzied horrors" after a continuous two years' debauch. "Farrell, of Meadow Lake," died with a terrible disease in a San Francisco hospital. The owner of that great mine, the Homestake, became a highwayman, and was shot while robbing a stage coach. John Homer tried the same route that Fryer went. "Doughnut Bill," "Ninemile Clarke," "Old Eureka" and many others were killed in saloons.

### TOWAGE ON THE SOUND.

The Commercial Club of Tacoma, Wash., has received the following letter relative to shipping in Puget Sound ports from John P. Best & Co., a prominent shipping firm of Antwerp:

"The great difficulty we have in obtaining offers of vessels for Puget Sound is because whenever we speak to a shipowner of a freight to that port he refuses to go there on account of the heavy expenses. This means, we believe, for towage in the Sound. We have had occasion to speak to several owners on the subject, and their reply is always the same. So long, they say, as there is no competition, in the towage in the Sound to lower the rates, and the ships being almost bound to make use of these tugs at heavy rates, they will not go in this direction, except a considerable higher rate of freight can be secured than to Portland. We are of the opinion that it is certainly in the interest of the different companies round about the Sound to go carefully in this matter and see what can be done. We understand the towage from Cape Flattery to Tacoma and back is \$800, which you will admit is too high for present rates of freight. Perhaps you can get the tug association to consider the matter, as we find their tariff a great obstacle to obtain offers of ships for the Sound ports."

### THE CARPET TRADE.

The *New York Carpet and Upholstery Trade Review* says: "There is the lull in trade usual at this time, most first orders having been placed, while duplicates cannot be expected yet. Prices are firm, as is natural in view of the spread of the cholera abroad and the consequent effect on the cost of imported carpet wools. A further advance in wools is inevitable, and this must be followed by higher prices for carpeting. The Ingrain market is especially firm. Goods are scarce and deliveries are slow, while in many instances orders are expected only at value at time of delivery. The offering of a lot of tapestries by a prominent house at special prices is well known to be simply the result of a change of account and the desire to close out all goods before the spring season opens. Firmness of prices characterizes not only Ingrains but all higher class carpeting. Those goods in which wool is used most largely have of course been the first to respond to the advance in the wool market."

## COMMERCIAL SUMMARY.

Women load and unload vessels in Japanese waters.

The Portuguese Royal Mail Steamship Company has failed.

The Union Bank of Quebec is suing the Great Eastern railway for \$32,000.

Orilla has carried a by-law to raise \$20,000 for the extension of its water works.

The United States Sugar Trust has declared a quarterly dividend at 2½ per cent. on their common stock.

It is proposed to purify the Thames River by importing a school of crocodiles to act as river scavengers.

Mr. Henry Bates, of Saginaw, Mich., is buying a large number of horses in Perth county, Ont., for the Michigan lumber woods.

The homeopathic doctors of Chicago are contemplating the establishment of a number of cholera hospitals in various parts of the city.

Sir Charles Tupper has cabled an emphatic contradiction of the report that emigrants prevented from going to the United States are being diverted to Canada.

Two men were lately caught sketching the engines of the British flagship Blake at Quebec. The sketches were destroyed, and now visitors are not allowed in the engine rooms.

The Supreme Court has decided that Toronto Island is within the city of Toronto. The lower courts in the case of John Hanlan, charged with a violation of the liquor law by the city authorities, held that it was not.

Hereafter the C. P. R. steamships on the Lake Superior line will make three trips per week instead of two. Each boat carries 1,800 tons each trip, and the three vessels contribute about \$1,000 to the United States treasury per week.

Advices from China state that the work is now proceeding rapidly in the matting factories. The contracts are estimated at from 110,000 to 120,000 rolls. Reports from Japan indicate that the matting works there are well employed in filling the demand from the United States. The call for Japanese matting increases largely with every season.

A wine merchant in Cadiz, whose reputation is unimpeachable, makes the astounding disclosure that an imitation brand of sherry is furnished in immense quantities to "one of the largest mail steamships companies in the world," at the low price of 4½ pence per bottle. This beverage, which is unfit to drink, is sold to passengers at twelve times its cost.

