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Incorporated By Royal Charter, 1852.

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Reserve Fund..... (£200,000) \$1,000,000

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Real Estate, Insurance,

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

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VICTORIA, B. C.,

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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.

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- 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.

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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

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**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

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, Dec. 1.
VICTORIA.

There is little of special notice to report since last week. Trade continues steady with jobbers and there is considerable activity among retail dealers preparing for the holiday trade. Stocks in all lines are said to be very heavy this fall and brisk business is looked for.

GROCERIES AND PROVISIONS.

Pickled eggs are quoted at 22c, fresh 27c, and cold storage 25c. Butter continues very firm. Manitoba dairy butter in assorted sizes is quoted at 23c, Manitoba creamery, 30c. Ontario and Quebec creamery, 28c in round lots. Eastern Townships, 25c. A strong butter market is reported from the East, of which the Montreal *Trade Bulletin* says: "From present appearances the chances seem to favor a continuation of good prices for butter during the coming winter and early spring, as Canada, the United States, and Great Britain are about entering the great consumptive season completely bare of old stock, coupled with moderate prices and the generally good condition of the working classes in all three countries. There has been a heavy consumption of the product of 1901 so far, and it is only fair to assume that as soon as the cold weather sets in to stay, consumers' requirements on this side will show a material increase, and should England experience a severe winter, the demand will of course be all the more urgent for export." A late advice from Winnipeg quotes: Turkeys 13c, ducks 12c, geese 11c, and chicken 11c per lb. f.o.b. there. Canadian meats are quoted: Hams, 15c, rolls, 12½c, Dry salt sides, 1½c to 12c per lb. Mediterranean dried fruits are quoted by local jobbers as follows: Currants in bbls. 8½c, in half-bbls. 8½c; valencias, 8½c; sultanas, 14c; London layers, \$2.25 a box; California sultanas, \$2.25 a box; dates, 9c; prunes, 9c to 12½c. California evaporated fruits in 25 lb. boxes are quoted as follows: Peaches, 12½c; apricots, 14c; nectarines, 14c; pitted plums, 11c. About the same grade of fruits in cotton sacks are quoted from 1c to 2c per lb. less. New Canadian evaporated apples are quoted at 11c per lb.

The San Francisco *Herald of Trade*, speaking of California canned fruits, says: "There is now some talk of a considerable carry over to next season. It is known that the pack has been large all through the country and that the trading movement has not been up to expectations, but it cannot be said that there will not be a good demand in the early spring. There always has been and there is good reason to take a hopeful view of the future, though the canners deserve none too well of the market for their foolhardiness in overpacking. It is about time that they disabused themselves of the notion that the people of the United States are going to sit down in the winter and industriously eat canned fruits so that the packers can come out with a profit in the spring."

The local jobbers are now carrying full stocks of all the different kinds of jams put up in glass jars by Okel & Morris at

the Victoria Preserving Factory, which include apricot, peach, plum, pear, apricot marmalade, etc. Quotations are 1½ lb. size, \$3 per dozen; 3 lb. size, \$5 per doz.

Falconer's malt vinegar, tomato catsup, Worcestershire sauce and mushroom catsup are now quoted by the leading grocers.

FLOUR AND FEED.

Ogilvie's flours declined 15c a barrel last week, and are now the same price as two weeks ago, they having risen 15c and declined the same amount. There are no changes in any of the other brands to note. Local jobbers are now quoting Ogilvie's Hungarian \$8.10 per barrel, and strong bakers' \$5.85. The Columbia Flouring Mills quote: Enderby flour for carload lots, Premier, \$5.00; XXX., \$5.30; Strong Bakers or XX., \$5.00; Superfine, \$1.00. Quotations to the trade are:

Delta, Victoria mills.....	\$5 50 @ 0 00
Lion, " "	5 50 @ 0 00
Premier, Enderby mills.....	5 85 @ 0 00
XXX., " "	5 65 @ 0 00
XX., " "	5 25 @ 5 50
Superfine, " "	4 25 @ 4 50
Ogilvie's Hungarian.....	6 10 @ 0 00
Strong Bakers.....	5 85 @ 0 00
Snowflake.....	6 10 @ 0 00
Portland Roller.....	6 10 @ 0 00
Royal.....	6 00 @ 0 00
Oregon Superfine.....	4 25 @ 0 00
Wheat, per ton.....	\$10 00 @ 45 00
Oats.....	28 00 @ 35 00
Oil cake meal.....	32 50 @ 35 00
Chop feed.....	33 00 @ 35 00
Shorts.....	28 00 @ 30 00
Bran.....	26 00 @ 27 50
National Mills oatmeal.....	3 50 @ 0 00
California oatmeal.....	4 35 @ 0 00
California rolled oats.....	3 75 @ 4 00
Corameal.....	3 00 @ 3 25
Cracked corn.....	45 00 @ 50 00
Hay, per ton.....	18 00 @ 20 00
Straw, per bale.....	1 00 @ 1 25

FRUITS AND VEGETABLES.

It is said, in some quarters, that apples may be scarce this winter. A few peaches received by last steamer found a ready sale at \$1.50 a box, also a few boxes of persimmons at \$2.50. Prices are unchanged since last steamer.

Quotations are: Pears, (winter), \$1.40; grapes, Tokays, Black Ferrara and Vercal in boxes, \$1.75, in crates, \$1.60. Oregon apples (greenings), \$1.00; Baldwin, Bellflower, Rose and Blue Pearmain, \$1.10; Santa Barbara oranges, \$5.25; California Messina lemons, \$5.75; silverskin onions, 1½c. per lb; island apples, \$1.25 per box; tomatoes, \$1 to \$1.25; sweet potatoes, 2½c. per lb; potatoes, island, \$20 per ton; Chilliwack, \$18 per ton; Fraser River, \$16 per ton; Bonapartes, \$25 per ton.

RICE.

The Victoria Rice Mills quote wholesale:

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

SALMON.

The arrivals of Alaska, up to November 23rd, at San Francisco, were 707,124 cases, as against 591,388 for 1890 and 652,993 for 1889. As far as is known, these are final figures. These, however, show a larger pack than was anticipated. The price remains on the basis of \$4 per case for Red Alaska.

The *Herald of Trade* says; There is no

activity in trade, but what little movement there is has been controlled by the Alaska Packers' Association, who have under lock and key all the salmon of the Alaska pack yet remaining on this coast and have fixed a price for it which is being realized on all sales and which will be realized until the pack is distributed. They have fixed prices as follows: For King salmon, \$1.05; Red, \$1.00; Pink, 95 cents.

There really is little to say beyond the reiteration of the statement that the Association has all the salmon and has named prices which will be held with unswerving rigidity. We have seen an intimation somewhere that the future of the market depended on the ability of the Association to hold out. In other words, at a slow demand might cause a change of heart among the membership of the Association.

If there are any foreign buyers who are waiting for some of the members of the combine to grow weak in faith they may as well abandon that idea and make their purchases at once. The Association will not only take care of its present holdings but will carry the war into the next season, should such a course become necessary in the protection of the pack now in their hands.

LUMBER.

The British ship Athlon, 1,371 tons, Capt. Dexter, which arrived from Iquiqui seeking, has been chartered to load at Burrard Inlet for Adelaide direct port at 47s 6d. The only clearance last week was the Norwegian bark Dorinion for Adelaide for orders at 65s. She carried a cargo of 978,302 ft rough lumber, 1,047 bbls. p'kts, and 1,606 bbls. laths, valued at \$9,272. The Moodyville Mills have shut down for repairs. There are four vessels loading at present at Burrard Inlet: Am. ship Benj. Sewall, 1361 tons, Capt. Sewall, for Valparaiso; Chil. ship Atacama, 1,235 tons, for Valparaiso, owner's account; British bark Nineveh, 1,174 tons, Capt. Broadfoot, for Sydney; British ship Athlon, 1,371 tons, Capt. Dexter, loading for Adelaide; and the American schooner F. S. Redfield, 446 tons, loading for Sydney at the Chemainus mills. Quotations are as follows for cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association: Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, \$9 per M feet; rough deck plank, average length 35 feet, \$19; dressed flooring, \$17; pickets, \$9; laths, 4 feet, \$2.

