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Vol. 1.

VICTORIA, B. C., TUESDAY, AUGUST 18, 1891.

No. 23.

**FURNITURE**  
**WEILER BROS.**

NEW LINES OF  
Bedroom, Office and Library  
**FURNITURE**

JUST RECEIVED.  
**CHINA AND PRINTED  
DINNER & TEA SERVICES.**  
Cutlery and Platedware

OF THE BEST MAKERS,  
AND FULL LINE OF  
**HOUSE FURNISHING GOODS**  
51 TO 55 FORT STREET,  
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.

**COWAN & WILSON**

WHOLESALE GROCERS

—AND—

**IMPORTERS**

—OF—

California - and - Tropical

**FRUITS.**

—)o(—

8 & 10 YATES STREET,  
VICTORIA, - - B. C.

**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.**

**TURNER, BEETON & CO**

Commission Merchants

—AND—

Importers

H. C. Beeton & Co., 33 Finsbury Circus,  
London.

Indents executed for any description of  
European or Canadian Goods.

AGENTS FOR

**GUARDIAN ASSURANCE CO.,  
NORTH BRITISH AND MERCANTILE  
INSURANCE CO., FOR MAINLAND.**

**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, Nainaimo, B.C.;  
Tacoma, "*Agents and Correspondents:*

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

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

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

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

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

**THE BANK OF BRITISH NORTH AMERICA.***Incorporated by Royal Charter.*Paid up Capital . . . . . £1,000,000 Stg.  
Reserve Fund..... £265,000 "

LONDON OFFICE:

3 CLEMENTS LANE, LOMBARD ST. E. C.

COURT OF DIRECTORS:

J. H. Brodie, E. A. Hoare,  
John James Cater, H. J. B. Kendall,  
Gaspar 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. CRINDLEY, General Manager.

E. STANGER, Inspector.

*Branches and Agencies in Canada.*London, Kingston, Fredericton, N.B.  
Brantford, Ottawa, Halifax, N.S.,  
Paris, Montreal, Victoria, B.C.,  
Hamilton, Quebec, Vancouver, B.C.,  
Toronto, St. John, N.B., Winnipeg, Man.  
Brandon, Man.*Agents in the United States.*

NEW YORK—H. Stikeman and F. Brownfield, Agents.

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

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. DRUMMOND, Vice-President.  
E. 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, Assa  
Brantford, O Lindsay, O Sarnia, O  
Brockville, O London, O Stratford, O  
Calgary, N.W.T. Moncton, N.B. St. John, N.B.  
Chatham, N.B. New Westminster, St. Mary's, O  
Chatham, O ster, B.C. Toronto, O  
Cornwall, O Ottawa, O Vancouver, B.C.  
Goderich, O Perth, O Victoria, B.C.  
Guelph, O Peterboro, O Wallaceburg, O  
Halifax, N.S. Pictou, O Winnipeg, Man.

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

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.

**GARESCHÉ, GREEN & CO.,**

(ESTABLISHED 1873.)

**BANKERS.**

Government Street, Victoria, B. C.

A GENERAL BANKING business transacted.

DEPOSITS received on liberal rates of interest.

DRAFTS, ORDERS, TELEGRAPH TRANSFERS and LETTERS of CREDIT issued direct on over 10,000 Cities in the United States, Canada, Europe, Mexico and China.

COLLECTIONS made at every point.

GOLD DUST purchased at highest market rates.

AGENTS FOR

*Wells, Fargo & Company.***CASEMENT & GREERY BANKERS**

And Financial Agents.

A General Banking business transacted.

Drafts issued on all points in Canada.

Dealers in Foreign and Domestic exchange

Money loaned on Notes, Real Estate,

Chattel Mortgages and all kinds

Of Negotiable Securities. Interest allowed

On time Deposits

Bankers. Bank of British Columbia.

OFFICE: COR. GAMBIE &amp; CORDOVA STS., VANCOUVER.

**Real Estate, Insurance, Exchange, Mortgages,****Stocks and Shares,**

—GO TO—

**A. W. MORE & CO.,**

TURNER BLOCK, DOUGLAS STREET

VICTORIA, B. C.

**HALL, GOEPEL & CO.,**

AGENTS:

The Liverpool &amp; London &amp; Globe Fire Insurance Co.

The California (Marine) Insurance Co.

The Traveler's Life &amp; Accident Insurance Co.

—:O:—

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

**Findlay, Durham & Brodie COMMISSION MERCHANTS**

AGENTS FOR

The Northern Fire Assurance Company of London,

The British and Foreign Marine Insurance Company of Liverpool,

The Royal Mail Steam Packet Company of London,

The British Columbia Canning Company (Limited) of London.

CANNERIES:

Deas Island, Fraser River, Haas River Fishery,

Windsor Cannery, Skeena River, Rivers Inlet Cannery,

Victoria Cannery, Victoria Saw Mills, Rivers Inlet.

—O—  
London Office:

43 to 46 Threadneedle Street.

**ROBERT WARD & CO.,**

VICTORIA, B. C.,

**Merchants & Importers,**

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

ROYAL SWEDISH AND NORWEGIAN CONSULATE.

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

**SHIPPING AND INSURANCE AGENTS.**

CHARTERS EFFECTED.

GENERAL AGENTS:

Royal Insurance Company, London &amp; Lancashire Fire Insurance Co. Standard Life Assurance Co. London and Provincial Marine Insurance Co. Ltd. Union Marine Insurance Co. London Assurance Corporation.

SOLE AGENTS:

Curtis' &amp; Harvey's Sporting and Blasting Powder. Joseph Kirkman &amp; Son's Gold Medal, Inventions Exhibition, 1883, Pianofortes.

J. &amp; W. Stuart's Patent Double-Knotted Mesh Fishing Nets, Twines, Etc.

Importers of Havana Cigars, Oilmen's Stores, Tin Plates, Portland Cement, Etc.

Agents for the following brands of British Columbia Salmon:

Ewen &amp; Co., "Lion"; Bon Accord Fishery Co., "Consuls"; A. J. McLellan's "Express."

**NOTICE OF REMOVAL.****H. CARMICHAEL & CO.**

VICTORIA,

**Financial and Real Estate****BROKERS,**

Have removed from 52 Government St.

—TO—

**32 GOVERNMENT STREET**

OFFICE OF THE

**BRITISH COLUMBIA PAPER MANUFACTURING COY.**

**THOMAS EARLE,**  
**IMPORTER**  
 —AND—  
**Wholesale Grocer.**

AGENT FOR  
 ALERT BAY CANNING CO.  
 NIMPISH BRAND.

**Pioneer Steam Coffee and  
 Spice Mills.**

WHARF ST., VICTORIA.

**P. F. RICHARDSON,**

SUCCESSOR TO  
 RICHARDSON & HEATHORN.

**IMPORTER**

—AND—

**MANUFACTURERS'  
 AGENT.**

P. O. BOX 107.

42 YATES ST., VICTORIA.

**J. & T. BELL,**

MANUFACTURERS OF

**FINE BOOTS AND SHOES**

WHOLESALE.

1667 NOTRE DAME STREET,

MONTREAL.

**VICTORIA STEAM BAKERY.**

**M. R. SMITH & CO.,**

WHOLESALE AND RETAIL

**CRACKER BAKERS,**

VICTORIA, - - B. C.

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

**T. B. PEARSON & CO**

Manufacturers of Clothing,

OVERALLS, : SHIRTS, : &c.

Salesroom and Factory:

YATES ST., NEAR ORIENTAL HOTEL,

VICTORIA, - - B. C.

**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.

Moodyville Saw Mill Co., of Burrard Inlet.

**SALMON CANNERY AGENCIES.**

**FRASER RIVER:**

Delta Canning Co's Maple Leaf Brand.  
 Laidlaw & Co's Dominion Brand.  
 Wellington Packing Co., Wellington Brand.  
 Harlock Packing Co's Brand.

**NORTHERN AND SKEENA RIVER:**

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

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

Columbia Flouring Mill Co. of Enderby.

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

**E. B. MARVIN & CO.,**

**Ship - Chandlers - and - Commission - Merchants**

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

Cable Address:  
 MARVIN VICTORIA.

**WHARF ST., VICTORIA, B. C.**

A. J. Langley. T. M. Henderson.  
 J. N. Henderson.

**LANGLEY & CO.,**

ESTABLISHED 1858.

**Wholesale Druggists**

21 & 23 YATES STREET,

VICTORIA, B. C.

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

W. H. SOULE.

A. K. 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.

**Jackson & Mylius,**  
 -DEALERS IN-  
**DIAMONDS,  
 WATCHES AND  
 JEWELLERY.**

REPAIRING A SPECIALTY.  
 ALL WORK GUARANTEED.

76 GOVERNMENT STREET,

"COLONIST" BUILDING, VICTORIA, B. C.

**F. W. NOLTE & CO.**  
 PRACTICAL OPTICIANS,

The above firm will open a first-class Optical Store Sept. 15th. All work guaranteed and done in Victoria, including the grinding of special lenses. Mr. Nolte, the well known American optician, will take the management and give his personal attention to the business.

**TRADE AND COMMERCE.**

COMMERCIAL JOURNAL OFFICE,

Tuesday Morning, August 18.

VICTORIA.

As an indication of the faith of foreigners in Victoria real estate, it might be mentioned that a financial firm of this city has received a large sum of money for investment. The amount is away up in the hundreds of thousands and is offered on good real estate security at from 8 to 9 per cent. on long terms. There is no difficulty whatever experienced in securing money for legitimate business purposes, and, altogether, Victoria's business men are to be congratulated on the confidence placed in them by financial institutions.

The business of the city shows a marked increase. Travellers returning from outside points are unanimous in declaring that business is not just as good as it might be, and those best posted predict a dull autumn.

There is an exception in the case of Vancouver. Business there improved during the last week, and merchants, in all lines, report that they have done well. The depression in the lumber trade naturally greatly affects Vancouver, and a number of logging camps have already or are now closing down.

**FLOUR AND FEED.**

The first lot of new wheat was brought into the city early last week, and is a splendid sample. It is quoted at \$40 per ton. Oats are beginning to come in more plentiful, as a good many farmers who held their lots over expecting high prices, are now selling, and the price has lowered to \$35 per ton. The hay season has been a most favorable one, and a better crop could not be desired. Some of the new crop of oats and barley is expected down

from the mainland this week. Potatoes are now coming in freely at \$20 per ton. California oat products have slightly declined, oatmeal being now quoted at \$1.50 and rolled oats at \$1.25. Royal brand of Oregon flour has slightly declined, being now quoted at \$5.75.