England egg-bill grows yearly greater. Last year the people of the United Kingdom paid outsiders £3,520,918 for eggs, against £2,200,000 in 1880 and £1,200,000 in 1870. Into this capacious maw Canada poured in 1889 821,930 dozens, in 1890 1,545,260 dozens, and in 1891 4,807,800 dozens, the value being given in the British statistics for each year as respectively £29,862, £58,107, and £160,496. The Canadian producer may rest assured that he has struck the right market for his wares.

The cotton crop in Egypt this year is the heaviest on record.

Several banks at Martinique have suspended. Exchange is quoted at 10 premium.

Mr. E. L. Goold, a wealthy manufacturer of Brantford, has decided to take up his residence in Chicago.

Goldie & McCulloch, of Galt, shipped recently \$8,000 worth of machinery to Cuba for a sugar plantation.

Pembroke will soon have a system of water works, a by-law having been passed to raise \$55,000 for that purpose.

The Chicago tug lines are greatly disturbed over the threatened prosecution by the Society for the Prevention of Smoke.

The run on the Birkbeck Savings Bank in London has subsided, and the Bank's business has resumed its ordinary state.

A letter received at Ottawa from Manchester, England, says there is a steadily increasing demand there for Canadian butter.

Messrs. H. W. McNeill & Co., limited, the owners of the anthracite coal mines, have completed the purchase of the Canmore mines, and are now making preparations to resume operations on the mines.

A company has been formed in London, consisting of English and American capitalists, styled the Atlantic Ocean Mail Company, with a capital of \$2,000,000. The idea is to build a pier at Portshead, in the Bristol Channel, two-thirds of a mile long, so that the large Atlantic steamers can lie afloat at low tide. Six steamers are to be built to run from Portshead to a station on Long Island. The vessels will have a maximum speed of 22 knots, and make the trip under five days.

The illusory character of estimates and contracts in great engineering enterprises has seldom been more strikingly illustrated than in the case of the Manchester Ship Canal. The London Times says that when that undertaking was originally sanctioned by act of Parliament, just seven years ago, the cost of constructing the waterway and incidental works was computed to be £5,750,000, which with expenditures for other purposes brought up a total of nearly £8,500,000, and the latter calculation increases these figures to nearly or quite £14,000,000.

The famous Iron Hall, assessment endowment order, has been placed in the hands of a receiver by the court at Indianapolis. The funds have been diverted from their legitimate use by the chief officers, the most flagrant instance of this being the actual gift a few months ago to keep it from falling of \$170,000 to a banking concern in Philadelphia, started by these officers, and of which "Supreme Justice" Somerby was the vice-president. In all about \$720,000 of the money of the Iron Hall was held by this bank. Since the proceedings against the Iron Hall were begun the bank has failed. Money belonging to the order has been used freely for private speculation, a good deal went to influence favorably legislation in Massachusetts and elsewhere, and "big money" was paid Somerby as salary and travelling expenses. This concern, the originator of the assessment endowment plan, has been in the field some ten years, and now comes the end.

F. P. Brydges has resigned the land commissionership of the Manitoba and Northwestern Railway.

The membership of the Patrons of Industry in Michigan has decreased in a year's time from 60,000 to less than 15,000.

In the Springfield district, near Winnipeg, the farmers have realized 35 bushels of wheat to the acre, all of first quality.

The land in Germany devoted to the production of grains used in the manufacture of beer, would support 50,000,000 people.

William Ives, of New York, has arrived at Buenos Ayres to obtain Government recognition for a line of steamers between New York and that port to be run by American capital.

A cable from London says: "The Board of Trade returns show that the exports to Canada increased 10 per cent. in August and decreased 2 per cent. in the past eight months, compared with last year. There has been a heavy decline in horses, railroad iron and tin plates, and an increase in wearing apparel. In woollens there has been a marked growth. The imports from Canada increased 31 per cent. during the month, and 21 per cent. during the eight months. Wheat increased in the three months £110,000, cheese £300,000, lumber £720,000.

The business of the post office savings banks of the Dominion for the year ending June 30, 1892, is better than since 1880. The number of deposits during the past year was 145,453, a decrease of 2,240; but the amount deposited was \$7,056,002, an increase of \$55,630 over last year, and the largest amount deposited in one year since 1880. The number of withdrawals was 77,381, which is 7,582 less than last year, and is the smallest number of withdrawals in five years. The amount withdrawn was \$7,230,839, which is \$645,138 less than last year, and is also the smallest amount withdrawn in one year since 1880. The balance to the credit of depositors at the close of the year was \$22,239,402, which is an increase of \$559,853 over last year.