For local trade, the Rock Bay Saw Mill quotes:

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

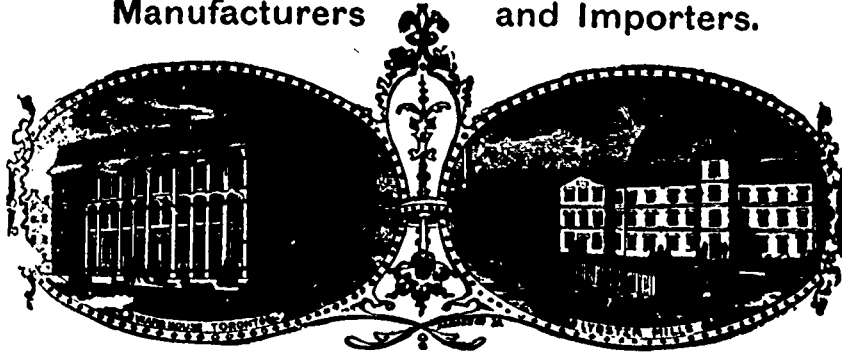
VANCOUVER.

The usual volume of business is being done, with but slight changes in quotations. The flour market is still unsettled. The mills dropped the price 15c last week, but local prices are unchanged. Potatoes, Fraser River, \$16; Ashcroft, \$20 per ton. Ontario eggs 22c to 25c. Butter, creamery, 27c to 28c; dairy, 20c to 25c. Manitoba cheese, 12½c to 13½c. British Columbia apples are worth 75c to \$1 per box; Oregon, 90c to \$1.25; British Columbia pears, \$1.25 per box, California, \$1.75; grapes, \$1.65;

GORDON, MACKAY & CO.

TORONTO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

plums, \$1.25. Lard, 50-lb tubs, 13c; in pails, 13½c; in tins, 13½c to 14c; hams, 13½c to 17c breakfast bacon, 13½c to 14c; rolled bacon, 12½c. In flour and feed, Ogilvie's Hungarian is quoted \$6.00. Strong Bakers, \$5.60 to \$5.75; Portland Roller, \$6.25; Royal, \$6.25; Premier, (Enderby Mills), \$6.00; XXX, \$5.75; California rolled oats, \$1.00; California oatmeal, \$1.50; cornmeal, \$3.25; oats, \$32 to \$35; California chopped feed, \$35 to \$36; Manitoba chopped feed, \$31.50; bran, \$24 to \$25; shorts, \$26 to \$27; wheat, \$33; hay, \$15 to \$16; cracked corn, \$60.

NEW WESTMINSTER.

Hay and produce continue to arrive by every boat, with but slight changes in quotations. Potatoes, \$15 to \$16. Dairy butter at 30c to 35c. Fresh laid eggs are in good demand at 50c to 60c per dozen. Apples are plentiful at 2c per lb. Hay is quoted \$10 to \$12; oats, \$26 to \$30.

BUSINESS CHANGES.

Galbraith & Son have started a sash and door factory at New Westminster.

Wm. Keddy and James Crossan have gone into the livery business at Nanaimo. E. S. Scoullar & Co., hardware, Vancouver, are giving up the retail business, and, in future, will do a jobbing business.

Deacon & Stinnett, dealers in agricultural implements Vancouver, have dissolved. Albert H. Stinnett will continue the business.

Wm. Greig, representing Jas. Robertson & Co., of Montreal, now on the coast, says that his firm contemplate opening a branch in B. C.

Muir & Boyd, manufacturers' agents, have opened a branch office on Hastings street, Vancouver, with Mr. Muir in charge.

C. Boeckh & Sons, manufacturers of brushes, brooms and woodware, Toronto, have appointed G. F. and J. Galt agents for British Columbia, and a full line of same will be kept in both Victoria and Vancouver. Messrs. Boeckh & Son guarantee their goods to be as represented.

THAT BOUNDARY LINE.

OTTAWA, Nov. 28.—There is liable to be a serious dispute over the boundary between the United States and British Columbia. A strip 30 miles, forming a portion of the State of Washington, and in which is situated a large portion of the town of Blaine, is claimed by the Dominion. The treaties provide that the line shall follow the 49th parallel and in 1860 the boundary was marked by the commissioners of the two countries. When they reached the point of difference the British commissioners found the line and the Americans found another farther south. The latter yielded and the present line was established. The British commissioners afterward claimed that their instruments had become deranged.

The chief of police has notified Winnipeg tailors who had organised gambling clubs for the purpose of drawing suits of clothes, that they must stop drawing lots, or he will take proceedings against them.

Capt. T. P. H. Whitelaw, of San Francisco, arrived on Friday night and immediately began making arrangements to raise the steamer San Pedro. He has begun putting out anchors and a boom of logs to obviate the ill effects of any sea that may rise, and to allow of operations being continued without interruption. It is presumed he has the permission of the Customs authorities to import any apparatus that he may require. R. P. Rithet & Co., Ltd., have purchased all the dry coal that may be taken from the wreck.

The question of the kind of employment adopted in prisons, and the disposal of prison made goods in such a way that they do not compete with the open labor market, has always been a knotty one. The solution proposed in a resolution of the recent trades and labor congress in Montreal, that prison made goods be shipped to foreign countries, is worthy of consideration as an economic makeshift. If the plan was confined to Canadian prisons, it might work very well; but if other countries should adopt the principle, it might be made a very awkward boomerang.—*Journal of Fabrics.*

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President, Right Hon. the Earl of Derby,
K. G.

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Morrow, Holland & Co. have been appointed agents for the Lancashire Fire Insurance Co., which was formerly represented by J. C. Bales.

Three tons of giant powder were found buried under one of the principal streets of Tacoma. It was left there twelve years ago by N. P. R. contractors, who forgot about its existence.

O. E. Murphy is talking freely to a New York reporter about his swindles on the Canaean treasury as if they were creditable triumphs. This full fledged rascal had better remember that there is an extradition treaty.—*Empire.*

The British Columbia Draining and Dyrking Company held a meeting in Vancouver on Saturday evening, says the *News-Advertiser*, when further steps were taken towards providing the apparatus for driving the piles required and the pumping machinery. In four of five months it is expected a tract of about 1,500 acres will be placed upon the market. It comprises an island situated in the river between the two Lillooets, and about three miles from Port Hammond.

A Customs inspector at Washington has informed the Treasury Department of the seizure of several lots of clothing, valued at \$401, which has been smuggled into Troy, N. Y., from Canada. His report shows a systematic method of smuggling on the part of certain Canadian tailors having customers in Troy and other cities in New York. He says an agent of the foreign tailors visits that country for the purpose of taking orders, and then smuggles in the clothing.

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The banking house of Bonner & Bonner, at Tyler, Texas, generally considered one of the soundest in the state, has been forced to the wall.

Four libel suits for \$50,000 each have been entered against the London Free Press for printing a document filed in connection with the Hyman election petition.

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ESTABLISHED 1864

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MUTUAL LIFE INS COMPANY of N. Y.

WHY SOME GROCERS SUCCEED.

We have known, says the *National Grocer*, a good many successful grocers in our time. Some of them have made a record of one even successful business career. The moment they commenced their business up to the time they quit it, their life was marked by an evenness which led one to believe that their business was one of chance more than of individual exertion or special adaptation to the work. They were regarded as men who had what is vulgarly termed a "soft snap." But all this is a mistake. These men owe their success not to chance or any specially favorable circumstances, but to some one special feature which has made their business so much better than their competitors', so that they have succeeded in procuring patronage where others have failed. We do not wish to deny that there are circumstances over which the merchant has little control that operate either favorably or otherwise. Still, more depends upon the individual than upon the circumstances.

No hard-and-fast line can be laid down which will really assure complete success. One merchant succeeds through adopting a certain course, while another succeeds from an entirely different standpoint. Contradictory as this may appear, it is, nevertheless, true. The other day, we heard a strong argument in favor of a certain grocery store upon the ground that you always depend upon obtaining good butter and fresh vegetables. As an argument against dealing there, another lady said that the coffee sold was not as good as could be obtained at another store. The answer given was that no store was perfect, but that where you got good coffee you could not always obtain good butter and fresh vegetables. It is very strange when you come to investigate what really has made business a success. One succeeds because of courtesy, another succeeds from a specialty like butter, tea, coffee or fresh vegetables, and another succeeds because he is a careful buyer, a prompt payer and an economical manager of his business. Success does not come rule of thumb in business, but more from the ability of a merchant to take advantage of the opportunities which are presented to him.