Quotations are: Enderby flour, for carload lots, Premier, \$5.75; XXX., \$5.45; Strong Bakers or XX., \$5; Super fine, \$4.

Delta, Victoria mills	.....	\$5 25 @ 0 00
Lion, " "	.....	5 25 @ 0 00
Premier, Enderby mills	.....	6 00 @ 0 00
XXX., " "	.....	5 70 @ 0 00
XX., " "	.....	5 25 @ 0 00
Superfine, " "	.....	4 25 @ 0 00
Manitoba Hungarian	.....	6 25 @ 6 35
Snowflake	.....	6 25 @ 0 00
Portland Roller	.....	6 25 @ 0 00
Royal	.....	5 75 @ 0 00
C & C	.....	5 50 @ 0 00
Oregon Superfine	.....	4 50 @ 0 00
Columbia Superfine X.	.....	4 40 @ 0 00
Wheat, per ton	.....	\$10 00 @ 0 00
Oats	.....	35 00 @ 0 00
Oil cake meal	.....	35 00 @ 40 00
Chop feed	.....	37 50 @ 00 00
Shorts	.....	28 00 @ 30 00
Bran	.....	26 00 @ 28 00
California oatmeal	.....	4 50 @ 00 00
Rolled oats	.....	1 25 @ 0 00
California rolled oats	.....	5 25 @ 00 00
Tacoma rolled oats	.....	4 80 @ 00 00
Cornmeal	.....	3 00 @ 3 25
Cracked corn	.....	50 00 @ 55 00

**RICE.**

The Victoria Rice Mills quote wholesale:

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

**SALMON.**

The season on the Columbia river closed on the 10th, and definite information as to the pack has been received. The actual pack this season was 393,070 cases, while

last season the pack was 432,300 cases, showing a shortage of nearly 40,000 cases. The canneries at River's Inlet and on the Skeena have closed for the season. It is estimated that the pack on the Skeena is about 70,000 cases. The run on the Fraser improved last week, and the canneries did very well, having increased the pack to 120,000 cases. Some of the canneries expect to fill all the cans that they have prepared although the indications are that the sock-eye run is near an end. Shipments of fresh salmon to Montreal, Toronto and New York were heavy last week. The demand from the east is increasing, on account of the season on the east coast being nearly over. In England, the market is said to be steady, pending information as to the actual results of the season's pack. The bark Serica and the ship Blair Athole will shortly commence loading salmon at Victoria, and the Morayshire at New Westminster, all for the U. K.

**LUMBER.**

The Chilean ship Hindostan cleared last week from the Moodyville mill with a large cargo for Valparaiso. The situation of the foreign market is still depressed. Quotations are as follows for cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association: Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, \$9 per M feet; rough deck plank, average length 35 feet, \$19; dressed flooring, \$17; pickets, \$9; laths, 4 feet, \$2. Local trade is being cut fine for business, competition is keen and dealers are cutting prices to get trade. The Rock Bay Saw Mill quotes:

Rough lumber, per M	.....	\$12 00
Best quality dressed lumber, per M	.....	20 00
Second " " "	.....	17 50
Laths, per M	.....	2 50
Shingles, " "	.....	2 50

with a discount of 5 per cent. if paid within 30 days.

# The Sehl-Hastie-Erskine Furniture Co.,

—IMMENSE STOCK OF—

Furniture, Carpets, Linoleums, Crockery,  
Glassware and General

## HOUSE FURNISHING GOODS.

WHOLESALE AND RETAIL. CORRESPONDENCE SOLICITED.

OFFICE AND SALESROOM:  
66 to 68 Government Street.

FACTORY:  
Laurel Point.

W. L. McABE, TACOMA,  
1st Vice-Pres.

CAPT. JAS. CARROLL,  
Pres't.

J. P. BETTS, VANCOUVER, B. C.,  
2nd Vice-Pres.

## PUGET SOUND AND BRITISH COLUMBIA STEVEDORING COMPANY.

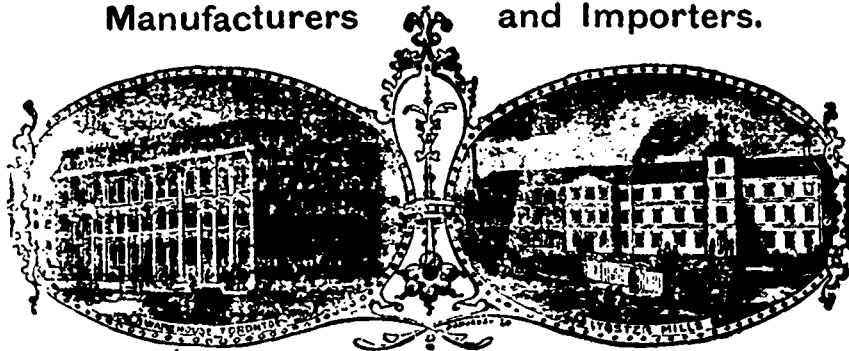
INCORPORATED.

Doing business at all Puget Sound and British Columbia Ports. The only concern with a complete stevedoring plant. Head office: Port Townsend, Washington.  
Capt. John Barneson, Sec'y, Manager, Port Townsend. R. Chilcott, Manager Seattle and Port Blakely. F. M. York, Manager Victoria, Chemalms and Cowichan, B. C.  
All communications to be addressed to the Sec'y at the head office, Port Townsend, Wash. Cable address: Barneson, Port Townsend.

# GORDON, MACKAY & CO.

TORONTO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

### FRUITS AND VEGETABLES.

Business is active, and, owing to the advancement of the season, prices, in a good number of lines, are a little lower than last week. Quotations are: Peaches, \$1.25; apricots, \$1.15; pears, (bartlett), \$2.00 to \$2.25; plums, \$1.00 to \$1.25; grapes, (white), \$1.75; grapes, (black), \$2.00; apples, (green), \$1.50; apples, (red astracan), \$1.75; Riverside oranges, \$1.25 to \$1.50; California Messina lemons, \$5.00 to \$6.00; bananas, \$3.25; cantalopes, \$7.00; nutmeg, melons, \$3.25; watermelons, \$7 a crate; nectarines, \$1.50; crab apples, \$1.25; silverskin onions, 1c. per lb.; native potatoes, 1c. to 1½c. per lb.; island apples, \$1.50 per box; tomatoes, \$1.00; cucumbers, \$1.00; sweet potatoes, 1½c. per lb.; sweet corn, 30c. per doz.

Work is being pushed on the Osler and Hammond mine, Vermont Creek. The tunnel to the 200-foot level will be completed early in November, when cross-cutting will be immediately commenced.

### FOREIGN MARKETS.

BERLIN, Aug. 17.—The corn market closed flat. August rye was quoted at 250 marks; September 250; August wheat 240; September 241 marks 50 pfenning.

ANTWERP, Aug. 17.—Wheat rose, to-day, two francs on the hundred kilos, and rye, for forward delivery, was quoted at 20 francs. The market was much excited.

ST. PETERSBURG, August 17.—The minister of finance announces that the Russian yield of rye is 177,000,000 of poods, but owing to present supplies being nearly exhausted, 904,000,000 are required for the use of the people, and for sowing the future harvest. The deficit must be supplied with potatoes and maize.

Illegal fishing for salmon, by stretching nets across the Stave river, was reported to the department at New Westminster a few days ago. The matter has been investigated, and found true, and the guilty parties are now being searched for by the fisheries guardian, and will be severely punished.

# T. N. HIBBEN & CO.,

69 GOVERNMENT ST., VICTORIA.

SOLE AGENTS FOR

THE "CALIGRAPH"

AND

CALIGRAPH SUPPLIES.

Morrow, Holland & Co.,

REAL ESTATE BROKERS,

Notaries Public, Conveyancers, &c.

MONEY TO LOAN.

46 BROAD STREET, VICTORIA, B. C.

### BUSINESS CHANGES.

A. C. McAlpine has purchased the Western Hotel, Victoria.

A. V. Bossi, grocer, Victoria, advertises his stock for sale.

Williams & Lendine are now proprietors of the Willows Hotel, Victoria.

R. T. Patton has started in the produce and commission business in Victoria.

Draper & Leithead purchased at sheriff's sale the stock of Towle & Runnells, cigars, Vancouver.

Ellison & Evans, laundry, Vancouver, have dissolved. The business will be continued by Thomas Evans.

Pearne & Main desire to state that they are no longer interested in any newspaper venture in Vancouver.

Mr. J. E. Philip has opened business in the West Side store in the new Armstrong-Young block, New Westminster.

H. McDowell & Co., Vancouver, are going into the wholesale drug trade in connection with their present business.

There is a possibility of a lighter pack of peaches than usual this year in California.

It is stated that hereafter the Parthia will fly the flag of the Upton S.S. Company from Portland to Yokohama.

The Allan Line Company have just completed arrangements with the British postoffice authorities, whereby they will resume the carrying of mails between Great Britain and Canada.

The Chilliwack fruit cannery is taking all the plums and peaches grown by the farmers in that section, and there will not be the usual quantity from the district this year for export. The cannery will make an immense pack.

The manager of the Tacoma Smelting Co. has made a contract with the Glenn Mining Co., of Kamloops, for all the iron ore they will require during next year. The company also expect to complete arrangements, in a few days, to furnish another smelter with a large quantity of ore.



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NANAIMO, B. C.

## THOMAS HOOPER ARCHITECT,

Over Spencer's Arcade,  
GOVERNMENT STREET, VICTORIA.  
Room 10, TURNER BLOCK,  
VANCOUVER.

### A MEDICAL TRICK.

I wish the newspapers, said a physician recently, would educate public, or rather medical, opinion up to the point of writing prescriptions in English instead of Latin. Nearly all the mistakes of drug store clerks arise from a combination of bad writing with worse Latin, and if every physician would write in English, and plainly at that, greater accuracy in often filling prescriptions would often add to his reputation. Many reasons are given for sticking to Latin, but habit and a regard of mystery are the chief ones. There was a time, no doubt, when some benefit was derived from the secrecy, but such is not the case now, as it is quite usual for the patient to ask the druggist what there is in his medicine. As to the fear that English-written prescriptions might increase the amount of self-doctoring, it is quite unlikely this would be the case. The most popular of the patent medicines are those which have on their printed labels a plain statement in English of the ingredients. I have half a mind to try the experiment of decipherable prescriptions myself.