At the recent meeting in Toronto of the Millers' Association it was shown that the railroads discriminate against that interest on freight charges on flour and in favor of grain. In other words, the railroads charge more for hauling flour than they do for hauling an equivalent quantity of wheat. This is a repetition of a similar condition which prevailed a few years ago, when the duty upon American flour was actually less than the duty upon the quantity of wheat necessary to make the flour. In that instance the influence of the Canadian Manufacturers' Association was brought to bear upon the Government, with the result that the duty upon flour was advanced from fifty cents per barrel to seventy-five cents. In the present instance we do not observe any great outcry on the part of so-called protection newspapers against the railroads. Perhaps it is because of a dislike to jeopardize the editorial passes. If the railroads do not correct this evil, and that very promptly, the sentiment will gain ground very rapidly that the Government should intervene. The milling interest should not be handicapped by such unjust indiscriminate.—Canadian Manufacturer.

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## BRITISH COLUMBIA SALMON FLEET 1892.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Martha Fisher	811	Meadowcraft		Victoria	Liverpool			

## B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br ship	Athlon	1371	Dexter	Jan. 5	Vancouver	Adelaide	1,495,128	8,265	March 18	47s 6d
Nor ship	Morning Light	1316	Johansen	Jan. 22	Vancouver	Melbourne	1,001,171	9,193	March 25	50s
Am bark	Hesper	664	Sodergren	Feb. 20	Vancouver	Shanghai	751,924	7,781	April 23	50s
Br ship	Angerona	1215	Anderson	Feb. 26	Vancouver	Valparaiso	831,937	7,093	May 20	42s 6d
Nor bark	Ozar	1324	Christophers'n	March 4	Vancouver	Adelaide	1,016,611	10,476	June 7	57s 6d
Nor bark	Agnes	844	Hofgaard	Feb. 20	Chemainus	Antofagasta	602,569	6,413	June 11	40s
Nor ship	Kathinka	1463	Klovenberg	March 12	Vancouver	Melbourne	1,228,925	9,251	May 28	60s
Chil bark	India	953	Funko	Feb. 22	Vancouver	Valparaiso	813,291	7,018	May 10	owners ac
Br bark	Glenbervie	800	Groundwater	March 24	Vancouver	Iquiqui	631,810	7,689	June 8	37s 6d
Br ship	British India	1129	Lines	March 31	Vancouver	Valparaiso	833,866	9,315	July 11	37s 6d
Am schr.	W. H. Talbot	776	Bluhm	March 14	Vancouver	Tientsin	1,024,876	10,272	May 28	67s 6d
Am schr.	Reporter	333	Droyer	March 3	Chemainus	San Pedro	416,386	3,476	March	Private
Br bark	Riversdale	1453	Finlayson	April 25	Vancouver	Sydney	1,167,191	9,873	June 28	47s 6d
Br bark	Mistletoe	821	Smith	April 21	Vancouver	Wilmington	70,275	7,966	Aug. 31	\$16 00
Br bark	Craigend	2218	Lowthwaite	April 18	Vancouver	Iquiqui-Callao	1,808,000	19,351	July 11	27s 6d & 30s
Br barktn	Toboggan	776	Porter	May 20	Vancouver	Wilmington	632,828	9,330	Sept. 11	\$15.00
Br bark	Thermopylae	948	Winchester	June 2	Vancouver	Yokohama	853,576	8,949	July 22	Private
Nor brpk	Fritzoo	1078	Rolfson	May 29	Chemainus	Melbourne	983,124	8,072	Aug. 7	45s
Br ship	Burnah	1647	Newcombe	June 2	Moodyville	Valparaiso	1,220,359	9,883	pr Aug. 23	35s
Br ship	Crown of Denmark	2029	Smith	June 24	Vancouver	Melbourne	1,850,725	15,435		37s 6d
Nor bark	Ursus Minor	305	Johnson	June 1	New West	Mr. Sydney	481,214	4,393	Aug. 3	37s 6d
Br ship	Earl Granville	1149	Flack	June 16	Cowichan	London	853,937	12,303		62s 6d
Chil bark	Antonietta	950	Stack	June 27	Chemainus	Valparaiso	836,358	9,015		owners ac
Ger bark	Palawan	967	Van Heuvel	July 8	Vancouver	Iquiqui	688,831	7,521		33s 9d
Chil bark	Leonor	801	Jenatsch	July 8	Moodyville	Valparaiso	637,375	6,520		owners ac
Chil bark	Guinevere	960	Glennie	Aug. 6	Chemainus	Valparaiso	762,062	7,612		owners ac
Am bktn	Robert Sudden	585	Uhlberg	Aug. 3	Vancouver	Valparaiso	771,140	8,797		40s
Chil ship	Hindostan	1543	Walsh	Aug. 7	Moodyville	Valparaiso	1,232,336	11,471		owners ac
Br bark	Zebina Gowdy	1087	Nanning	Sept. 5	Vancouver	Wilmington	853,218	10,125		\$13.00
Chil ship	Atacama	1235	Caballero	Aug. 21	Moodyville	Valparaiso	991,491	9,089		owners ac
Br ship	City of Quebec	708	Carnegie	Sept. 6	Vancouver	Adelaide	517,409	4,048		40s
Br bark	Nineveh	1174	Broadfoot	Sept. 3	Vancouver	Sydney	951,900	9,287		owners ac
Am schr.	Robert Searles	570	Piltz	Sept. 8	Vancouver	Port Pirie	815,321	5,962		41s 3d
Am ship	George Skolfield	1276	Dunning	Sept.	Vancouver	Valparaiso	931,346	81,787		40s
Chil bark	Lake Leman	1035	Bozzo		Moodyville	Valparaiso				owners ac
Br bark	Scammell Bros.	1218	McFarlane		Vancouver	Wilmington				\$11.00
Am schr.	Alice Cook	732	Penhallow		Vancouver	Sydney				30s
Nor ship	Morning Light	1310	Johansen		Vancouver	U. K.				