It has been truly said that there is no

royal road to success. The field is so wide, the opportunities so varied, and the essential elements of success so different that the surprise is so many fail. It is not, as a rule, the man of genius who succeeds in business, but the man who has the ability to quietly and surely go on plodding to success. No business is built up in a day, nor a week, nor a year, but is gradually developed from a firm and solid foundation. When a merchant is dealing out at the commencement of his career small portions of his wares to unappreciative patrons he little thinks that by doing these small things well he is building wisely and is laying the foundation for his future success. Men sometimes get rich almost unconsciously. They start out to make small fortunes, and before they know where they are they are worth a million. It may seem strange to many of our readers that this is so, but we could recall to our mind half a dozen men to-day who are worth a million who at their first commencement would have thought themselves quite rich with a thousand a year income. At the same time we must confess that we know many who started in life with the intention of becoming millionaires but who at the present time are down on their uppers. There is no truer democracy in the world than is to be found in everyday business. This does not apply to this country only, but is to be found the world over. There is constantly some one from the lower ranks of life gradually climbing the ladder of success, and at times there is a lowly citizen who bursts forth like a periodical star in the dark firmament—the wonder and the talk of the day. That success is within the reach of all is certain, but that all cannot succeed is equally true. It depends more on the individual than aught else. Will you make that success? The answer rests entirely with you.

A couple of hundred sacks of Canadian fleece wool sold for export to the States, one day last week, at 19½ cents. This is the first sale of the 1891 clip that has taken place.

One of the richest young women in Philadelphia is Miss Estella Pardee, who is engaged to be married to a minister. She is one of the four daughters of Mr. Calvin C. Pardee, a millionaire coal dealer, and she will divide about \$14,000,000 with her sisters.

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COMMERCIAL SUMMARY.

Twenty-two newspapers in the state of Kansas are edited by women.
 The Sandwich Savings Bank at Sandwich, Conn., has closed its doors.
 Wash McNair, an extensive horse dealer of Chambersburg, Pa., has assigned. Liabilities over \$40,000.
 The Right Hon. Edward Bulwer-Lytton, C. B., British Ambassador to France, died at Paris Nov. 21.
 The Kingston dry dock has already 10 applications for accommodation, three of which are from the Cibola, Campana and Chicora.
 The unusual spectacle is offered in Boston of a daughter, Carrie A. Holmes, suing her father, Henry W. Smith, the organ manufacturer, for something like \$20,000, which she put into his business.
 Simon St. Michael, paying teller in the St. Catharine Street branch of the Banque du Peuple, Montreal, and A. C. Levesque, ledger keeper in the City and District Savings Bank, have fled from that city, being defaulters to the amount of \$8,000.
 The Board of Trade is wisely protesting against the too general ignoring of our lumber in Australia by classing British Columbia's splendid Douglas fir woods under the name of "Oregon pine." The same designation is also generally applied in England to cover our timber products, and there leading lumber men in consequence mistakenly imagine that our wood products are inferior instead of superior to those of the American State.—*Ledger.*

The British North Atlantic squadron has reached winter quarters at Bermuda.
 A company is being organized in Halifax to run a line of freight steamers to London and Liverpool.
 The number of miners on strike in the department of Pas de Calais, France, has already reached 15,200.
 The woollen mill of John Speirs, of Jamieson, near Almonte, has been advertised for sale under mortgage.
 The Ottawa city council have awarded a contract to the Gutta Percha and Rubber Manufacturing Co., of Toronto, for 1,000 feet of 2½-inch cotton lined hose.
 The Charlottetown woollen mill, which was burnt down some time ago, has been rebuilt, and is now known as the Mackay Woollen Co., Mr. W. D. Mackay being manager. The mill is running on tweeds, blankets and flannels.
 The steamer *Fasnet* has been seized at Halifax by the marshal of the vice-admiralty court, at the instance of the Island Navigation company, who claim \$10,000 damages for the loss of the *Heather Bell* in the recent collision between the two vessels.
 The asbestos belt of the province of Quebec is proving to be the greatest in the world, both in extent and quality of fibre, and each year some new field is being opened up. A mine has just been discovered in the parish of Cleveland, from which fibre an inch and a half long is taken and the product is valued a \$290 a ton.

The malt house of the Windsor Brewing Co. has been destroyed by fire. Loss, \$5,000.
 The bankrupt stock of Fortier, Royer & Belleau, dry goods merchants, Quebec, amounting to \$24,004, was bought by Gaspard Rochette at 63½ cents in the dollar, and the book debts by Chas. Bergevin at 27 cents.
 The abolition, by the C. P. R., of the local trains to Vancouver has been deeply regretted by the people of Westminster who fully appreciate the comforts of railway travelling as compared with other means of "getting there" and they would gladly welcome a return to the old system, which they hope to see working again before long.
 Mr. Cochrane, manager of the Canmore Coal Company, Canadian Northwest Territories, has just had a conference with Admiral Hotham, of the Pacific squadron, with regard to the use of Canmore coal by Her Majesty's ships on the Esquimalt station. The test made by some of the vessels of the fleet last fall proved the product of the mines to be almost, if not quite, equal to the Welsh now used as a producer of steam. It is believed that the Canmore coal will be used by the ships of the Pacific squadron, but for the present the freight rates from the mine to Vancouver are a shilling higher than by sailing ship from Cardiff, so that until new arrangements are made the Welsh article will be as cheap as the Canadian article. At present the Canmore mines are turning out from 50 to 60 tons per day, but that capacity will soon be increased to 100 tons and upwards.—*Coal Trade Journal.*

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VICTORIA, TUESDAY, DEC. 1, 1891.

A QUESTION OF POLICY.

In spite of what the Vancouver *World* and other journals locally interested in depreciating Victoria may have said, the fact of the steamship San Pedro having been wrecked so near to port can, in no sense, be regarded as in any way detracting from the safety of this harbor. As is well understood by seagoing men, the channel and approaches are so well defined that it can only be by utter ignorance or errors of judgment that, outside of what may be termed an utter unforeseeable casualty, dangers can exist. As to the whys and the wherefores of the present accident the official inquiry will, no doubt, bring out the facts and if, as has been hinted, a short cut was taken for the purpose of saving time, it will be for those concerned to explain and make out the best case possible. Meantime it will be well for those who have a fancy for and are interested in running down Victoria to refrain from passing their strictures until they are in possession of all the facts.

Not unnaturally this disaster has brought prominently to the front the question of the relations between ourselves and the United States on the subject of dealing with vessels that have come to grief not in waters whose ownership is disputed; but in those where the best facilities for affording relief or of handling the wrecks were to be most easily had in a country to which they did not appertain. In connection with this matter many a good vessel and thousands of dollars worth of cargo have been lost, while only in a few cases have special arrangements been made with the authorities to enable foreign wreckers to be brought into requisition. Because it was not understood that in British Columbia there were facilities for carrying out this kind of business certain enterprising Americans—among them Capt. Whitelaw, of San Francisco—have, upon occasions come across the line, and made considerable money out of the salvages which were effected, but this was only by special acts of grace and favor on the part of the Federal authorities.

However, it is now known that in the steamer *Mascotte*, owned in Victoria, with all the facilities at her disposal, there is little, if any, need to obtain American help in order to deal with vessels which have become disabled and have foundered in our waters. Neverthe-

less, possibly because of his ignorance in this matter, or perhaps, because he commanded a vessel owned in the United States, Captain Hewitt of the *San Pedro*, has used his utmost endeavors to obtain permission to have American help. In doing so, he utterly ignored two facts, that there had been no loss of time in bringing to his attention, viz., that local parties were prepared to guarantee to raise the vessel and restore her to her former condition for a fixed sum, and that under circumstances like these the Government of his own country would upon no conditions make exceptions in favor of foreigners; and was, in fact, informed that he might hire and use free of duty appliances to raise the sunken vessel which cannot be obtained here. Meantime, the *San Pedro* lies under water, and anything that is perishable on board her is incurring additional damage. For all this, no doubt, there are those who will be disposed to hold the port of Victoria responsible. But it must be remembered that the *Pedro* was not coming here, that this was not her port of destination, and the responsibility, if any, of her going out of her course lay with the captain and pilot.

There are no lives in jeopardy on board the *San Pedro*, so that there is not this incentive to any extraordinary action or concession, and now if for the sake of sentiment or of reducing expense—which we do not believe—the owners are ready to risk the entire loss of their vessel, it is their own look-out. "Foreigners are largely interested in the Union Mines, because of the money there is in them; they use their own vessels for the transport of their product; but they must remember that where what are termed the laws of nations do not prevail the law of the country is paramount. The *San Pedro* was wrecked in British Columbia (Canadian) waters. As is the case in the United States, the fiscal policy of the Dominion is that of protection, and, as far as it is possible for us to see, there is not the slightest ground for making any exception to the operation of the law in this case. The McKinley tariff and all the special enactments regulating transportation both by land and water were specially designed to place foreigners at the greatest disadvantage, and as far as Canada is concerned, some have said to drive us into the American Union. In this particular our policy is their own—though we are not looking to Washington—let them abide by its consequences. As the point has been expressed, "we'll hae oor ain fish guts for oor ain sea maws." Ours is "a national policy." While it is on the statute book, let us live up to it or have it repealed. Some of its features American unfriendliness, if not hostility, forced us to adopt.