### WHY THEY FAILED.

An interesting chapter has been published by the *New York Press* about why people fail in life. A number of failures tell their own story. One man is a failure because he always wanted to study theology and the destiny of the human soul. He was so much interested in this that he found it impossible to become interested in anything that would serve to maintain the human body in comfort. This was unfortunate, as in a comparatively short time man becomes a soul without a body, and will have a chance to solve without trouble the mysteries our friend pines to know.

One man who ought now to have been a millionaire failed because a railroad company "insisted" that he should buy a million dollars' worth of property for the railroad in his own name. He was foolish enough to do so, and, as he might have known beforehand, was held responsible

for the payment. Of course it broke him up.

Yet another person owes his failure in life to the fact that he was over anxious to accumulate property and mortgaged what he had to buy more. Then a crash came and doubled him all up. Want of pluck and perseverance seems to be a prime cause of failure too. Many who have failed through bad business judgment or otherwise, appear to give down and believe there is nothing more for them in life. There is no more fatal mistake. There is a good living in the world for every human being if only he has the dauntless spirit that can never be downed. Having that he can always succeed at last, no matter how old he is or how often he has failed.

### NEW FREIGHT BOAT.

Messrs. Campbell & Foreman, of Nanaimo, are having a large freight and passenger boat built to run between this city and Gabriola Island. This will enable the farmers of that island to bring their products to this city by steam instead of boats and canoes, as before. The boat will be, when completed, 40 feet over all and 12 foot beam, and decked to protect the freight and passengers from the weather. —*Nanaimo Free Press.*

The Royal Pulp and Paper Company, who are erecting paper mills at East Angus, Que., expect to have them in operation in November.

The current issue of the *New York Dry Goods Chronicle* says: While the improvement in trade conditions has been general, and all along the line, yet it has not been sufficiently marked to be called active in any sense of the word.

Seizures of Chinese cigar factories by the revenue authorities are the regular thing in San Francisco, and of almost daily occurrence. Two were seized in one day last week and about 5,000 cigars were confiscated together with moulds and other paraphernalia.

### TOO BUSY TO DO BUSINESS.

There are merchants who, if their repeated declarations may be taken as true, are too busy to do business.

Travelling men meet them every day, and are rebuffed by them. They ask but five minutes or ten minutes, to show their lines of goods, but the merchant is too busy to grant the time.

In most cases, this excuse for turning the salesman away without a hearing is a petty fabrication, and where it is not, there is something radically wrong with the machinery of the concern.

To be able to buy well is quite as important as to sell well. Indeed, it is doubtful if goods badly bought can be sold well. Therefore, the firm whose buyer has not time to examine the goods that are in the market, is placed at a disadvantage, and needs to employ more buyers. The retailer who has no time to examine samples, loses many an opportunity for profit.

And what is true in this particular, as it relates to salesmen, is also true in regard to everything that pertains to business. The merchant should have time for everything that pertains to business, and every man who calls upon matters of this sort should be accorded a decent hearing.

The merchant who is "too busy" to investigate matters pertaining to his business, is not going to win the largest success.

### BIG SALMON.

Two questions arise in connection with the salmon run in the Columbia river this season; the first is where did all the big salmon come from this year; why were the salmon of 1891 so much bigger than the salmon of previous years? The other is what are the hybrid salmon, the spotted fish caught so numerous in the traps this year. Two jars of those spotted fish have been sent back east, one to Prof. Jordan, of the United States' fish commission; the other to the Smithsonian Institute, Washington, D. C., with a request that their ichthyological contents be properly classified by those fish sharps. —*Astorian.*

## COMMERCIAL SUMMARY.

There is no truth that the ss. City of Panama was seized at La Libertá.

It is stated that Italy has concluded a loan of £10,000,000 with a Berlin syndicate.

Ex-City Treasurer Flace has defrauded the City of San Francisco of the sum of \$29,000.

The New York Sun estimates that American tourists spend \$100,000,000 in gold yearly in Europe.

The Leeds, Eng., millers' association has advanced the price of flour one shilling and sixpence per sack.

W. A. Murray, merchant, of Toronto, is not expected to reach Toronto alive from Germany, where he has been for his health.

The firm of Friend & Br. s., of Berlin, Germany, say that certain American marksmen obtained jewelry to the value of over \$3,000 and then absconded.

The National Forge and Iron Company, with mills in East Chicago, have made a voluntary assignment. The liabilities are scheduled at half a million dollars and assets \$200,000.

The Hastings Saw Mill Company's camps on Thurlow and Valdez Islands, together with one on the Mainland, have been temporarily shut down, as is also the case with some belonging to Ross, McLaren & Co.

The wholesale grocery and importing firm of Gillespie & Co., Montreal, have chartered a vessel to take to Jamaica a complete cargo of Canadian produce. The vessel on her return voyage is expected to bring sugar, rum, coffee and spices. This is the first venture of the kind from Montreal, although occasionally stray shipments have been made.

The Vauxhall and Southwark Water Company, of London, has just built a tunnel 9 feet in diameter, beneath the Thames, at Kingston, in remarkably short time, it having been constructed in nine weeks. The roof of the tunnel is only three feet below the water in the river bed. The material pierced was clay, and the system employed was that of laying iron plates behind a circular shield.

Where does all the lumber go that is cut each year? Hundreds of millions of feet go into the thousands of houses built each year in city, town and country. The agricultural implement makers consume 100,000,000 feet yearly, mostly oak, ash, maple and hickory. The furniture manufacturers use 300,000,000 yearly, nearly all hardwood. The wagon, carriage and buggy makers consume more than 100,000,000 feet annually. These are a few of the places where it goes.

A long time ago, the distinguished French astronomer, Flammarion, expressed the belief that communication would be established, one day, between the earth and the planet Mars. The idea seems to have appealed very strongly to the fancy of an old lady at Pau, France, who died recently, bequeathing a legacy of 100,000 francs as a reward to the first scientist who may devise a scheme for successfully accomplishing the feat. The money, which is payable for ten years only, is to be held in trust by the French Institute.

John Leich, for many years a prominent manufacturer of Hamilton, Ont., is dead.

The mayor of Philadelphia receives \$12,000 a year, the mayor of New York receives \$10,000.

The Imperial Parliament has been prorogued until October 24th. The Queen's speech was, as usual, of a congratulatory character.

The silver bill, it is said, will surely go through Congress next session, assurances having been given that it will meet no executive veto.

Jules Goudron, hardware merchant, Montreal, has assigned. Liabilities, direct and indirect, are \$12,000; assets are nominally \$30,000.

H. O. Havemeyer, president of the American Sugar Refinery Co., says sugar will not go any lower, but a steady increase of price will set in.

Recently \$3,000 was stolen from the Merchants' National Bank at Omaha, Neb., and a newly arrived book-keeper named Tatte was suspected. Tatte has since resigned and disappeared.

The coins struck in the mints of the world last year were of less value than those coined in 1886. According to a statement just issued, England coined the greatest quantity of gold, and the United States the most silver.

It is estimated that at least \$50,000,000 of the United States government paper money supposed to be in circulation has been lost or destroyed. By the sinking of one vessel off the Atlantic coast some years ago \$1,000,000 in greenbacks was lost.

The Suez Canal is being widened in some parts to the extent of 50 feet. The widening has been completed at the close of 1889 for a distance of about 10 miles from Port Said. In the course of last year, the widening was completed for a further distance of five miles. By the close of 1891, the widening works are expected to reach a point 22½ miles from Port Said.

A Sudbury letter says activity in the nickel industry of late has been steadily increasing, and solid progress has been made. The results of experiments by the United States Government with nickel have been received with great interest and satisfaction. It is stated that similar experiments are being quietly made by the British Government, and that in consequence of the results which are not yet publicly known, a number of English capitalists usually well posted are investing heavily in nickel lands.

The New York Commercial Bulletin gives the total reported fire losses in the United States and Canada of \$10,000 and upwards during the month of June as \$7,467,500. Adding 15 per cent. for small and unreported fires the total loss for the month is placed at \$8,587,625. There were eighteen fires involving a loss of \$100,000 and upwards, the largest being the Coopers Works at Williamsburg, L. I., loss \$420,000. The fire losses for the first half of the year amounted to \$69,555,170, as compared with \$47,811,245 for the corresponding period in 1890, \$61,286,000 in 1889, and \$67,280,850 in 1888.

Each of the 1,500 street cars in New York earned \$20 a day last year.

A disastrous fire has occurred at Liverpool, Eng., destroying thousands of bales cotton, the damage amounting to over \$250,000.

Beggars are an organized guild in China. They abound everywhere, and, in the north, their only garment, if any, is a tattered sheepskin.

English capital has bought a large plant on the Farmington river, Conn., and will establish a factory for the production of plush goods and shawls.

There are three life insurance companies whose maximum amount on a single life is \$100,000, namely, the Mutual Life, Equitable and New York Life.

Physicians of the United States are paid annually nearly \$1,500,000 for medical examinations for life insurance companies. Three companies pay over \$250,000 each.

There are 46,000 oil wells in the United States, representing a capital of \$120,000,000, with an output of 130,000 barrels per day. The refining capacity of the country is 140,500 barrels per day, while 15,000 barrels are consumed as fuel. A surplus stock is held in tanks of more than 35,000,000 barrels.

The Guatemala coffee harvest for 1891 will reach 700,000 quintals, representing \$16,000,000. In ten years, the production has more than doubled, and the price realized has more than quadrupled. The European markets, however, will be largely supplied from the Brazilian harvest, which is 9,000,000 bags this year.

Some forms of shell fish and other fish are said to exist three miles under water, where the pressure is not less than three tons to the square inch. They are able to do this because the tissues of their flesh have a sponge-like character which absorbs water and makes them as heavy as the water where they are.

Russian scientists are about going to northern Africa to make a study of the methods employed by the natives in resisting the inroads of quicksands. This inquiry is the result of ineffectual efforts on the part of Russian engineers to counteract the effect of quicksands in trans-Caspian sections, where thousands of acres of the best arable soil are annually used up.

Work on the ship railway, says the Chignecto Post, will be suspended at the end of next week by orders cabled from London. There is no failure of contractors or company as has been reported, but in the present state of the money market, the company were not able to float their bonds without a sacrifice which they deemed unnecessary. As soon as the present financial crisis passes, work will be resumed. The work is far advanced, machinery all there, rails laid twelve miles and line half ballasted. A few months work will complete it. The contractors' liabilities are all paid and no one loses anything. The following is clipped from the Parraboro Lead: "The biggest mortgage seen around these parts for many a day, was placed on record last week. It is a mortgage to certain parties in England covering the Chignecto Marine Transport Railway—the ship railway—and is for \$700,000.



# THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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D. M. CARLEY . . . . . EDITOR.

L. G. HENDERSON . . . BUSINESS MANAGER.

Office No. 77 Johnston Street.

VICTORIA, TUESDAY, AUG. 18, 1891.

## RAILWAY SCHEMES.

To all except "the Old Men of the Mountain"—the "Rip Van Winkles"—upon whose backs the moss has obtained a luxuriant growth, it will have been a pleasing bit of information to have learned that very shortly the respective proposals of the Victoria, Saanich and New Westminster Railway and of the Victoria and North American Railway will be submitted to the ratepayers to testify their opinions by their votes. These subjects, as has been repeatedly pointed out in these columns, are of vital interest to Victoria, and, if she is to go on prospering, something must be done towards having them, or something similar in object, carried out. The future of the Queen City depends upon something being done to secure better communication with the Mainland, either upon Canadian or United States territory. All things being equal, there can be no doubt as to the way in which the choice would be made, that is supposing the principle of augmented railway and steamboat facilities be endorsed. It would be hard to suppose that a sufficient number of electors—themselves interested in the advancement of Victoria and Vancouver Island—could be found who would be blind enough to vote that existing communications are sufficient for the present. We all know—even those who hesitate to acknowledge it—that we cannot afford to stand with our hands folded and see sister cities on both sides of the Sound advancing by leaps and bounds, leaving us far astern. Besides, if the time is not supposed to have arrived that we make a departure, when is it to be expected that we shall be ready to do so? There is a tide in the affairs of men"—and of cities too—"which taken at the flood, leads on to fortune." The flood tide is coming in and will assuredly be followed by an ebb. It is on the top of the wave that we must get. Far be it from us to advocate any rash or ill considered action. The questions to be decided are will Victoria be advantaged by any additional railway connections? If so, which of the proposals is the best calculated to advance our interests? What will be the costs entailed upon the public, and will the anticipated return be anything like an adequate one? There is no need to be in an undue hurry; but, on the other hand, there should be no unnecessary delays. It is to the future we are looking

even more so than to the present, and therefore the consideration and discussion given to the matter should be as full and thorough as possible. Public opinion should be aroused, if there is such a thing in existence, for it must be confessed that; to all appearances, the public mind of this community does not work as it does in some places where vital issues give open and unhesitating expression to thoughts that speak and words that burn.

## THE PROFESSIONS.

A recent article in the *Canada Educational Monthly* has been the means of opening up a discussion, which has extended to other newspapers, on the subject of overcrowding the professions. A parent asked why when young men obtained a certain amount of education in the universities they did not take off their coats and work at trades, such as bricklaying, etc. The explanation offered was that educated young men prefer professions to trades, and because the world holds a doctor in greater estimation than it does a bricklayer. No doubt an honest doctor may be as good and respectable a man as an honest bricklayer; but it is safe to say that, while honest bricklayers have no difficulty in earning their living, there are thousands of honest doctors who cannot earn honest livings by their professions. Why then do parents, in view of this fact, educate their sons to be doctors, uncertain that they will earn honest livings as such, while they might become proficient bricklayers, whose services would always be in demand at remunerative wages? But if these conceited young men must become doctors, let it be at their own expense. It should certainly not be at the expense of the bricklayers and all other classes of the tax-paying community.

The *Canadian Manufacturer* says on this subject: "There seems to be no doubt of the fact that there is a great over-production of graduates from the universities. We make no objection to the manufacture of professional men, but our contention is that those who desire such education, or their friends, should pay the cost thereof, and that it should not be saddled upon the general public. They are luxuries which those who enjoy should pay for. It may be asked if the poor man contributes to the support of the university. Of course he does. He contributes in the greater rent he has to pay for his cottage, for, the university being un-taxed, the cottage pays a higher tax. And this higher tax, which has also to be paid by the manufacturer who employs this poor man, tends also to lower wages, for the manufacturer, in estimating what wages he can pay his employees, must take into consideration the question of taxes. Indeed, it is entirely out of the question for the poor man to have his son educated in the university, but for the contributions forced from the poor man in the way indicated."

The fact is, under the existing system of hot-house education which flourishes in the United States and in the Eastern Provinces, all of the professions are becoming overcrowded and congested. It cannot be denied that the supply of professionals is far in excess of the demand, and the production of them is carried to a ridiculous

extent. In certain walks of life the idea is scouted that a young man should contemplate being anything else than a professional, and as there are but few variations in the occupations of professionals, it follows that these are overloaded and that the community must of necessity be unnecessarily taxed for their subsistence.

To remedy this condition of things, it is now proposed to put on certain restrictions, and here is a suggestion which has been made: Let all property used for educational purposes to which the children of the poor do not have abundant access be taxed just the same as all other property is taxed. This will relieve the burden of taxation upon the working classes and increase the inducement for young men to become mechanics instead of professionals. Withdraw the bonuses and gratuities paid by the State towards the support of these exclusive schools, and let them be supported by those who are benefitted by them. No fear but what the demand for professionals will always be fully supplied. A more healthy sentiment will grow up in the community, and physicians will not have to starve their families for the sake of keeping up fine residences and imposing appearances; there will be fewer shy-sters among lawyers; there will not be so many straggling clergymen looking for vacant pulpits; there will be fewer educated young men seeking positions as teachers in country schools at two hundred to four hundred dollars a year salary; and there will be more good mechanics and workingmen and farmers in the land.

These remarks more directly apply to provinces other than our own; nevertheless they are not out of place here, inasmuch as our people are talking university with a large "U," and but for the jealousies between certain people on the mainland and on the island, decided progress might have been made with that enterprise. The present provincial system of schools is good enough for all practical purposes. Our Province is not adequate to the maintenance of a university, which would be an immense tax on public as well as individual resources. There are any number of ready manufactured professional men all over the country, and if we only avail ourselves of such of them as offer we shall be able to do much more in developing our vast natural resources. We shall have our own money to embark in them, and our best bone and sinew will find in them their perfectly legitimate employment. Let us make our common and high schools as effective as we can, but in the stern business of life for those who have made "book larnin'" their sole avocation until they are too old or too idle for manual labor, for the counter or the office, we have very little room.

## ENGLAND'S EXPORT TRADE.

The *London Times*, in a recent article commenting on the returns issued by the British Board of Trade, unhesitatingly asserts that they are very unsatisfactory. The *Times* reasons that the decline in exports are due chiefly to the lower value of manufactured articles, metals and imported raw materials for sundry industries and manufactures. In raw materials for textile manufactures, there has been an increase of 700,000, and in food stuffs an in-

crease of nearly 300,000 pounds. The increase in the latter is due to the advances in corn and not to an increased amount. The decline in exports is distributed over the whole list. The McKinley law, of course, has been the great cause of the disturbance. The prospects of the law last year swelled exports to the United States while those markets were still open. English merchants and manufacturers availed themselves of the outlet, and were met with equal eagerness on the part of America to buy at lower rates. The McKinley law now in force has had the effect expected and intended. The exports to the United States have decreased under several headings, and although there have been advances under other headings, this advance is not sufficient to balance the trade loss. The figures for July are therefore lower than they would otherwise have been, and they compare unfavorably with the time when the exports were abnormally large. The effects of hostile trade also are greatest and most visible at first sight. In the course of time things generally recover. Old trade channels are closed, but trade goes more by a circuitous route under conditions less advantageous to the purchaser than to the exporter. The McKinley law has been a severe blow to some branches of trade, but the chief sufferer will be the country which has been so unwise as to establish it. The *Times* concludes: "The Board of Trade returns are, therefore, less satisfactory than they appear. They do not show that our trade resources are impaired, or that the energy which has carried us to the front of the trading countries of the world will not maintain us in the place which it has enabled us to win."

#### BANK OF BRITISH COLUMBIA.

At the last general half-yearly meeting of the Bank of British Columbia, held in London, the report presented showed nett profits of £47,147 16s. 11d., which approximates to the last half year's profits, and is considerably in excess of any previous half year ending in June since the bank has been established. Out of this profit, it was proposed to pay a dividend at the rate of six per cent. per annum together with a bonus of one per cent. It was further intended to strengthen the reserve fund to the extent of £12,000, making that fund £220,000, and to carry forward the sum of £11,117 16s. 11d. to the current half-year. It was stated that the balance of \$11,147 carried forward to the next half-year was in excess of the usual sum, but the directors considered it desirable to do this, as they hope to make, as usual, a larger division than now recommended at the end of the year. It was remarked that there was nothing in the outlook to suppose that the result would not be equal to the corresponding period of last year. There seemed to be the prospect of good crops generally, and an unusually active business season. The colony of British Columbia was making rapid strides, accumulating wealth—influences that could not fail to affect favorably the bank's business. The bank authorities are to be congratulated on the success of the year which to all interested in the province the results are an excellent augury for the future.

#### ANECDOTES OF SIR JOHN MACDONALD.

In addition to his possession in ample measure of those great qualities that go to make up the statesman, Sir John Macdonald was full of anecdotes, and not unfrequently contrived to break the barb of a sharp thrust, by putting in just at the right moment what might be fittingly termed a rattling good story. Some of these have appeared in *Hansard*, while others are known only by tradition. There are also many good stories told of the late premier, and of these, now that he has gone, Mr. E. B. Biggar, of the *Canadian Journal of Fabrics*, has made a collection and given them to the world. Some of the stories both of and by the late Conservative leader, will be familiar to many; but their compilation which, in some sense, was with Mr. Biggar a labor of love, will afford to many considerable satisfaction as giving them *reliques* in his lighter moods of one whose peer, taking him in the many aspects of his well rounded career, the Dominion of Canada has not so far seen. The volume is modest and unpretentious, and on that account will be the more acceptable.

#### EDITORIAL NOTES.

MR. BELL, a gentleman from the Old Country, is going to start a creamery at Saanich shortly, and for that purpose has leased the old Saanich mill property from Messrs. Brackman & Ker.

G. HECTOR CLEMES, representing the J. B. McLean Co., Limited, is in town on business for his firm. The company have made a specialty of trade journals in the East and publish in Toronto *Books and Notions, Hardware, the Dry Goods Review* and the *Canadian Grocer*, all reliable authorities.

It is to be hoped that the land-owners on the line of the Cadboro Bay Road above the present tramway terminus will so arrange matters that it may be possible to have the road up to the exhibition grounds made wider, and that the contemplated extension of the track may be completed before the opening of the show.