P—Also 85 spars and 300 tons coal for Hong Kong.

### VESSELS IN PORT.

(September, 19 1892.)

#### VICTORIA.

British bark Lizzie Bell, 1,036 tons, Capt. Lewis, arrived April 21 from Liverpool, laid up. R. P. Rithet & Co., Ltd., consignees.

Br. bark Martha Fisher, 811 tons, Capt. Meadowcraft, arrived July 17, loading salmon for U. K. on account of R. P. Rithet & Co., Ltd.

Br. ship Andreta, 1,708 tons, Capt. Percgrine, arrived Sept. 10 from Antofagasta, seeking.

#### VANCOUVER.

Am. ship George Skolfield, 1,276 tons, Capt. Dunning, arrived July 21, loading lumber for Valparaiso for orders.

Chil. ship Lake Leman, 1,035 tons, Capt. Bozzo, arrived Aug. 20, loading lumber at Moodyville for Valparaiso, on owners account.

Br. bark Fingal, 2,485 tons, Capt. Fulmore, arrived Aug. 23, awaiting orders.

Br. bark Scammell Bros., 1,218 tons,

Capt. McFarlane, arrived Sept. 2, loading lumber for Wilmington, Del.

Am. schooner Alice Cook, 732 tons, Capt. Penhallow, arrived Sept. 8, loading lumber for Sydney.

Br. bark Fernbank, 1,338 tons, Capt. Boyd, from Glasgow, arrived Sept. 7, with a cargo of general merchandise and water pipes. Bell-Irving & Paterson consignees.

Nor. ship Morning Light, 1,310 tons, Capt. Johansen, arrived Sept. 13, loading lumber for U. K.

#### NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.  
Am. bark Gen. Fairchild, 1,356 tons, Capt. Mosher.

Am. bark Wilna, 1,489 tons, Capt. Slater.  
Am. bark Carrollton, 1,390 tons, Capt. Lewis.

Am. ship Big Bonanza, 1,309 tons, Capt. Bergman.

Am. ship B. P. Cheney, 1,322 tons, Capt. Humphrey, arrived Aug. 3.

Am. ship Alaska, 1,230 tons, Capt. Bran-

nan.  
Am. ship Ericsson, 1,568 tons, Capt. Bennett.

Am. bark McNear, 1,245 tons, Capt. Swan.

#### WELLINGTON SHIPPING.

Bark J. J. Lotz, 537 tons, Capt. Neilson.

EAST WELLINGTON SHIPPING.

Am. barkentine Chehalis, 656 tons, Capt.

Watts.

#### RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	3	3,555
Vancouver	7	9,304
Nanaimo	10	12,202
Total	20	25,151

#### FREIGHTS.

Lumber freights are fairly steady. The latest quotations from British Columbia or Puget Sound are as follows:—Valparaiso for orders, 40s nominal; Sydney, 27s 6d to 30s; Melbourne, Adelaide or Port Pirie, 37s 6d to 40s; United Kingdom, calling at Cork for orders, 57s 6d; Shanghai, 45s; and Yokohama, 40s 6d, nominal.

Grain freights from San Francisco to the United Kingdom may be quoted at 24s; Portland 31s 6d, nominal; Tacoma, 28s 6d, nominal. The market is steady. Coal freights are quoted: Nanaimo or Departure Bay to San Francisco, \$1.75 to \$2; to San Diego or San Pedro, \$2.25 to \$2.50.

# THE COMMERCIAL JOURNAL'S

## SHIPPING LIST.

### VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILKD.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br bark	Chill	678	McKenzie	May 27	E London	Victoria	Turner, Beeton & Co.	116
Chill bark	Eritrea	1069	Serra		P Lebu	Moodyville	R. P. Rithet & Co., L'td.	
Br bark	River Ganges	612	Hudge	July 27	F Rio de Janeiro	Victoria	Findlay, Durham & Brodie	55
Br bark	The Frederick	812	Simpson	May 12	C Santos	Victoria	Robert Ward & Co., L'd	
Br bark	Assel	735	Gilmour	Aug. 19	S London	Victoria	R. P. Rithet & Co., L'td	32
Br bark	Sabrina	747	Organ	July 7	N London	Vancouver	Bell-Irving & Paterson	75
Br SS	Victoria (ex Parthia)	1592	Panton	July 7	B Glasgow	Victoria	N. P. S. S. Co.	arr Sept. 19.
Br bark	Glengarry	802	Davidson	July 25	M Talcahuano	New Westm'r	Bell-Irving & Paterson	57
Br bark	Thermopylae	948	Winchester		O Hong Kong	Victoria	Victoria Rice Mills	
Br bark	Mary Low	813	Robertson		M Liverpool	Victoria	R. P. Rithet & Co., L'td	
Br ship	Kinkora	1739	Lawrence		L Liverpool	Victoria & Van	Robert Ward & Co., L'td	
Br ship	Morayshire	1428	Swinton		Q Java	Vancouver		
Br bark	Bankburn	1332	Davies	July 19	Taitai	Royal Roads		63
Am bark	Colorado	1036	Gibson		H Port Harford	Vancouver	C. Gardiner Johnson & Co.	
Am bark	Highland Light	1265	Herriman	Aug. 31	H Port Harford	Vancouver	C. Gardiner Johnson & Co.	20
Br bark	Grasmere	1246	Carter	Aug. 5	K Coquimbo	Royal Roads		46
Br ss	Empress of India	3003	Marshall	Sept. 10	K Hong Kong	Vancouver	C. P. S. S. Co.	10
Haw bark	R. P. Rithet	1019	Morrison	Aug. 10	Pisagua	Victoria	R. P. Rithet & Co., L'td	41
Br ship	Dynonico	1969	Williams	July 24	A Rio Janeiro	Vancouver		58
Br schr	Americana (new)	1230			T Liverpool	Victoria & Van	Turner, Beeton & Co. & Baker Bros. & Co	
Am ship	Topgallant	1229	Jackson	Aug. 17	Honolulu	Nanaimo		34
Br ss	Loo Sok	1070	Benson		Hong Kong	Victoria	N. P. S. S. Co.	
Br ship	Persian Empire	1523	Hay		Callao	Royal Roads		
Nor bark	Benj. Bangs	1118	Bjouness	Sept. 3	D San Diego	Vancouver		17
Br ss	Empress of Japan	3003	Leo		G Hong Kong	Vancouver	C. P. S. S. Co.	
Br bark	Lebu	726	Thorburn		Rio Janeiro	Royal Roads		