SOUND SENSE.

According to the *Montreal Herald*, in a recent interview Mr. Templeman, of the *Times*, said: "There is a theory in the East as to the relative positions of Vancouver and Victoria which is altogether unfounded. Vancouver is not the metropolis of British Columbia in any sense, commercially or otherwise. As regards population, Victoria is the leading town on the coast by at least 7,000 souls; it is the busi-

ness capital, and is, in this respect, as in all others, without a rival. The city is really one of the phenomena of the continent. Its growth is not only rapid but substantial, and its future is full of hope. Its past success may be judged by the fact that in 20 years there has not been a single failure in any established business house." After this, comparisons are odious, and, in the words of the sable economist, there is almost "nuff said." Many people, indeed, every one in Victoria will be glad that Mr. Templeman availed himself of the opportunity of explaining matters that had been much misrepresented.

TRADE STATISTICS.

The Dominion exports for this year are keeping up well, although slightly behind 1890-01. For the four months ending October 31, they are valued at \$46,882,212, as against \$47,233,049.

The trade returns continue to show the effect which the Government's great reduction in taxation last session has had upon the revenue. The imports for the first four months of the fiscal year are valued at \$40,074,421, as against \$41,155,550, a decrease of a little over a million dollars. The duty collected in the same period amounted to \$6,734,001, as against \$8,579,718 last year, a decrease of \$1,800,000 in round figures.

The following is the statement of goods exported during October.

Produce of the mine.....	\$ 600,474
Produce of the fisheries.....	920,193
Produce of the forest.....	2,245,411
Animals and their produce.....	1,035,181
Agricultural products.....	4,256,458
Manufactures.....	711,810
Miscellaneous articles.....	45,652
Bullion.....	26,620
Coal.....	14,362
Total.....	\$12,865,200

Of the foregoing, the produce of Canada amounted to \$12,160,704. The value of the exports in October, 1890, was \$12,038,421. The grand total of goods entered for consumption last month was \$9,525,493, and the duty collected \$1,518,273, as against \$10,118,955 and \$2,095,783.

It is understood that a bulletin on the subject of coffee, its growth, treatment and adulteration will shortly be issued by the Ottawa Government, one of whose Inspectors of Revenue has been making a careful study of the subject.

MANY people will remember the Exchange Bank, which had its headquarters in Montreal, had as its president Mr. Thomas Craig, and started out with a great flourish of trumpets. It went under, for one reason mainly, because its officials had been too liberal in affording accommodations to people who were really worse than bankrupt, because they actually traded for months, if not years, on the bank's assistance to keep their heads above water. It had been for some years in liquidation, and about two weeks since an auction of its remaining assets was held in the city of Montreal. The total value of the assets put up to competition was over a million dollars, for which one of the leading and most successful auctioneers of the city was able to obtain no more than \$4,700.

ANOTHER RAILWAY.

On Friday last there was inaugurated by an excursion from Seattle to New Westminster, the first section of Jim Hill's Great Northern Railway, which gives Seattle a new and independent connection with the Canadian Pacific. Besides, a contract has been let for the immediate building of a line from Puget Sound eastward over the Cascade mountains. This means that the main line of the Great Northern system is to be hurried to completion and that the cities of Puget Sound are soon to have a new connection with the east. Competition may be relied upon to remove in the near future the defects in the existing transportation system. For Victoria, this road holds out prospects as it will place in her way another eastern connection to the east. Already eastern rates to and from Victoria are as low as those of any other city on the coast, but what is required are quicker methods of transportation, and it is not likely that Mr. Hill, having done so much, will be prepared to take a second position which the other and rival roads will be stimulated into doing better than before.

WHAT CATTLE QUARANTINE.

A recent dispatch from Ottawa announces that the Minister of Customs has decided that the cattle quarantine regulations in British Columbia shall be suspended for the winter months, or until further information has been obtained relative to the beef supplies obtainable in British Columbia and the Northwest ranches. This result is said to be due in no small degree to the exertions of Messrs. Earle and Prior, the members for this city in the Dominion Parliament. It is probable, indeed, certain, that the regulations would never have been brought into effect but for the persistency of Mr. Davies, M.P., one of the members for the Territories, for whom considerable credit on this account was recently claimed by a Winnipeg paper. The idea of the ranchers was, as had been pointed out, to force the British Columbians to purchase, during the winter months, the beef which they had been unable to work off on Eastern Canada and the British export trade, and that at any prices which the Calgary ranchers—one of which Mr. Davies is—might choose to exact. It is for the present easily to be shown that British Columbia has not sufficient beef supplies to keep her for the entire winter, that her conditions are exceptional, and that in consequence it would be to the last degree unjust to carry out with respect to her the very letter of the provisions of the law. Meantime, our beef consumers may breathe more easily, and our ranchers may consider what it is possible for them to do to meet the requirements of the future situation. They are for the present out of the clutches of the grasping cattle raisers of Calgary.

LEMBERING has terminated in the Ottawa Valley, the mills being closed for the season. The cut amounts to 150,000,000 feet, about half the average output; but more men have gone to the shanties this winter than usual.

EDITORIAL NOTES.

It is said the Federal Government will bear the costs of appealing the Manitoba Separate School law to the Privy Council.

An official inquiry has been ordered by the Department of Marine and Fisheries into the loss of the bark Sarah, which was wrecked near Carmanah Point.

PEOPLE who have just come down are joyfully announcing that the glorious days of golden Cariboo are about to return, recent developments having warranted the embarkation of very large amounts of labor and capital in mineral development.

It having been announced that there will be an early session of the Dominion Parliament, it would be well for the Board of Trade to call a conference of merchants and others interested, so that the local members might be specially commissioned to urge upon our legislators and the Government those public works and that special legislation which the peculiar conditions of this part of the Dominion require.

MR. JAMES PUNCH, M. P. P., and Mr. F. G. Strickland, of New Westminster, are, it is understood, considering the prospects of a woollen mill, which they contemplate establishing in Victoria. The products of the Westminster mill have always commanded a market, and so it is certain would those of one established in Victoria, the majority of whose people would rather support a native industry than send their money out of the country, provided other things are fairly equal.

It would appear that at length the Dominion Government has deliberately determined to make the Atlantic postal service equal to the requirements of the times. It has, it is announced, decided to invite tenders for a fast line of steamers to England. The service is to average 19 to 20 knots an hour from port to port. Southampton will be the place of call in England; Quebec in winter and Halifax in winter on this side. The vessels will not be of less size than 6,500 tons, with modern equipments.

ACCORDING to a cable dispatch received from Messrs. C. M. Jamson & Son, of London, the prospects for furs are: "Muskrat—Fall and winter will be much lower; spring a trifle easier. Lower prices expected for racoon and red fox. Marten and lynx will probably sell at last sale prices. Skunk is likely to follow suit, provided the demand in America for black and striped continues. With a moderate catch, opossum will probably sell at last sale prices. Former prices on mink will be maintained, provided the American demand continues. Sea otter, silver fox, cross fox and fisher give indication of being much lower. Beaver also is likely to decline materially, notwithstanding the small importations by the Hudson's Bay Company."

THE Montreal Herald, which was for many years regarded as the great commercial journal of the Dominion, and, indeed, as the most powerful exponent of the views of the Liberal party in Canada,

but which has for some years been falling back miserably, is to all appearances moribund, and unless there be some intervention must die. A winding up order against it has been granted in the courts, and a meeting of creditors was to have been held on Saturday. The Herald has had an existence of something like eighty years, it had much to do with shaping the political policy of the country, and of indicating the course of the merchants of Canada's business capital; but utter mismanagement and lack of definiteness of purpose have landed it where it is to-day.

THE Winnipeg Free Press facetiously remarks; "The great Republic of the United States, with its sixty-three millions of people, the freest, most intelligent and by all odds the most enlightened on earth, themselves being the authority, has been convulsed for weeks over a question of tremendous moment—where should the Republican Presidential convention of 1892 be held? Columns of the leading newspapers in all parts of the country have been heaped full of matter bearing on this one great issue. Brazil's two revolutions were conducted with one-tenth of the fuss. But at last it is decided. Minneapolis is to get the convention, and sixty-three millions of the most easily excited people in the world will now settle down and quietly sip their coffee until the next thing turns up."