THE resignation of the Minister of Public Works, Sir Hector Langerin, as the outcome of existing investigations at Ottawa, will hardly be a surprise to the reader who has carefully followed the proceedings. He was manifestly careless—if not criminal—and in public matters blunders are held to be almost as blameworthy as offences that have been committed knowingly and deliberately. Hon. Mr. Abbott has, as has already been announced, declared that he will make a clean sweep of all the guilty ones. The besom seems to be working with tolerably good effect. Let the process continue until none but good men and true are left.

VICTORIA has had its horticultural show, so have other important centres, and very soon the agricultural exhibitions will be held all over the land. All these things are in the highest degree beneficial. They awake a spirit of rivalry and lead to the

production of the best specimens that are to be obtained in the different departments. To these enterprises the public are much indebted for the advances which agriculture and horticulture have made in recent years. The consumer has learned to demand the best articles that are procurable, and he is prepared to pay the price; thus the producer has found that to obtain the best results he must rely upon the best methods and the best materials, and it is in this way that advancement is made.

MR. EARLE, M. P., on his return from Ottawa, had a conversation with a local newspaper man, giving an account of his doings at Ottawa this session that ought to afford considerable satisfaction to the people of his constituency. He and his colleague, manifestly, though the Government, in one way or another, has had its hands pretty full—have managed to make it pretty well understood what are the requirements of Victoria; while Col. Prior still continues to hold the fort and will vindicate the claims of this city and province until the time of the parliamentary session be over. The Premier of the Province has also been at the seat of the Dominion Government, and that he has succeeded in doing something there can be no doubt. But the Dominion authorities ought to act promptly. There ought to be no delays; time is precious. Our harbor, our salmon fisheries, our coast service and the thousand and one things in which we are concerned should be handled with energy and expedition.

#### FREIGHTS.

The nominal rates for lumber charters are quoted as follows: From Burrard Inlet or Puget Sound to Sydney, 50s for small vessels and for large vessels not over 45s.; Melbourne, Adelaide or Port Pirie, 57s 6d; Shanghai, 62s 6d; West Coast of South America, nominal at 50s. to 55s. Grain freights are quoted from Puget Sound to U. K., 45s to 47s 6d; from Portland, 52s 6d, and from San Francisco 45s. to 46s. 6d. for iron and 42s 6d for wooden. Market strong. For coal freights, present quotations are: Nanaimo or Departure Bay to San Francisco, \$2.50; to San Diego and San Pedro, \$2.50 to \$2.75.

#### FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending August 15th:

NEW VANCOUVER COAL CO. SHIPPING.			
Date.	Vessel and Destination.	Tons.	
8—	J. C. Brittain, ss, Whatcom.....	207	
10—	Walla Walla, ss, San Francisco	1,353	
12—	John A. Briggs, shp, San Frisco	3,250	
12—	Lakme, ss, San Francisco.....	922	
12—	Robert S. Benard, bk, San Francisco .....	1,894	
14—	Ericsson, shp, Ounalaaka.....	2,068	
14—	Tacoma, ss, Port Townsend.....	63	
15—	Gen. Fairchild, bk, San Frisco..	2,500	
15—	Oregon, bk, Wilmington, Cal...	2,300	
	Total.....	14,667	

The Lanark mines, near Illecillewaet, are still pushing ahead under the very able management of Capt. Jno. Eva. They expect to strike the main lode in a few days, when something like 50 tons per day of a fairly high grade ore will be produced.

## THE CROP SITUATION.

The intimations of an unfavorable outcome of the crops in Europe have grown into formidable facts. Bradstreet's figures the probable productions of importing countries at 646,800,000 bushels, and requirements at 420,800,000, Great Britain having a requirement equal to the whole estimated surplus of the United States, which will be about 152,000,000 bushels, and France coming next with a need of 80,000,000 bushels. The exporting countries will produce 1,451,000,000 bushels, and will have an exportable surplus of 388,000,000 bushels. Bradstreet's places the Canadian exportable surplus at 22,000,000 bushels, the United States at 152,000,000; Russia's at 64,000,000, and India's at 44,000,000. Later advices seem to indicate, however, that Russia will have no exportable surplus, as the winter wheat crop has recently been reported a failure, except in a few provinces. An estimate of the world's supply of grain, in the *New York Sun*, places the loss of Russian spring and winter wheat at 100,000,000 bushels, which is 10,000,000 bushels more than the average exports of the last five years, and Russia's rye crop is almost a dead loss, so that importations of breadstuffs will be a necessity there, and Russia will not be able to send her usual supplies of wheat to England.

In France, the wheat crop is 134,000,000 below the average of 310,000,000 bushels average of the past decade. And the estimated requirements of wheat and rye in Europe are 878,000,000 bushels, and the probable exportable surplus of exporting countries 259,000,000 bushels, making an apparent deficit in the world's supply of wheat and rye of 619,000,000 bushels. This estimate may appear very large, but it must be remembered that rye is enormously consumed in Europe by the poorer classes. Russia raises 725,000,000 bushels of rye a year and consumes most of it. This season, the rye crop is practically destroyed.

In Austria Hungary, wheat and rye are 15 to 20 per cent. below the average. India is not so short as has been supposed. She is shipping more wheat to Europe than last year, and her exports are likely to be the largest for some years. India has a normal wheat area of 26,000,000 acres, and a normal average yield of 10 bushels to the acre, and, in good years, India exports 1,600,000 quarters (a quarter is eight bushels) of wheat. But India will not figure very largely as a source of supply for the evidently big European deficiency of this year.

Outside of Russia there will be a shortage in Europe of 309,000,000 bushels of wheat and rye, after the exporting countries have sent what they can spare. This is not a gross exaggeration as all recent cables coincide as to an unusual shortage.

Corn is suggested to supply the European deficiency, after the absorption of the outside wheat and rye exportable. That would be a solution of the food problem; but the advocates of corn should take into account that Europeans are bitterly prejudiced against corn as food. However, they may have to come to it. In Canada and the United States, it is the healthful food of the masses.

The sum and substance of the whole matter is that Europe is painfully short, and will take all the wheat and rye Canada and the United States can spare to her. It

should be taken into consideration, however, that if prices are forced up by speculative manipulation upon her, she will take as little foreign breadstuffs as she can.

The returns from the Canadian wheat fields are rather meagre as yet, but *THE COMMERCIAL JOURNAL* is pleased to note that there is a strong feeling that the yield will prove an agreeable surprise to all. It is believed that it will be larger than a good many have dared to put it. In Manitoba particularly, is this the case, the farmers there, says a Winnipeg gentleman who is presumed to know something about the matter, feeling confident that they will have a large surplus to export.

In connection with the above, it might be stated that there is some apprehension in Manitoba, the Canadian Northwest Territories, Minnesota and North Dakota that frost may come early enough this year to damage the grain crops. This fear is probably due to the fact that the crop of cereals is so very promising that its harvesting and garnering without loss or damage would be almost too good fortune to expect in this world of calamities, failures and disappointments. In view of this misapprehension, is the discussion of means for the prevention of damage by premature light frost, the most feasible being by building smouldering fires or "smudges" near the fields. The theory of these is that they produce a thick smoke which rises over the fields forming a canopy and thus produces the same effect as clouds, namely, reflects the heat radiated from the earth's surface back to the earth and thus prevents the deposit of frost. The Great Northern railroad is said to be making special efforts to disseminate this remedy among the farmers along its line. It is more feasible than at first might be supposed, as early or premature frosts always come when the sky is clear and no wind is blowing, and thus the smoke ascends and stays where it will do most good.

While it is most commendable and praiseworthy to disseminate any information that can be utilized to save crops that are nearly ready to be harvested from damage by frost, it seems to *THE COMMERCIAL JOURNAL* that more is being made of the possible occurrence of frost in the northern country before harvest than there is any good reason for.

The discussion has induced us to look up early frost data, and we find the following, covering the period of 10 years, and showing the dates of the earliest frosts:

## FIRST FROSTS.

1881, Sept. 7th.
1882, " 20th.
1883, " 8th.
1884, " 20th.
1885, Aug. 25th.
1886, " 31st.
1887, " 25th.
1888, " 17th.
1889, " 6th.
1890, " 22nd.

It will be noticed that August 6 and 17 are the earliest dates that light frost has ever been reported, but it should be also remembered that the frosts on those dates were not "killing" ones.

The Russian Government has issued an order prohibiting the exportation of rye and rye meal from Russia after August 27th.

## LUMBER AT THE WORLD'S FAIR.

The lumber interests of the continent will receive good prominence at the coming world exhibition in Chicago. Canada has received an invitation to make an exhibit, and the lumber section will doubtless bear the marks of the enterprise of Canadian lumbermen. It is certainly to be hoped so, and British Columbia lumbermen should, as early as possible, make a movement in this direction. The lumbermen of Washington have promised to contribute all the material necessary for the construction of the building for the exhibits of that State, and the Northern Pacific railroad has agreed to carry the same to the exhibition free of charge. Tulare, California, proposes to furnish a very novel exhibit for the fair. From a gigantic red-wood tree, 300 feet high, and 26 feet in diameter, will be cut two lengths forty-five feet long, and these will be transformed into full sized railway coaches by hollowing out the interior. The rough bark of the tree will be left on the roof and on the sides and ends the natural wood will be left unpolished. The interior will be finished after the style of Pullman cars. One will be a buffet dining car, with bath, barber-shop and kitchen, and the other a sleeper, with observation room. Ordinary car trucks will be put underneath, and the men of Tulare, with their wives and children, will make the trip to Chicago in these strange coaches and live in them while there. The intention is to keep these cars in the exposition grounds, and to sell as mementos the portions of the tree cut away in their construction.

## CHATTEL MORTGAGES.

The *Monetary Times* remarks that the chattel mortgage is one of the most common of all the legal documents that pass between firms and individuals engaged in trade. It is also one in which an important omission is not infrequently made whereby the instrument is practically rendered null and void. In the body of the mortgage form are blank spaces in which to fill, among others, the words "his," or "her," or "theirs," as the case may be. This is accomplished usually without difficulty, but in the affidavit of *bona fides* that follows, the word "against," while apparently the last in the document, is not, but is intended to be supplemented by the words "him," or "her," or "them," as the case may be. Here occurs the omission we desire to call attention to. We are told that there is more than one case on record where the document has been duly registered without the necessary word added, and has subsequently been invalidated, because of the omission, thus leaving the mortgagee in precisely the same position as any other unsecured creditor. This irregularity, on the part of both lawyer and law clerk, is explained by the fact of the mechanical work of filling up the blank spaces seeming to cease when there are, at first glance, no others to fill up. It is, however, most important to note, as before urged, that the printed word "against" is not the last, but must be followed, in writing, by either "him" or "her" or "them," as required.