P—To load lumber for Valparaiso on owners' account. S—Aug. 21 passed Becchy Head. T—To sail about October 15. E—Passed Deal May 29, spoken July 2, lat. 3° N., long. 21° W., chartered for salmon to London. F—Spoken July 23 lat. 29° S., long. 48° W. Chartered for salmon to London at 3s 6d. To arrive in November. B—Via Suez Canal. July 13 passed Gibraltar. July 29 at Aden. Aug. 25 sailed from Hong Kong. Sept. 6 sailed from Yokohama. C—Via Talcahuano. Salmon to London at 35s. Sept-Oct. loading. N—July 9 passed Dover. Cargo of raw material for Canada Paint Company. M—Chartered for salmon to the U. K., Sept.-Oct.; loading. G—Via Yokohama Aug. 17. O—Cargo of rice paddy, to sail about Oct. 1. L—To sail about the end of October. Q—To sail in September with 2,000 tons raw sugar. H—Cargo of bituminous rock. K—To sail from Yokohama Sept. 19. A—To load lumber. D—To load lumber. G—To sail Oct. 8, via Yokohama Oct. 17.

#### SHIPPING INTELLIGENCE.

The British ss. Devawongse, 1057 tons, Capt. Anderson, arrived at Hong Kong Sept. 11 from this port.

It is reported that the British bark Salado, 432 tons, Capt. Anderson, sailed from Newport, Eng., Sept. 13, for this port.

The British bark The Frederick, 812 tons, Capt. Simpson, from Santos May 12, via Talcahuano, for Victoria, is daily expected by Robt. Ward & Co., L'td, her charterers. She will load salmon for London.

The Americana, now on the berth at Liverpool for Victoria, is a new four-masted steel schooner of 1250 tons dead weight, and will carry about 1400 tons cargo. She has been especially built for these waters and will remain on the Pacific Coast, going into the coasting trade. Messrs. Turner, Beeton & Co., the consignees, will be her agents here.

#### THE INSURANCE FIELD.

The Maritime Grocer, published at

Halifax, advises everyone who has anything valuable to make it secure with a policy of insurance. There is a combination of capitalists who for a pittance undertake to make provision for you and yours in case you are struck by fire or death. Even more than that, for the insurance companies are stretching themselves into almost all of human affairs. There are companies now which guarantee all titles to your house or other property. And we notice a new branch in one of the old insurance companies: for a yearly payment one's salary is guaranteed in case of the failure of the house or dismissal where there is no fault in the servant. Every human being should be a partner in these valuable concerns. It is a co-operative system of immense value to the individual and the community. It makes the rich our protectors in case of disaster. For a yearly payment, there are rich corporations which insure business concerns against the thefts of servants. Everywhere and every day there are extensions of this kind of business, and they are capital arrangements for the numerous ones who cannot afford to make losses. The effort is being made to insure the

manufacturers and wholesale merchants against one's habits, his capital, business capacity, and everything else affecting his credit. One has got to walk very circumspectly or he will soon be tripped up, not by these companies, but by his own bad doings, brought to light by these companies.

#### FOREIGN COAL SHIPMENTS.

The following are the shipments for the two weeks ending September 16:—

Date.	Vessel and Destination.	Tons.
10.	Queen, str., San Francisco.	1,401
11.	Commodore, ship, San Pedro.	3,118
11.	Phra Nang, str., Yokohama.	499
12.	Holyoke, str., Port Townsend.	32
12.	Bushmillie, str., Nagasaki.	404
11.	Pioncer, str., Port Townsend.	6
16.	Atomulus, str., San Francisco.	1,218
Total.....		9,678

The farms around Golden are at the moment looking splendid. The corn in most cases has been cut and the vegetables are ready for marketing.



REGISTERED TRADE MARK.

The Largest Factory of its Kind  
in the Dominion.

**LION 'L' BRAND**  
Pure Vinegars,

Manufactured Solely under the Super-  
vision of the Inland Revenue Dept.  
Mixed Pickles, Jams, Jellies  
and Preserves

—PREPARED BY—  
**Michiel Lefebvre & Co**  
**MONTREAL.**

Established 1849. Gold, Silver  
and Bronze Medals. 20 1st  
Prizes.

**JOHN DOTY ENGINE CO., LTD.**

520 CORDOVA ST., VANCOUVER, B. C.

A COMPLETE STOCK OF ENGINEERS' AND MILL SUPPLIES.

Estimates for Marine and Stationary Engines furnished on application.

P. O. Box 174. Telephone 368. O. P. ST. JOHN, Manager.

REF. BY PERMISSION.