REGARDING new dress materials in Paris, the correspondent of the Draper's Record says: Horae cloth is worn very thick and soft, with very wide raised stripes; and there is a new make of it called *pelisse cole de cheval*, which is as light in the hand as it is rough in appearance. Amazon cloth is used to make dressy woolen toilettes; these are to be seen at the Bon Marche and Louvre, the skirts trimmed with velvet or fur bands. I have seen a dark beige cloth dress, with a band of brown velvet round, scalloped out, and between each scallop a *motif* of *passementerie* with steel drops, and silk beige and brown olives fall on a second band of moquette cloth worked at the edges in fine silk embroidery. Fancy velvets and plush corduroys are used in combination with woolen materials. Scroll patterns are a marked feature in the fancy velvets; the pattern is nearly always black on a light ground. Many of the black grounds are shot with the color employed in the brocades. Stripes are now introduced into plain silk or wool; these are generally used for *panneaux* to form an under or side skirt, and as a trimming for the bodice.

Mr. Horace T. Martin, of the well known Montreal fur house of John Martin & Sons, is now preparing for the press his book on the Beaver. It will have the expressive title of "Castorologia."

American glove manufacturers have been well employed during the past year. The demand has been best for light weight gloves, for men's wear as well as for women's. Americans now seem to go in more for appearance than for comfort, and it is to be feared that the same weakness affects the present generation on this side of the line.

WESTMINSTER BOARD OF TRADE.

Westminster Board of Trade held its regular quarterly meeting last Tuesday night. President T. J. Trapp occupied the chair, and Secretary David Robson was at his post. There were also present Messrs. George Turner, H. G. Ross, W. B. Townsend, Mayor Brown, D. J. Munn, D. Drysdale, C. R. Townley, L. P. Eckstein, E. S. Scoullar, W. A. Duncan, C. G. Major, G. E. Corbould, M.P.; G. W. Grant, W. H. Keary, R. W. Armstrong, H. Hoy, M. Sinclair, W. J. Walker, and others.

The committee appointed by the board to wait upon Mr. Abbott, of the Canadian Pacific, and urge that the draw of the new railway bridge over Pitt River be made wider than the draw in the old bridge, reported that Mr. Abbott had given them an assurance that the span of the new draw would be 50 feet clear. There would also be several spans of 150 feet wide, which would enable rafts of logs to be floated under the bridge. The report was adopted.

The question of inaccuracies of the chart of the Fraser River was brought up, and several communications bearing on the matter read. The secretary was instructed to write the Minister of Public Works at Ottawa drawing his attention to these inaccuracies. This is the second chart of the Fraser, and has been "bungled" like its predecessor.

Some time ago the Board of Trade wrote to the customs authorities of Australia, and to the chambers of commerce of that colony, requesting that a distinction be made between Oregon and British Columbia lumber. British Columbia fir was classed in that country as Oregon wood. Replies were read to the meeting, the purport of which was that the error would be rectified forthwith.

It has been represented to the board of trade that the placing of the draw in the new bridge at Pitt river further east, as proposed, would interfere with navigation. It was said that there was a bar running out from the eastern shore of Pitt river, that would hinder vessels from passing through the draw. This had been brought to the attention of the railway authorities, and soundings were taken with the result that the statement was shown to be incorrect. The objection was withdrawn.

The reason of the non-appointment of a river pilot was then discussed. Mayor Brown stated that Captain Purdy had been recommended by the pilot board to that position but had failed to apply for it.

The quarterly report showed receipts to be \$61; expenditures, \$46.13; cash in hand, \$200.86; mortgages, \$900; number of members, 69. The report stated that 3,000 copies of the annual report had been printed, and also that the secretary had inserted advertisements upon the resources of Westminster district in the *North American Review* and *Western World*.

Friday, the Chamber of Commerce of Seattle would make a special trip over the new branch line of the Great Northern. And it was resolved that the members of the board of trade act in conjunction with the city council in honoring these distinguished men.

Messrs. J. A. Forin, E. A. Wyld, George Kennedy and J. S. C. Fraser were elected members of the board of trade.

Ex-Mayor Townsend startled the meet-

ing by the announcement that many people could not obtain passage direct over the Canadian Pacific from eastern points to Westminster. The Canadian Pacific issue these correspondents alleged, direct only to Vancouver. The council of the board of trade was asked to enquire into the matter.

President Trapp, Secretary Robson and Mayor Brown were appointed a committee to draw up a memorial requesting the appointment of a United States consular agent at Westminster.

A vote of thanks was passed the *Ledger* for the kindness in furnishing cuts for illustration of the annual report and to Secretary Robson for his efficient services. —*Ledger*.

THREE CLASSES OF BUYERS.

There are three classes of buyers in trade one who buys too much, one too little and the other who draws the line between the two—and strikes the happy medium. The first, as a rule, is always burdened with too much stock. Seasons come and go, and his shelves are filled with goods out of demand and out of season. As a rule, he is always short of money, behind with his bills, simply because he buys too much.

The merchant who buys too little or too small a stock lacks knowledge of his trade and loses custom by not keeping a sufficient supply on hand to meet the current wants of his customers. Over-cautiousness in this direction is almost as bad as over buying. It often gives his competitor the means of supplying his regular customers. The live business man will note what goods sell best and consult with his clerks or those at the head of the departments of his establishment

A SUGGESTION.

Several British consuls, in recent reports to the Government, have warned their countrymen that they were losing trade in foreign countries owing to their persistent use of English weights and measures in their circulars and price lists. These are frequently unintelligible to most of the foreign dealers, whereas the French, German and United States competitors used the metric system, which was familiar to everybody, and naturally attracted custom. The metric system is so much more convenient, saves so much time, and has now become so generally adopted throughout the world, that England ought no longer to refuse to fall into line. But pounds, shilling and pence will make a hard struggle for existence in the old country. Here, however, the situation is different. We have a decimal system of currency to begin with, and everybody recognises its advantages. A very little pressure would suffice to bring about the change in Canada, and, as has been suggested in the United States, if Parliament would pass a law requiring that estimates, contracts and bills specifying weights or measures, when not made out metrically, must bear a revenue stamp, rather than pay the tax everybody would at once use the decimal system, and the change would be as smooth as the system itself. Now that Canada is doing so much to extend her foreign trade, would it not

be well to smoothen the way to that trade by all possible means? The present generation is already familiar, to a certain extent, with the metric system, and a very few years would bring it into general use. *Coal Trade Journal*.

MCKINLEY'S TARIFF NOT EQUITABLE.

The United States customs revenue fell short of that for October of last year by about \$11,000,000. The loss of revenue, says a contemporary, by the McKinley bill is evidently going to last as long as the law remains unchanged. The new tariff, which had been coming in force on the instalment plan, went practically into complete effect on the 1st of July, with the imposition of the tinplate duty. In the succeeding four months the customs revenue has been \$58,735,000. In the corresponding four months of last year it was \$91,238,000. The difference of \$32,503,000 in a third of a year indicates an annual shortage of nearly \$100,000,000. Part of this, the amount of the former sugar duties, less the new bounties, represents a real remission of taxation, or would do so if the difference were not made up in other and more burdensome ways. But fully half of it stands for a transfer of taxes from the Treasury to the pockets of capitalists. The people are paying more money than ever, but the Government does not get it. It has simply been taken from those who earned it and given to those who did not. During October, the Government's income was \$28,566,000 and its expenses \$31,872,000—deficit \$3,306,000. The amount of net cash in the Treasury was reduced by \$10,746,545, and in the two months of September and October by \$26,115,581. The greater part of this reduction may be accounted for by the redemption of 4½ per cent. bonds, but during the last month much of it was the result of an excess of ordinary expenditure over ordinary receipts.

The last Canadian Pacific Railway steamer for this season left Owen Sound November 28th.

The Immigration returns at Montreal show the arrivals as 26,729 for 1891 as against 23,700 for last year.

A French mining engineer says he has invented a system to minimize the disastrous results of an explosion of fire damp. His plan is to divide a mine into four parts, and to sink two shafts in each of the four quarters. The shafts start from the surface and end in the workings, one at the side of the fresh air intake and the other where the air returns. These shafts are 10 inches in diameter, and are to serve for the entrance and exit of air and communicate through the galleries, which constitute distant blocks. The quarters are isolated one from the other by air tight doors. The inventor says that in case of an explosion it would be restricted to the quarter in which it originated, and by the arrangement of the doors the force of the explosion would not reach beyond and would find a ready outlet. It would thus only endanger a limited number of the workers and a small portion of the workings.

THE SEALING FLEET—VESSELS IN PORT.

VICTORIA.