## THE B. C. CANNING COMPANY.

Following is the report of the directors presented at the general meeting of shareholders, held at Winchester House, Old Broad street, London, E. C., on Friday 31st July, 1891, at 2 p. m.:

The directors beg to submit to the shareholders a balance sheet, made up at the 31st May, 1891.

The net profits, after writing £1,000 off property, &c., amount to £6,141 10s. 5d., to which must be added the balance brought forward from last year, £1,630 5s. 4d., giving a total of £7,771 15s. 9d. Of this sum, the dividend on the preference shares to the 30th November, 1890, and an interim dividend at the rate of 7½ per cent. per annum, on the ordinary shares, paid on the 15th November last, absorbed £2,346 15s. 2d., and the directors now recommend that the dividend on the preference shares be paid up to the 31st May, and that a further dividend, at the rate of 12½ per cent. per annum, for the six months ended 31st May last (making 10 per cent. for the year), be declared on the amount paid up on the ordinary shares. Out of the remaining profits, £1,000 has been added to reserve fund, and £250 to insurance fund, leaving £1,063 15s. 3d. to be carried forward.

The reserve fund now stands at £3,000, and the insurance fund at £1,000.

The result of the fishing operations of 1890 was satisfactory at all of the company's stations, a total catch of 10,300 cases in excess of the previous year being secured at a cost per case of nearly 10 per cent. less, while the usual high standard of quality was fully maintained.

The total pack of salmon, on all rivers, was very heavy, and, following the large supplies of the previous year, occasioned a severe decline in prices, which has materially decreased the profits as compared with last season.

A sum of £719 11s. 11d. has been expended in thoroughly fitting up the Victoria Cannery on River's Inlet, recently purchased. Operations were successfully carried on at this new cannery during the season, and the advantage expected to be derived from the possession by the company of its own saw mill, in getting timely supplies of well-seasoned boxes for all the fishing stations, has been realized.

Instructions have been given to carefully select and pre-empt about 1,500 acres of timber lands on the River's Inlet. This should provide for the requirements of the saw mill for many years, and prove a valuable addition to the company's property, as timber lands in the province are annually increasing in value.

The British Columbia agents of the company have, this year, visited and carefully inspected all the company's properties, and they send interesting and favorable reports.

Certain improvements and additions have been recommended, and are being carried out; amongst others, the erection of a wharf at the Naas River cannery, which will effect a considerable saving in the cost of landing and shipping goods.

The purchase of a small property on the River's Inlet, giving additional facilities for fishing and packing, is in course of being completed.

In consequence of the retirement of Mr.

Edwin Wotton from the board, Mr. Arthur George Kendall has been appointed by the directors to fill the vacancy.

Mr. J. H. Brodie retires from the board by rotation, and, being eligible, offers himself for re-election; Messrs. Josolyne, Miles and Blow also offer themselves for re-election as auditors for the ensuing year.

A. G. KENDALL,  
P. STRICKLAND,  
Directors.  
B. C. MESS,  
Secretary.

43/46, Threadneedle St., London, E. C.,  
20th July 1891.

## FIRE LOSSES IN 1891.

Underwriters are not cheerful over the outlook for the fire business this year, the first half being by no means a profitable one on this coast. If misery loves company, the local underwriters will be devoted to their Eastern brethren, for according to the *New York Review*:

While very few of the semi-annual statements of fire insurance companies have as yet been made public, enough of them have appeared to prove conclusively that the losses during the first six months of 1891 have made a serious drain on fire insurance funds. All classes of companies are complaining, and it is, beyond question, true that several companies which commenced the year with very small surpluses, must now be struggling along with impaired capitals.

This means that still more small companies must reinsure and retire from the field. Undoubtedly, several companies have been continued in existence so far through the year in the hope that the summer season would, as usual, show but a slight loss ratio and hence admit of a financial recuperation of weak companies. Losses have, however, been so frequent lately, that this hope proves to have been unfounded, and unless a careful analysis of current conditions proves erroneous, we may expect to witness the death, before winter, of several companies which seem now to already show signs of impending dissolution.

The movement for the formation of a local fire insurance tariff association does not progress in a manner indicative of a successful outcome, although it seems likely that the *Metropolitan District* agents of out-of-town companies will form a combination to secure respectable rates on large risks. Local losses have been exceptionally expensive this year, and current rates are discouragingly inadequate. There are many first-class other-State companies willing to enter agencies in this city as soon as a tariff is put in operation, and so the agents are anxious to have the business put on a better footing. It is apparent also to the agents that they must fear withdrawals if no improvement takes place this season.

Turning to the agency field, it is not pleasant to notice the difficulties attending the effort to reform the commission evil, which has reached such a point that high grade foreign and Hartford companies have become exasperated almost beyond endurance. Agency losses have been frequent and severe, especially upon lumber, and, altogether, fire underwriting is not a pleasant occupation at this time.—*Commercial News*.

## A BIG MINERAL EXHIBIT.

A letter received by the Commissioner of the Exhibit Association from Mr. James Kellie, M.P.P., Illecillewaet, states that he has three men out in the mining camps of West Kootenay, collecting specimens for the Toronto exhibit, duplicates being made for the Provincial Museum of Victoria. Mr. Kellie suggests that glass cases be provided and left in Toronto for permanent use, thus avoiding the necessity of making collections each year. He adds: "I think I can safely say the exhibit this year will surpass anything heretofore attempted in this Province or Dominion."

"\* \* \* Every claim will be represented by specimens from 30 to 150 pounds each." Advices from Cariboo are also favorable to a good exhibit being made from there. In order that the mineral exhibit be as complete as possible every mine-owner should see to it that specimens are forwarded.

## THE LUMBER OUTLOOK.

The present outlook for the lumbering business of the Dominion is brighter than it has been for many years. What gives the hopeful color to the view is the prospect of the early exhaustion of the forests of the United States. Official census tables published at Washington show that at the present rate of consumption the supply of native white pine, the principal lumber of commerce, will be altogether used up in six years, while that of fine redwood, yellow pine and other woods will not last longer than eleven years from the present. A restricted production on the part of Canadian lumbermen is all that is wanted to secure for them a very profitable market in the United States a few years hence, which will not only recoup them for their recent losses, but enable them to make plenty of money. On the general situation of the lumber trade in Canada, the following remarks by Mr. B. E. Walker, general manager of the Bank of Commerce, may not be without interest. "The trade in square timber is not yet in a healthy condition. There is still in sight more timber than the total product of any year since 1881 although the amount made in the past year is only about one-fifth of that for 1890-91. It is therefore to be hoped that next winter the quantity manufactured will be as nearly nothing as may be possible. The work in the woods has been done under favorable circumstances, and the output is correspondingly cheaper than in recent years; part of the reduction in cost, however, is unfortunately the result of lower wages. Since the maximum cut of logs cut in the Ottawa district, in 1887-8, the stock in hand has been steadily falling, we are glad to notice, and is now lower than on any but two of the last ten years. The demand in the United States is satisfactory, at prices higher than a year ago, but the South American market is still wanting."—*Canadian Trade Review*.

## EXPLAINED.

"Where does this milk come from anyhow?" asked Miggles.

"Cowee, I fancy," said Wagg.

"That accounts for it," said Miggles.

"Cowee is a famous watering place."

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## BRITISH COLUMBIA SALMON FLEET 1890-91.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark Wanlock.....	745.	Cooper.....	Victoria.....	Sept 17.....	London.....	11,000		Feb 27.....
Br ship Titania.....	879.	Norman.....	Westmina ter	Nov 19a.....	London.....	34,647		Mar. 21.....
Br bark Menock.....	787.	Robertson.....	Victoria.....	Dec 18.....	Liverpool.....	30,882		May 17.....
Br bark Brodick Bay.....	753.	Wakeham.....	Victoria.....	Dec 22.....	London.....	32,000		May 7.....
Br ship Melville Island.....	1429.	Ritchie.....	Tacoma.....	Jan 19b.....	London.....	42,138		June 17.....
Am ship Henry Villard.....	1553.	Perkins.....	Victoria.....	Feb 3.....	London.....	65,318		June 17.....
Br bark Irvine.....	655.	Jones.....	Victoria.....	April 20.....	Liverpool.....	28,311		

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

## BRITISH COLUMBIA LUMBER FLEET 1891.

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CARGO FT.	VALUE.	RATE.	ARRIVED.
Br ship Stamboul.....	1248.	Weston.....	Vancouver.....	Jan 3.....	Callao.....	960,300	\$ 9,600	50s	April 2.....
Chil Bark India.....	953	Funke.....	Moodyville.....	Feb 1.....	Valparaiso.....	751,300	8,348	65s	April 20.....
Br bark Ninevah.....	1171.	Broadfoot.....	Vancouver.....	Feb 28.....	Sydney.....	855,352a	9,355	own'r's ac	April 24.....
Br bark Formosa.....	915.	Kain.....	Vancouver.....	Mar 24.....	Arica.....	744,000b	0,000	55s	July 5.....
Am bkt Catherine Sudden.....	368.	Thompson.....	Moodyville.....	Mar 31.....	Tientsin.....	427,530c	5,177	77s 6d	June 19.....
Br ship Forest King.....	1602.	Morris.....	Vancouver.....	June 3.....	Callao.....	1,224,840d	14,224	47s 6d	
Am ship Geo F Manson.....	1333.	Crack.....	Moodyville.....	May 14.....	Sydney.....	868,154e	9,752	55s	Aug 3.....
Am ship Exporter.....	1312.	Kezer.....	Vancouver.....	June 7.....	Melbourne w.....	890,132g	8,802	65s	
Am sch Olga.....	978	Atwood.....	Moodyville.....	May 22.....	Shanghai.....	534,133	5,900	65s	
Br ss Eton.....	1746.	Newcomb.....	Moodyville.....	May 15.....	Port Pirie j.....	1,705,714	15,891	Private	
Am bark Spartan.....	749.	Anderson.....	Vancouver.....	June 14.....	Melbourne w.....	502,000h	5,270	60s	
Am sch Golden Shore.....	964.	Henderson.....	Moodyville.....	June 3.....	Sydney.....	799,658f	8,063	55s	
Swed bark Svea.....	603.	Afzelius.....	Vancouver.....	July 5.....	Callao.....	438,913 i	4,700	47s 6d	
Am Ship Great Admiral.....	1497.	Rowell.....	Vancouver.....	July 18.....	Melbourne.....	919,580 k	8,716	63s 9d	
Br bark Ordovic.....	825	Austin.....	Vancouver.....	Aug.....	Callao.....	613,300 u	0,546	50s	
Br ship Duke of Abercorn.....	1096.	McDougall.....	Vancouver.....	July 29.....	Adelaide.....	778,804 p	8,213	62s 6d	
Chil bark Luisa Marta.....	715.	Meyer.....	Westminster.....	July 10.....	Sydney.....	551,780 l		52s 6d	
Am bark Hesper.....	664.	Sodergren.....	Moodyville.....	July 4.....	Shanghai.....	688,544 m	8,365	62s 6d	
Chil bark Leonor.....	801.	Harken.....	Westminster.....	July 22.....	Melbourne.....	628,000		60s	
Nor bark Borghild.....	757.	Haugeland.....	Vancouver.....	July 25.....	Melbourne.....	564,556 o	0,000	65s	
Ger bark Cassandra.....	733	Stehr.....	Vancouver.....	Aug. 2.....	Iquiqui.....	545,019	0,917	47s 6d	
Chil ship Hindostan.....	1543.	Welsh.....	Moodyville.....	Aug 14.....	Valparaiso.....	1,200,419 s	11,509	own'r's ac	
Chil bark Antonietta.....	995.	Stack.....	Moodyville.....	Aug. 8.....	Valparaiso.....	613,244 q	0,519	own'r's ac	
Br ship Leading Wind.....	1280.	S. B. Savory.....	Moodyville.....	Aug. 5.....	Melbourne.....	763,443 r	7,320	60s	
Br bark H. B. Cann.....	1299.	Foote.....	Moodyville.....		Sydney.....			50s	
Chilian bark India.....	953.	Funke.....	Moodyville.....		Valparaiso.....			own'r's ac	
Nor bark Saga.....	1413.	Oftedahl.....	Moodyville.....		Iquiqui.....				