Robert Ward & Co., Victoria. Chemainus Saw Mill Co., Chemainus. Hastings Saw Mill Co.  
Turner, Beeton & Co., Victoria. McLaren, Ross, Westminster. Michigan Lumber Co., Van'c'vr

**BRITISH COLUMBIA**  
**LICENSED STEVEDORING COMPANY.**

F. M. YORKE, MANAGER.

Doing business at all British Columbia ports. The only concern with a complete stevedoring plant  
Head Office: CORDOVA ST., VANCOUVER, P.O. Box 816.  
Victoria Office: WHARF ST., P.O. Box 771.

Ballast Supplied. Cable Address: Yorke, Vancouver.

**THE WM. HAMILTON**  
**MANUFACTURING CO., LD.**

HEAD OFFICE & WORKS PETERBOROUGH, ONT. BRANCH OFFICE: VANCOUVER, B.C.  
DEALERS IN

G. Egor, Gourlay & Co's Wood-working Machinery, Marsh's Steam Pumps, Northey's Steam  
Pumps (duplex and single). Complete stock of mill supplies constantly on hand.  
Pacifie Coast Saw Mill Machinery a Speciality.

P. O. Box 791. Telephone 383. ROBERT HAMILTON, MANAGER.

**KERR & BEGG,**  
Booksellers and Stationers

45 GOVERNMENT ST., VICTORIA.

VICTORIA NEWS AGENCY.

**J. E. CRANE & CO.,**

(Successors to Crane, McGregor & Boggs)

30 BROAD STREET, VICTORIA, B. C.

Financial, Insurance and General  
Commission Agents.

**THE WAVERLEY HOTEL,**

Cor. Seymour and Georgia Sts.,  
Next to New Opera House, VANCOUVER.  
PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc' JOHN WHITTY, Propr P. O. Box 151,

**VANCOUVER**  
**IRON WORKS,**

Pembroke Street, near Government,

**VICTORIA**

**WILSON BROS. & CO.,**

Machinists, Iron and Brass  
Founders.

Architectural Work a Specialty.

Telephone 293

**Theo. R. Hardiman.**  
**PIONEER ART GALLERY.**

Represents Art Union of London, England,  
President, Right Hon. the Earl of Derby,  
K. G.

Full supply of Artists' Goods, Mouldings, etc  
622-626 CORDOVA ST., VANCOUVER.

**ROBERT COUTH,**  
WHOLESALE

**Coal and Produce Merchant**  
WELLINGTON COAL.

Towing and Freighting of all kinds.  
Scows from 25 to 250 tons.

TUGS—Vancouver, 90 h. p.; Swan, 20 h. p.  
LOGGING CAMPS SUPPLIED.

Office: Cor. Carrall and Powell Sts.  
VANCOUVER, B. C.

P. O. Box 44. Telephone 12

**C. GARDINER JOHNSON**  
**AND COMPANY,**

532 HASTINGS ST., (Formerly Bank of B.C  
Offices.)

VANCOUVER, B. C.

**Ship & Insurance Brokers**

Customs Brokers and Forwarders,  
NOTARIES PUBLIC.



**TICKETS**

ON SALE TO

Omaha, Kansas  
City, St. Paul, Chi-  
cago, St. Louis, and  
all points east, north  
and south.

Pullman Sleepers, Colonist Sleepers, Re-  
clining Chair Cars and Dinners.

Steamers Portland to San Francisco every  
four days.

Tickets to and from Europe.  
For rates and general information, call on or  
address

HALL, GOEPEL & CO., Agents,  
100 Government street.  
W. H. HURLBURT, Asst. Genl. Pass. Agt.,  
251 Washington st., Portland, Or

**BRUSHES, BROOMS**

—AND—

**WOODENWARE!**

Our Goods are handled by all the  
leading houses, and are guaranteed to be  
as represented.

**Chas. Boeckh & Sons**

MANUFACTURERS,

Toronto, - - Ontario.

—> AGENTS : <—

MARTIN & ROBERTSON,

6 Bastion Square, Victoria, and  
601 Granville St., Vancouver.

An inspection of our samples is invited  
A full line kept in both cities.

# ROBERT WARD & COMPANY,

LIMITED LIABILITY.

(Incorporated under the Companies Act 1890.)

Commission - Merchants - and - Importers,

VICTORIA, B. C.,

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

ROYAL SWEDISH AND NORWEGIAN CONSULATE.