ARRIVED.	NAME.	TONNAGE.	AGENT OR OWNERS.
July 11	Maggio Mac	71	R. P. Rithet & Co. (Limited)
July 27	Ainoko	75	Capl. Grant
July 27	E. B. Marvin	114	E. B. Marvin & Co.
July 27	Walter L. Rich	79	C. N. Cameron
July 28	Annie E. Paint	82	Robert Irving
July 29	Mary Ellen	69	Capt. Victor Jacobson
August 1	Thistle, (steamer)	147	M. Munson
August 1	Sea Lion	50	Geo. Collins
August 3	Minnie	46	Capt. Victor Jacobson
August 5	Triumph	98	E. B. Marvin & Co.
August 11	Winnifred	13	C. Spring
August 11	Aurora	46	Thos. Harold
August 13	C. H. Tupper	59	Capt. C. J. Kelly
August 14	Henrietta	31	C. Spring
August 21	May Bell	58	Capt. Douglas
August 22	W. P. Sayward	69	Morris Moss
August 24	Laura	19	J. B. Jones
August 28	Labrador	30	Stevenson
August 29	Mary Taylor	43	Carno & Munsie
August 29	Mountain Chief	16	Nawasson
August 29	Rosie Olson	39	Andrew Gray
August 30	Carlotta G. Cox	76	E. B. Marvin & Co.
August 30	Annie C. Moore	113	C. Hackett
August 30	Geneva	52	Hall, Goepel & Co
August 31	Borealis	37	Thos. Hendry
September 2	Walter A. Earle	68	Thos. Farle
September 2	Sapphiro	124	E. B. Marvin & Co.
September 2	Carmolito	59	J. W. Peppett
September 7	Ariel	91	J. C. Provo
September 9	Umbrina	98	J. W. Peppett
September 14	City of San Diego	46	Carno & Munsie
September 15	Viva	93	Carno & Munsie
September 17	Pioncer	66	Carno & Munsie
September 17	Wanderer	25	Harry Paxton
September 17	Venture	48	Morris Moss
September 18	Favorito	80	Chas. Spring
September 22	Oscar and Hattie	81	J. L. Penny
September 23	Ocean Belle	83	Hall, Goepel & Co.
September 24	Katherine	81	J. L. Penny
September 26	Maud S.	97	Brown Bros.
September 27	Beatrice	66	Capt. Wm. Grant
September 27	Terisa	63	P. A. Babbington
September 27	Otto	87	Walter Bornes
September 28	Kate	58	C. Spring
October 3	Penelope	69	Morris Moss
November 16	Mascot	40	Hall Goepel & Co.

VANCOUVER.

.....	Eliza Edwards	37	Pacific Trading and Navigation Co.
.....	Vancouver Belle	73	Vancouver Shipbuilding, S. & T. Co.
.....	G. D. Hand	52	H. I. Sealing and Trading Co.
August 29	Beatrice	49	C. G. Doering

AN IMPORTANT JUDGMENT.

The case of Stephens vs. McArthur, which was decided the other day by the Supreme Court at Ottawa, is one of great importance to the mercantile interest throughout the Dominion. Prior to December 8th, 1888, Madell & Robinson carried on a wall-paper and painting business at 239 Main Street, Winnipeg. About that date the firm became indebted to G. F. Stephens & Co., wholesalers in paints and oils, to the extent of \$800 or \$900, and to other creditors in smaller amounts. Madell & Robinson had not been meeting their payments, and a few days before December 8th, 1888, Mr. Stephens felt that he could not allow his account to grow any larger without taking security, and on that date demanded and received a chattel mortgage on the stock in the store. When asking the chattel mortgage he did not, it appears, know that Madell & Robinson were insolvent, and in the original trial Mr. Justice Bain found that the mortgage was given "in response to a bona fide demand of Stephen for security for his debt."

His contention was that his object was to carry on the business and pay all other creditors in full, and that he had intended not to pay himself a dollar until all the other creditors were paid. In pursuance of this intention he paid off some of the debt of the business, and advanced new stock to the mortgagors. About the 3rd of January, 1889, Tees & Perse, of Winnipeg, and McArthur & Worthington, of

Montreal, joined their accrued claims against Madell & Robinson, and issued a writ against them in the name of McArthur & Worthington, and shortly afterwards the stock in the store was seized under their execution. G. F. Stephens & Co. claimed the goods seized, and an interpleader issue was directed to try whether they were the property of the execution creditors, McArthur & Worthington, or of the claimants, G. F. Stephens & Co. McArthur & Worthington contended that the chattel mortgage was given by Madell & Robinson while in insolvent circumstances with intent to prefer G. F. Stephens & Co. and that even if there was not such intent, the chattel mortgage "had the effect of" preferring the mortgages, and was therefore void under the "act respecting assignments for the benefit of creditors, 49 Vic., c. 45, s. 2. For G. F. Stephens & Co., it was replied that there was no intent to prefer, and that without the intent to prefer there could not be "the effect of a preference," because the word preference is a bankrupt term incorporating intent in its very meaning. Save, if there was the effect of a preference this chattel mortgage was saved under the provisions validating such transfers where they were followed by advances of cash and goods to carry on the business and pay the creditors. At all events the provisions of the act were bankruptcy provisions and therefore ultra vires, as the Dominion parliament alone has power to enact bankruptcy legislation.

The interpleader issue was first tried in the early part of 1889 before Mr. Justice

Bain who decided against G. F. Stephens & Co., and declared the chattel mortgage void. The case was then carried to the Court of Appeal, when the Chief Justice and Judges Dubuc and Killam affirmed Judge Bain's decision. It was then carried to the Supreme Court at Ottawa, where the Manitoba decisions have, it appears, been reversed, the whole court with the exception of Mr. Justice Patterson, deciding in favor of G. F. Stephens & Co. The case is a leading one in chattel mortgage and preference law and will probably completely reverse the current of decisions in Ontario as well as in Manitoba. In both provinces, numerous decisions have been withheld awaiting the pronouncement of judgment in this case. At the Supreme Court, Charles Moss, Q. C., of Toronto, and F. C. Wade appeared as counsel for Stephens & Co., the appellants, and Mr. Morris, Q. C., of Montreal, and G. A. Elliott for the respondents, McArthur & Worthington.—*Winnipeg Free Press.*

REVIEW OF TRADE.

The weather of the past month has been remarkably fine, too fine, in fact, to suit the dry goods trade—for very little of heavy-weight goods have as yet gone into consumption, though retailers have placed fair orders, and the volume of business has certainly been greater than for a like period last year. As anticipated last month, remittances have improved as a consequence of the moving of considerable grain from the farms. A large proportion of the farmers, however, are holding back their grain in expectation of higher prices, and were it not for this, remittances would be still better. Our contemporaries have been almost unanimous in advising the farmers to sell at once. This advice is sound as a general principle, but we are inclined to believe that the farmers who hold back are right and the newspapers wrong. There may be fluctuations in price brought about by the wheat speculators and stock gamblers, but we believe almost all kinds of grain will maintain a high average price this winter, and may possibly be higher still in the spring, and this margin of advance is just as well in the hands of Canadian farmers as in foreign grain gamblers.

Prices for most fabrics remain firm, and in some lines of Canadian colored cottons there has been an advance of 5 to 10 per cent. The demand for Scotch tweeds and cheviots is very brisk, and tweed effects are popular in ladies' dress goods. There is a good trade in underwear and hosiery, and many of the Canadian mills have more than they can attend to. There has been a large demand for flannelettes, and the mills have had all they could do to fill orders. Silk cords and braids have been in good demand for trimmings.

The wholesale houses are now engaged in stock taking, which will continue till the end of the month.—*Canadian Journal of Fabrics.*

The French Chamber of Deputies, after a long debate, has approved the tariff of 25% on salted meats as fixed by the Senate. M. Roche, minister of commerce, promised an effective surveillance over imports at the expense of the importers.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1891.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Serica	913	Smythe	Sept. 29	Victoria	London	38,623	\$200,782	
Br bark	Callao	978	James	Oct. 6	Victoria	London	41,610	\$212,090	
Br bark	Lebu	726	Worrall	Nov. 16	Victoria	Liverpool	30,800	161,421	
Br bark	Rothesay Bay	750	Partridge	Nov. 18	Westminster	Liverpool	32,179	159,553	
Br bark	Wanlock	715	Cooper	Nov. 18	Victoria	Liverpool	29,916	157,743	
Br ship	Tiania	879	T. W. Selby		Westminster	London			
Br bark	City of Carlisle	823	Kendall		Victoria	London			

A-Sailed from this port Nov. 21; also 127 cs preserved fruit, \$750. 17 cs merchandise, value \$500.