a—Also 360,900 laths. b—Composed of 45,000 ft telegraph poles, 440,000 ft rough lumber, 151,000 ft flooring, and 108,000 ft ties. c—Composed of 387,871 ft. rough lumber, 39,663 ft. dressed lumber, and 597 bundles of laths. d—composed of 1,144,286 feet rough, 90,560 feet T. & G. flooring, 21,000 ft box shooks (5,000 boxes). e—Composed of 23,355 feet dressed and 844,799 feet rough, also 22,916 feet pickets and 231,210 feet laths. f—Also 2,875 bds laths. g—Also 1,078 bds pickets and 1,466 bds laths. h—Also 1,715 bds laths. i—47,039 feet on deck. j—arrived Newcastle June 17. k—of which 78,615 feet is on deck; also 11,925 ft pickets and 2,091 bundles laths. l—Also 3,113 bds laths. m—Also 68,078 feet T & G flooring. n—composed of 483,900 feet rough and 103,000 feet flooring; deck load 53,729 feet rough. o—Also 1,052 bds laths and 463 bds pickets; deck load 72,032 feet p—Comprising 62,000 ft dressed, 2,488 bds pickets and 1,634 bds laths. q—Also 139,164 T & G flooring, 1,429 bds laths and 47 spars, deck load 11,942 ft. r—Also 2,500 bds laths and 8,679 bds pickets, deck load 76,879 ft. s—Also bds laths, deck load 100,197 feet.

### SHIPPING INTELLIGENCE.

The ship Thermopylae sailed from Nanaimo August 13th with a cargo of coal for China.

The Shawnigan Lake Lumber Co. have opened an office, lumber yard on Discovery street, Victoria.

The C. P. R. SS. Empress of Japan sailed from Hong Kong August 11th for Yokohama and Vancouver.

The American ship Geo. F. Manson, from Moodyville May 14, with lumber, arrived at Sydney August 3rd.

The Chilean ship Hindostan, 1,542 tons, Capt. Welsh, sailed from Burrard Inlet August 14 for Valparaiso on owner's account, with a cargo of lumber from the Moodyville Sawmill, consisting of 1,200,419 feet rough and 2,001 bds laths, valued at \$11,509. The deck load consisted of 100,197 feet.

The Del Monte Milling Co., of San Francisco, have appointed Lowe & Allice agents for B. C.

The British bark Lizzie Bell, 1030 tons, Capt. Adam, entered outwards at London July 18th for Victoria. She will sail about the end of August.

The SS. Taichow will shortly leave for China, as her charter with the Union Steamship Co. expires on the 25th September. She will carry merchandise and complete her load with lumber.

The British ship Morayshire, 1428 tons, Capt. Swinton, from Greenock, May 7th, arrived at Vancouver, August 10, with a cargo consisting of steel rails, water pipe and general merchandise. She will be towed to New Westminster shortly to discharge her cargo at that port. THE COMMERCIAL JOURNAL of July 28th gives a complete statement of her manifest and consignees.

The British bark H. B. Cann will shortly sail for Sydney, her cargo being nearly loaded at the Moodyville Sawmill.

The German ship Elise, 1,240 tons, Capt. Bolt, arrived at San Diego August 7, from Newcastle. She has been chartered prior to arrival for lumber from Burrard Inlet to Melbourne, Adelaide or Port Pierre, at 65s.

The British steamship Grandholm, 871 tons reg., Capt. Masson, from Glasgow May 13, and Liverpool May 22, arrived at Vancouver August 13th. Her principal cargo consists of three steel steamers in sections, for the Union Steamship Co., which will be put together at Vancouver. She also has considerable general merchandise for various firms. The Grandholm will take the place of the steamship Taichow on the Vancouver and Portland route in connection with the C. P. R. steamships.

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

NAME.	TONS.	MASTER.	FROM.	SAILED.	FOR.	CONSIGNEES.
Br bark Wanlock.....	745.	Cooper.....	London.....	May 12h.	Victoria.....	Turner, Beeton & Co.....
Br bark Lebu.....	720.	Worrall.....	London.....	Apr 20 j.	Victoria.....	R. P. Rithet & Co. (L'td).....
Br bark City of Carlisle.....	823.	Kendall.....	London.....	June 13.	Victoria.....	R. P. Rithet & Co. (L'td).....
Br ship Queen Victoria.....	1005.	Holmes.....	Bristol.....	Apr 18e.	Esquimalt.....	Naval Storekeeper.....
Ger ship Elise.....	1240.	Bolt.....	San Diego.....		Vancouver.....	Hastings Saw Mill.....
Br ship Noddleburn.....	1053.	Hall.....	Glasgow.....	May 18c.	Westminster.....	D. McGillivray.....
Br ship Rothersey Bay.....	750.	L. Veysey.....	Glasgow.....	April 30i.	Westminster.....	
Br ship Titania.....	870.	T. W. Selby.....	London.....	July 10 f.	B. C. Pcrts.....	H. B. Co and Bell-irving & Paterson.....
Br bark Callao.....	978.	James.....	Honolulu.....	July 18.	Victoria.....	R. P. Rithet & Co.....
Br ss Empress of China.....	3003.	A. Tillet.....	Liverpool.....	July 15.	Vancouver.....	Canadian Pacific Railway Co.....
Nor bark Lotos.....	718.	Salvesen.....	Callao.....	June 27.n	Moodyville.....	Moodyville Sawmill Co.....
Ger bark Katinka.....	810.	Kohler.....	Rio Janeiro.....		Moodyville.....	Moodyville Sawmill Co.....
Nor bark Flora.....	700.	Anderson.....	Newcastle.....	May 13c.	Vancouver.....	Hastings Saw Mill.....
Br bark Lizzie Bell.....	1030.	Adam.....	Liverpool.....	y.	Victoria.....	R. P. Rithet & Co. (L'td).....
British bark Glenbervie.....	800.	Groundwater.....	London.....		Victoria.....	R. P. Rithet & Co. (L'td).....
Br bark Hawthornbank.....	1288.	Porter.....	Java.....	Aug 3.....	Vancouver.....	British Columbia Sugar Refinery.....
Am bark Colorado.....	1036.	Gibson.....	New York.....	July 25 h.	Chernainus.....	Victoria Lumber and Manufacturing Co.....
Br bark Argyleshire.....	1208.	LePage.....	Glasgow.....		Victoria.....	
Peruvian bark Pisagua.....	980.		Pisagua.....	April 1.....	Moodyville.....	Moodyville Saw Mill Company.....
Nic bark Don Adolfo.....	653.	Collie.....	Callao.....	June 26.....	Royal Roads.....	N. Bichard.....
Br ss. Eton.....	1740.	Newcomb.....		w	Moodyville.....	Moodyville Sawmill Co.....
Br ss. Zambesi.....	1500.	Edwards.....	Yokahama.....	Aug. 1.....	Victoria.....	F. C. Davidge & Co.....
Br ss. Empress of Japan.....	3003.	Lee.....	Hong Kong.....	Aug 11.....	Vancouver.....	Canadian Pacific Railway Co.....
Br ss. Batavia.....	1028.	Hill.....	Hong Kong.....		Victoria.....	F. C. Davidge & Co.....
Am ship Hecla.....	1475.	Cotton.....	Kobe.....		Vancouver.....	

h-passed Dover May 13 passed Portland May 15; spoken May 17, lat. 47 N., long. 7 W., June 9, no lat, long 27 W.; will be loaded at Victoria by Turner, Beeton & Co. for U. K. j-Chartered to load salmon for U. K. s-to load lumber for Melbourne. A or P P; rate 65s. t-Supplies for Westminster water works, spoken May 23, lat. 49 N., lon. 10 W. spoken May 29, lat. 33 N., long. 15 W. e-Spoken April 21st, lat. 47 N., lon. 14 W., spoken April 25th, lat. 38 N., lon. 12 W. May 13th, lat. 41 N., long. 27 W. f-Chartered by Bell-irving & Paterson to load salmon at Fraser River. n-Chartered to load for Melbourne. c-Via Santa Barbara to load for Melbourne, A or P P rate 62s 6d, May 18th put into Sydney leaking, sailed May 21 y-August loading. l-to load a return cargo on owner's account. i-Chartered for salmon to U. K., direct port, 43s 6d. b-Cargo of blacksmiths' coal for San Francisco. w September loading for Geu. Willa & Co., Australia. o-Chartered for Melbourne, A. or P. P.

### PROVINCIAL TRADE NOTES.

The B. C. Government has appropriated \$2,000 for a hospital at Donald.

Mr. John A. Andrew, of the firm of Andrew & Farnman, insurance and real estate brokers, is dead.