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

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.  
Western Assurance Co., (Marine.)  
London Assurance Corporation. (Marine.)  
Agents for the British Columbia Corporation, Ltd.,  
Mortgages, Debentures, Trusts, &c.

**SOLE AGENTS:**

Curtis' & Harvey's Sporting and Blasting Powder.  
Joseph Kirkman & Son's Gold Medal, Inventions Exhibition, 1885. Pianofortes.  
J. & W. Stuart's Patent Double-Knotted Mesh Fishing Nets, Twines, Etc.  
Importers of Havana Cigars, Oilmen's Stores, Tin Plates, Portland Cement, Etc.  
British Columbia Salmon:—Ewen & Co., "Lion," "Bonnie Dundee"; Bon Accord Fishery Co., "Consuls"; A. J. McLellan's "Express."

## JOHN LECKIE,

524 Granville Street, Vancouver.

IMPORTER OF

FISHING SUPPLIES,

COTTON DUCKS

AND TWINES,

OILED CLOTHING,

ROPES, BLOCKS,

FLAGS, BUNTING, ETC

A Full Stock Always on Hand.

AGENT FOR

### W. & J. KNOX'S

Celebrated Double Knot and Cured Salmon Nets, Twines, Etc.

## ROSENBAUM AND CO.,

—WHOLESALE—

Import and Commission  
**MERCHANTS.**

SAMPLE ROOMS AND WAREHOUSE:

**RICHARDS STREET,**

NEXT TO BANK OF BRITISH COLUMBIA,

**VANCOUVER - B. C.**

HOME OFFICE

**29 CR. BLEICHEN, HAMBURG, GERMANY**

Any description of European goods imported to order.

Agents for North German Lloyd Steamship Company.

## W. J. PENDRAY,

25 HUMBOLDT STREET, VICTORIA,

MANUFACTURER OF

Lanndry, Toilet and Shaving

# SOAP,

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

DEALER IN

CAUSTIC SODA AND ROSIN

## J. & T. BELL,

MANUFACTURERS OF

FINE BOOTS AND SHOES

WHOLESALE.

1667 NOTRE DAME STREET

MONTREAL.

### C. R. TOWNLEY,

Real Estate, Insurance, Custom Broking, Financial Agent and Notary Public.

Agent for LIVERPOOL, LONDON AND GLOBE INSURANCE COY and EASTERN ASSURANCE COY of HALIFAX.

623 COLUMBIA ST., NEW WESTMINSTER  
P. O. Box 377. Telephone 186.

# 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.

## SHAWNIGAN LAKE LUMBER CO.,

EWEN MORRISON, MAN'R.

Manufacturers of all kinds of rough and dressed

*Cedar and Fir Lumber.*

Rustic, Shiplap, Flooring, Mouldings, Laths, Shingles, Pickets, etc., kept in stock or cut to order.

Yard: Discovery St., between Store and Government Sts., VICTORIA, B. C.

Address all communications to P. O. Box 298,

## W. R. CLARKE,

Harbor Master,

Port Warden,

—AND—

## Lloyd's Surveyor.

40 YATES ST., VICTORIA.

## NOTICE.

The undersigned have this day established a branch of their firm at this port, and have authorized Mr. H. E. Cannon to sign their firm's name, per procuracy.

VICTORIA, B. C., 1st Sept., 1892.

DODWELL, CARLILL & CO.,  
Of Hong Kong, Foochow, Hankow and Shanghai (China),  
Kobe and Yokohama (Japan),  
89 Bilteter Buildings, E. C., London, (England),  
Tacoma (Washington).

General Agents Northern Pacific Steamship Company.



# 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**

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 Barr
GLENORA " ".....	2,500 " "	GODERICH—Goderich, Ont..... 1,000 "
WINNIPEG MILLS.....		1,500 Barrels.

STANDARD BRANDS:

## OGILVIE'S HUNGARIAN, OGILVIE'S STRONG BAKERS

# HUDSON'S BAY CO'Y,

VICTORIA, - - - B. C.

IMPORTERS:

WINES,  
LIQUORS,  
CIGARS,  
CIGARETTES,

CANNED GOODS,  
ENGLISH GROCERIES,  
CANADIAN GROCERIES,  
AMERICAN GROCERIES,

STAPLE DRY GOODS,  
BLANKETS,  
FIRE ARMS,  
AMMUNITION.

AGENTS FOR:

Fort Garry Flour Mills, Benton County Flouring Mills.