BRITISH COLUMBIA LUMBER FLEET 1891.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE
Br ship	Stamboul	1218	Weston	Jan 3	Vancouver	Callao	900,300	\$ 9,600	April 2	50s
Chil bark	India	933	Funk	Feb 1	Moodyville	Valparaiso	751,396	8,318	April 20	65s
Br bark	Nineveh	1171	Broadfoot	Feb 25	Vancouver	Sydney	855,352	9,335	April 24	owners ac
Br bark	Formosa	915	Kain	Mar 24	Vancouver	Sydney	741,000	6,000	July 5	55s
Am bkt	Catherine Sudden	368	Thompson	Mar 31	Moodyville	Tientsin	C 427,539	5,177	June 19	77s Gd
Am ship	Geo F Munson	1333	Crack	May 11	Moodyville	Sydney	D 868,154	9,752	Aug 5	55s
Br ss	Eton	1746	Nowcomb	May 15	Moodyville	Port Pirie	1,765,714	15,891	June 26	Private
Am sch	Olga	478	Atwood	May 22	Moodyville	Shanghai	531,133	5,990	Aug 7	65s
Am sch	Golden Shore	961	Henderson	June 3	Moodyville	Sydney	E 790,658	8,063	Aug 5	55s
Br ship	Forest King	1602	Morris	June 3	Vancouver	Callao	F 1,224,816	11,224	Sept. 1	47s Gd
Am ship	Exporter	1312	Kezer	June 7	Vancouver	Melbourne	G 890,132	8,892	Oct. 2	65s
Am bark	Spartan	749	Anderson	June 14	Vancouver	Melbourne	H 502,000	5,276	Sept 22	60s
Am bark	Hesper	661	Sodergren	July 4	Moodyville	Shanghai	I 688,544	8,365	Aug 27	62s Gd
Swed bark	Sven	603	Azellius	July 5	Vancouver	Callao	J 438,913	4,709	Sept 17	61s
Am ship	Great Admiral	1497	Bowell	July 18	Vancouver	Melbourne	K 919,586	8,716	Oct. 2	63s Gd
Chil bark	Luisa Marta	715	Meyer	July 19	Westminster	Sydney	L 551,780	5,596	Oct. 9	52s Gd
Chil bark	Leonor	801	Harken	July 22	Westminster	Melbourne	M 600,333	5,705	Oct. 6	60s
Nor bark	Borghild	757	Haugeland	July 25	Vancouver	Melbourne	N 561,556	6,000	Oct. 6	65s
Br ship	Duke of Abercorn	1096	McDougall	July 29	Vancouver	Adelaide	O 688,393	8,213	Oct. 10	62s Gd
Ger bark	Cassandra	733	Stehr	July 31	Vancouver	Iquique	P 515,619	6,917	Nov. 12	47s Gd
Br ship	Leading Wind	1280	S B Savory	Aug 6	Moodyville	Melbourne	Q 763,143	8,430	Oct. 27	60s
Chil bark	Antonietta	965	Stack	Aug 8	Moodyville	Valparaiso	R 613,244	6,681		owners ac
Br bark	Ordovic	823	Austin	Aug 9	Vancouver	Callao	S 1,200,419	6,516		50s
Chil ship	Hindostan	1513	Welsh	Aug 14	Moodyville	Valparaiso	T 1,041,172	11,889		owners ac
Br bark	H B Cann	1230	Footo	Aug 24	Moodyville	Sydney	U 960,254	12,214	Nov. 2	50s
Nor bark	Saga	1413	Aftedahl	Sept. 3	Moodyville	Sydney	V 2,013,269	8,777		50s
Nor bark	Lotus	718	Salvesen	Sept. 25	Vancouver	Adelaide	X 528,824	5,035		65s
Per bark	Pisagua	980	Benvenuto	Oct 10	Moodyville	Pisagua	Y A 483,583	4,618		owners ac
Am bark	Newsboy	550	Johnson	Oct. 1	Westminster	Sydney	Z 909,568	6,540		52s Gd
Nor ss	H. W. Jarlsberg	1938	Hague	Sept. 20	Moodyville	Port Pirie	AA 2,013,269	18,389	Oct. 29	Private.
Chil ship	Ema Luisa	1480	Beascoa	Oct. 9	Moodyville	Valparaiso	BB 300,461	8,187		57s Gd
Br bark	Alfred Hawley	412	Llewellyn	Oct. 2	Westminster	Port Pirie	CC 300,461	2,858		52s Gd
Nor bark	Flora	743	Anderson	Nov. 21	Vancouver	Melbourne	DD 557,482			62s Gd
Nor bark	Dominion	1256	Eriksen	Nov. 28	Vancouver	Adelaide	EE 978,392	9,272		65s
Am bkt	Willie R. Hume	62	Brigman	Nov. 17	Vancouver	Callao	FF 794,201	7,795		50s
Am ship	Benj. Sewell	1361	Sewall		Vancouver	Valparaiso	GG 512,658	4,443		45s
Am sch	Olga	478	Rodin	Nov	Moodyville	Sydney	HH 512,658	4,443		44s
Chil ship	Atacama	1233	Caballero		Moodyville	Valparaiso	II 512,658	4,443		owners ac
Br bark	Nineveh	1171	Broadfoot		Vancouver	Sydney	JJ 512,658	4,443		owners ac
Am sch	F. S. Redfield	416	Birkholm		Chemainus	Sydney	KK 512,658	4,443		45s
Br ship	Athlon	1371	Dexter		Vancouver	Adelaide	LL 512,658	4,443		47s Gd

A-Also 360,900 laths. B-Composed of 45,000 feet telegraph poles, 440,000 feet rough lumber, 151,000 feet flooring, and 108,000 feet ties. C-Composed of 287,371 feet rough lumber, 39,628 feet dressed lumber, and 871 bundles laths. D-Composed of 23,355 feet dressed and 844,799 feet rough, also 22,916 feet pickets and 231,210 feet laths. E-Also 2,555 bundles laths. F-Composed of 1,144,286 feet rough, 80,500 feet t & g flooring, 21,000 feet box shooks, (5,000 boxes). G-Also 1,078 bundles pickets, 1,446 bundles laths. H-Also 1,715 bundles laths. I-Also 68,078 feet t & g flooring. J-47,059 feet ls on deck. K-Of which 78,615 feet is on deck; also 11,925 feet pickets and 2,094 bundles laths. L-Also 3,500 bundles laths. M-Also 1,053 bundles laths, and 463 bundles pickets. N-Also 90,111 feet dressed, 2,488 bundles pickets, and 1,134 bundles laths. O-Comprising 182,638 feet t & g flooring. P-Also 2,500 bundles laths and 8,679 bundles pickets, deck load 76,879 feet. Q-Also 139,164 t & g flooring, 1,429 bundles laths and 47 spars, deck load 41,942 feet. R-Composed of 484,936 feet rough and 128,304 feet flooring, deck load 53,720 feet rough. S-Also 2,001 bundles laths, deck load 106,197 feet. T-Also 2,138 bundles staves and 1,131 bundles laths. U-Also 22,461 feet t & g flooring, 2,272 bundles staves and 1,414 bundles laths, on deck 111,437 feet rough. V-Deck load 245,866 feet; sailed from Nanaimo Sept. 21. W-Also 712 bds laths and 1,463 bds pickets. X-Also 315 bds laths and 1,780 bds pickets. Y-Also 21,757 feet pickets and 36,000 feet lath. Z-Deck load 32,366 feet rough. AA-Also 148,000 feet rough. BB-Also 922 bds laths. CC-Composed of 15,684 ft T & G flooring, 158,453 ft spar and 619,064 ft rough. DD-Also 76,000 laths and 4,720 pickets. Sailed from Victoria Nov. 2. EE-Also 1047 bds pickets and 1606 bds laths.

SHIPPING INTELLIGENCE.

The British schooner Ariel cleared from Halifax November 17 for this port.

The British ship Athlin, 1,371 tons, Capt. Dexter, has been chartered to load lumber at Burrard Inlet for Adelaide direct at 47s 6d.

The British bark Glenberrie, 800 tons, Capt. Groundwater, from London August 21 for this port, was spoken September 25, lat. 11 N. long. 26 W. R. P. Rithet & Co. consignees.

The British barkentine Bittern, 309 tons, Capt. Stemach, is reported to have left Hong Kong October 22 for this port, now out 40 days.

The steamer Lytton left Revelstoke November 22 on her last trip of the season down the Columbia to Robson. The water in the river is falling rapidly.

The Norwegian bark Dominion, 1,250 tons, Capt. Eriksen, sailed from Vancouver November 28 for Adelaide with a cargo of lumber, consisting of 978,392 feet rough, 1,017 boards pickets, and 1,600 bds laths, valued at \$9,272. Her charter rate is 65s.

The American schooner F. S. Redfield 446 tons, Capt. Birkholm, is expected to finish loading at the Chemainus mills and sail by the end of the week for Sydney.