The *Golden Era*, published at Golden, B. C., has been received at this office. It is a very creditable paper, and should succeed.

Mr. F. W. Nolte who is to take the management of the new firm of opticians, has been detained by illness in his family, but will be here this month.

The *Maple Leaf*, owned by Mr. Alex. McKinnon, at Illecillewaet, is on the eve of being restarted. This new mine is an extension of the Lanark, and has much to hope for.

The owners of the Gladstone mine at Illecillewaet, Messrs. McCarthy & Kennedy, are still pegging away, and have every encouragement given them by the discovery of high grade galena in abundance.

The crops in the vicinity of Golden and, in fact, all along the Columbia valley, are in a wonderfully advanced condition. There is now no doubt about there being an enormous crop for the acreage under cultivation.

A. F. Cotton, C. E., has left with a large party to survey government lands in Kootenay.

B. Moose, jobber in wines and liquors, Victoria, has admitted Mr. Wolfe, under the style of Wolfe & Moose. The new firm are enlarging the business.

It is said that Phillips and Wycliffe, contractors, of New Westminster, have left for parts unknown, leaving their workmen unpaid. About \$2,000 is owing.

The capacity of the Vancouver sugar refinery is to be increased to 150,000 pounds per day. Mr. Rogers, the manager, while in San Francisco, arranged for the shipment of 1,200 tons of raw sugar of a higher grade than any used heretofore.

That British Columbia is in the race for a share of the commerce of the north Pacific coast is evidenced by the fact that of the 48 vessels now loading or discharging cargoes at ports on Puget Sound and its northern extensions, 23 of them are at Vancouver, Nanaimo, Victoria and New Westminster.—*Nelson Miner*.

The police of the city are having trouble with counterfeit \$10 gold pieces. One piece, so far, has been taken up, which was detected by its weight being exceptionally light. Others, it is known, are in circulation. The stuff appears to have been handled by a gang of "smashers" from one of the Sound cities, probably Seattle.

### E. C. BOARD OF TRADE.

The council of the Board of Trade having had under consideration the question of hotel accommodation, has received the report of its sub-committee on the subject, which will be made public at a meeting in the Board rooms, on Friday afternoon next. The meeting is called for capitalists, merchants and others, and it is hoped that the matter may be discussed and such action taken as will ensure to Victoria hotel accommodation equal to that of any city on the coast.

### THE COAL FLEET.

#### NEW V. C. CO'S SHIPPING.

Am. ship Commodore, 1,976 tons, Capt. Davidson, loading.

Am. ship Wilna, 1,483 tons, Capt. Slater, waiting to load.

Am. ship Louis Walsh, 1,497 tons, Capt. Gammons, waiting to load.

Am. ship J. B. Brown, 1,551 tons, Capt. Cameron, waiting to load.

Am. ship America, 1,952 tons, Capt. Harding, loading.

#### WELLINGTON SHIPPING.

Am. ship J. C. Potter, 1,182 tons, Capt. Meyer, loading.

Am. bark Enoch Talbot, 1,194 tons, Capt. Rhodes, loading.

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

520 CORDOVA ST., VANCOUVER, B. C.

MANUFACTURERS OF

Triple Expansion, Compound and High Pressure, Marine

**ENGINES AND BOILERS**Corliss Engines, Armington & Simms' Engines, Hoisting Engines, Gas Engines,  
(1 to 10 h. p.), Vertical Engines and Boilers.

A COMPLETE STOCK OF ENGINEERS' AND MILL SUPPLIES.

Belting, Brass Goods, Globe Valves, Packing, Rubber Hose, Safety Valves,  
Steam Fittings, Rubber Valves, Signal Lamps, Black and Galvanized  
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Estimates for Marine and Stationary Engines furnished on application.

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Mill Supplies always on hand.

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Headquarters of the Theatrical Profession.

31 &amp; 33 JOHNSON ST., VICTORIA.

The very best moderate priced Hotel in the City

Rates, \$1.00 to \$1.50 per Day.

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Close to New Opera House, VANCOUVER,

PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc. JOHN WHITTY, Propr.

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The Original and only One Price

**CASH CLOTHIER,**

55 Johnson Street.

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Just received a full line of choicest  
Brands of Tea. Try them.

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REAL ESTATE BROKERS.

Town, Suburban Property and Farm Lands  
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15½ YATES ST.

**A. E. PLANTA & CO**

REAL \* ESTATE,

AND INSURANCE AGENTS,

P. O. BOX 167. NANAIMO, B. C.

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Commercial Union Assurance Co., of  
London, England.Equitable Life Insurance Society of New  
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Accident Insurance Co. of North America.

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Electrician and dealer in all  
classes of Electrical Goods.**H. G. WATERSON,**

➤ PRINTER, ➤

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Telephone 200.

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**H. A. LILLEY,**  
**CITY : CANDY : FACTORY.**

Manufacturer of all kinds of

PLAIN AND FANCY CANDIES,

Also Importer and Dealer in Foreign and Domes-  
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Spectacles : and : Eye : Glasses.

No Fancy Prices.

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W. H. Dodd, Shipping Agents, Melbourne,  
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Telephone 357

**NOTICE.**

The Committee of Lloyd's beg to call the attention of merchants to the fact that, in all cases when they may have to make claims for loss or average on their Policies, it would very much facilitate a settlement by their Underwriters if they would instruct their consignees, in the absence of special provision in the Policy, to call in Lloyd's Agent at the port of arrival, with a view to his conducting the necessary surveys and assessing the damage sustained.

It is believed that a clause, insisting on the employment of surveyors appointed by Underwriters, has been inserted in the policies of most American and Continental Marine Insurance Companies. While English Underwriters do not make this measure compulsory, consignees should be aware that claims will probably be settled in this country with greater readiness if they are properly supported by the certificates of a Lloyd's Agent.

LLOYD'S, London, February, 1891.

**Esquimalt & Nanaimo R'y**

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

GOING SOUTH READ UP		STATIONS		GOING NORTH READ DOWN	
No. 1 Passenger Daily	No. 3 Passenger Saturdays Mondays	VICTORIA, B.C.	RUSSELL'S VIC. W.	No. 2 Passenger Daily	No. 4 Passenger Saturdays Mondays
Ar 12.24	Ar 6.59	VICTORIA, B.C.	RUSSELL'S VIC. W.	De 8.00 A.M.	De 3.30 P.M.
" 12.10 P.M.	" 6.54	ESQUIMALT	ESQUIMALT	" 8.04	" 3.44
" 11.45	" 6.49	GOLDSTREAM	GOLDSTREAM	" 8.39	" 4.00
" 10.50	" 6.24	SHAWNIGAN L'E	SHAWNIGAN L'E	" 9.34	" 5.04
" 10.40	" 5.14	COBBLE HILL	COBBLE HILL	" 9.44	" 5.14
" 10.27	" 4.50	MCPHERSON'S	MCPHERSON'S	" 9.57	" 5.29
" 10.17	" 4.40	KOKSILAH	KOKSILAH	" 10.07	" 5.30
" 10.12	" 4.44	DUNCANS	DUNCANS	" 10.12	" 5.44
" 10.02	" 4.34	SOMERSONS	SOMERSONS	" 10.22	" 5.54
" 9.36	" 4.12	CHEMAINUS	CHEMAINUS	" 10.48	" 6.10
" 8.25	" 3.14	NANAIMO	NANAIMO	Ar 11.50	" 7.14
De 8.10 A.M.	De 2.50 P.M.	WELLINGTON	WELLINGTON	De 12.14 P.M.	Ar 7.20

**On Saturdays and Sundays**

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

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

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

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

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

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

Head Office and Wharf, Vancouver, B.C.

**Vancouver and Nanaimo Daily.**

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

**TOURISTS' TICKETS**

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

**VANCOUVER AND PORTLAND, ORE.**

Carrying Freight and Passenger.

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

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

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

**William Webster, Manager.**

TELEPHONE 94. - P. O. BOX 217.

**W. J. PENDRAY,**  
**BRITISH COLUMBIA**  
**SOAP WORKS.**

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**Liquid Blue,**  
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**Shoe Blacking**  
**and Vinegar.**

DEALER IN

**CAUSTIC SODA AND ROSIN.**  
**CANADIAN PACIFIC**  
**NAVIGATION CO.**

(LIMITED.)

**TIME TABLE No. 14**

Taking effect June 23, 1891.

**Fraser River Route.**

Leave Victoria for New Westminster, Ladner's Landing and Lulu Island, Sunday at 23 o'clock; Wednesday and Friday at 7 o'clock. Sunday's steamer connects at New Westminster with C.P.R. train going east. For Plummer Pass Wednesday and Friday at 7 o'clock. For Moresby Island Friday at 7 o'clock.

Leave New Westminster for Victoria, Monday at 13 o'clock; Thursday and Saturday at 7 o'clock. For Plummer Pass Saturday at 7 o'clock. For Chilliwack and Way Landings, Tuesday, Thursday and Saturday at 7 o'clock.

**Burrard Inlet Route.**

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

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

**Northern Route.**

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

**Barclay Sound Route.**

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

**Bute Inlet Route.**

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

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

**Rock Bay Saw Mill,**

(ESTABLISHED 1868.)

32 Constance St., Victoria, B. C.

**WM. P. SAYWARD,**

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**ISLAND LUMBER AND SPARS.**

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CONSTANTLY ON HAND A GOOD SUPPLY OF BUILDING LUMBER.

Prepared to Cut Lumber to Order at Short Notice.

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**Lumber & Manufacturing Company.**

PROPRIETORS OF THE

**CHEMAINUS**  
**SAW MILL.**

E. J. PALMER, Manager.

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**Puget Sound and Alaska Steamship Co**

**TIME CARD.**

**STEAMSHIP CITY OF KINGSTON.**

**Victoria Route.**

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

**STEAMSHIP CITY OF SEATTLE.**

**Whatcom Route.**

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

**Snohomish River Route.**

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

**STEAMER EDITH,**

**Pt Townsend Mail Route.**

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

For further information apply to

**C. G. CHANDLER,**  
G. F. & P. A., Tacoma, Wash.  
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The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST

THE NANAIMO COAL.

(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL.

(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

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### THE "NANAIMO" COAL

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

### THE "SOUTH FIELD" COAL

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

### THE "NEW WELLINGTON" COAL,

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

SAMUEL M. ROBINS, Superintendent.

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PARIS LUMPS + POWDERED + GRANULATED AND YELLOW SUGARS

ALL OF VERY FINEST QUALITY AND ABSOLUTELY UNADULTERATED.

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