The British steamship Batavia, 1,628 tons, Capt. Hill, of Upton line, sailed from Hong Kong November 20 for this port. She is due December 18. F. C. Davidge & Co. consignees.

The British bark Hawthornbank, 1,288 tons, Capt. Porter, now at Vancouver discharging cargo from Sourabaya, will shortly go into the Esquimalt dry dock and afterwards to Tacoma to load grain.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES.	DAYS OUT.
Br bark	Glonbervio	690	Groundwater	August 21	R London	Victoria	H. R. Rithet & Co. (Limited)	102
Br bark	Lizzio Bell	1036	Edwards	Sept. 23	A Liverpool	Victoria	H. R. Rithet & Co. (Limited)	64
Br bark	Argyleshiro	1208	Stevens	Sept 16	I Glasgow	Victoria	Jas. Crawford and C. Gardiner Johnson	76
Ch bark	India	953	Funke		I Valparaiso	Moodyville	Moodyville Sawmill Company	
Gr bark	Katinka	816	Kohler	Oct. 6	M La Plata	Moodyville	Moodyville Sawmill Company	56
Am bark	Colorado	1036	Gibson	July 21	P New York	Chemainus	Victoria Lumber and Manufacturing Co	130
Port bark	Quiteria	355	Leite	July 5	R Rio Janeiro	Victoria		119
Br ss	Landana	185	Bales		A Antwerp	Victoria		
Nor bark	Czar	1314	Ch'stopherson	Oct 15	T Rio Janeiro	Vancouver		47
Br ship	British India	1199	Lines	Sept. 26	N Samarang	Vancouver		66
Br ship	Mount Carmel	1596	Livingstone	Nov. 16	N Sourabaya	Vancouver		15
Br bark	Arladno	1167	Croot	November	B London	Victoria	Robt. Ward & Co.	
Nor ship	Morning Light	1316	Johansen	Sept. 26	O Melbourne	Vancouver		66
Nor ship	Orion	1234	Ustrup	Sept. 19	K Port Pirio	Vancouver		73
Br ship	Thermopylae	918	Wilson		G Bangkok	Victoria	Victoria Rico Mills	
Br bark	Irvine	665	Jones	Nov. 17	L Liverpool	Victoria	Turner Beeton & Co.	14
Br ship	Celeste Burrill	1761	Hynes	Sept. 18	R Rio Janeiro	Royal Roads		74
Br ss	Zambesi	1560	Edwards	Oct 17	H Hong Kong	Victoria	F. C. Davidge & Co	45
Br bark	Banfishiro	829	McDonald		E Liverpool	Vancouver	Bell-Irving & Paterson	
Br ship	Mary L. Burrell	1456	Kinney	Sept. 15	D Bahia	Royal Roads		77
Br ship	Gov. Wilnot	1611	Morris		F Acapulco	Royal Roads		
Br ss	Batavia	1628	Hill	Nov. 20	H Hong Kong	Victoria	F. C. Davidge & Co.	11
Br schr	Mermaid	118	Whitely	Nov. 12	S London	Victoria	Robt. Ward & Co.	19
Br bkt	Blittern	329	Stromach	Oct. 22	H Hong Kong	Victoria		40

B To sail in November with general cargo for Victoria direct. K-Via Newcastle, chartered to load lumber at Burrard Inlet for Melbourne wharf at 57s 6d. O-Coming in ballast under charter to load for M. A. or P. P., at 60s., option Sydney 50s. I-Passed Holyhead September 17. L-To load a return cargo to Valparaiso on owners' account. M-Chartered for M., A. or P. P., rate 62s 6d, option Sydney 52s 6d. P Arrived Bahia Sept. 16 and sailed Oct. 2. Cargo of blacksmiths' coal for San Francisco, thence to load lumber. T-Chartered for M., A. or P. P., at 57s 6d, option Sydney 47s 6d. A-Spoken Oct. 8, lat. 46 N, long 10 W. E-To sail about the end of November. N Passed New Ayer Oct. 2. D-For orders. F-For orders, going to Manila in ballast. H-Sailed from Kobe Nov. 10, via Honolulu. G To sail about Dec. 1. R-Spoken Sept. 25, lat. 11 N., 26 W. S-Cargo of salt and sealing outfit.

VESSELS IN PORT.

(November 30, 1891.)
VICTORIA.

British bark Lebu, 726 tons, Capt. Worral, loading salmon for Liverpool, R. P. Rithet & Co., consignors.

British bark City of Carlisle, 823 tons, Capt. Kendall, from Liverpool, discharging general cargo, R. P. Rithet & Co., (ld), consignees.

VANCOUVER.

American ship Benj. Sewall, 1,361 tons, Capt. Sewall, loading lumber for Valparaiso.

Chil. ship Atacama, 1,235 tons, Capt. Caballero. Loading lumber for Valparaiso.

British bark Hawthornbank, 1,288 tons, Capt. Porter, from Sourabaya, discharging sugar. She will go into Esquimalt dry dock and from thence to Tacoma.

British bark Nineveh, 1,174 tons, Capt. Broadfoot, loading lumber for Sydney on owner's account.

British bark Titania, 879 tons, Capt. T. W. Selby, from London, with general cargo. To load salmon at Fraser River on account of Bell-Irving & Paterson.

British ship Athlon, 1,371 tons Capt. Dexter, loading lumber for Adelaide.

CHEMAINUS.

American schooner F. S. Redfield, 641 tons, Capt. Birkholm, loading lumber for Sydney.

NANAIMO.

NEW V. C. CO'S SHIPPING.

Am. bark Carrollton, 1,400 tons, Capt. Lewis, loading.

EAST WELLINGTON SHIPPING.

Am. bark Southern Chief, 1,219 tons, Capt. Svensen, loading.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	2	1,549
New Westminster		
Vancouver	6	7,308
Nanaimo	2	2,619
Chemainus	1	440
Total	11	11,922

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending November 28:

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
22-	Marie, ss., San Francisco	3,042
25-	R. Transit, ss., Port Townsend	249
26-	Wachusett, ship, San Francisco	2,402
28-	Rapid Transit, ss., Whatcom	251
Total		5,944

FREIGHTS.

Lumber freights remain without change at about previous quotations. Quotations are as follows:—From Burrard Inlet or Puget Sound to Sydney, 40s; Melbourne, Adelaide or Port Pirie, 47s 6d to 50s; Valparaiso, 45s; Cork for orders, 65s; China, 50s. The rate for grain is weak at 30s for U. K., usual options, and in view of the large amount of disengaged tonnage at San Francisco, a further decline seems probable. Coal freights are still weak, on account of the large arrivals from Australia lately. Nanaimo or Departure Bay to San Francisco, \$2.25; from Puget Sound to San Francisco, \$2.00 per ton.

Smith Bros., books, stationery and fancy goods, have opened at Vernon.

PROVINCIAL TRADE NOTES.

In a sample of magnetic iron ore from Lillooet district, platinum existed in small grains through it. The Government assayer reports 125 oz. to the ton.

The Subaqueous Mining Company is now having one of the machines for which they hold the patent built at the Vancouver City Foundry. This invention for obtaining the pay dirt from the bottom of rivers will be given a trial, and if satisfactory, as it doubtless will be, the company propose to go into mining operations in a systematic manner.

Messrs. Galbraith & Sons have opened their sash and door factory on Tenth Street, and have a large number of orders now for this class of work and shingles. The new premises are situated on Tenth Street, adjoining the electric power house, and are accessible from all points. The building is three stories high, with engine room and drying sheds attached. The first and second floors are used as machine shops and factory, while the upper floor is divided into finishing and glazing rooms. The machinery is of first-class quality, of Canadian manufacture, and capable of turning out the best work. - *Columbian*.

Cope & Young, dry goods, Vancouver, sold out to J. F. Galbraith.

George H. and T. A. Cavin are opening in the boot and shoe business, this week, in Victoria.

A. E. McPhillips, barrister, of McPhillips & Sutherland, Winnipeg, will enter at the next legal examination, with a view to practising in British Columbia.

The Largest Factory of its Kind
in the Dominion.

LION 'L' BRAND Pure Vinegars,

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

—PREPARED BY—

Michel Lefebvre & Co MONTREAL.

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



REGISTERED TRADE MARK.

JOHN DOTY ENGINE CO., LTD.

520 CORDOVA ST., VANCOUVER, B. C.

A COMPLETE STOCK OF ENGINEERS' AND MILL SUPPLIES.

Estimates for Marine and Stationary Engines furnished on application.

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O. P. ST. JOHN, Manager.

W. L. M'GABE, 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. Yorke, Manager Victoria, Chemainus 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.

THE WM. HAMILTON MFG. CO., (LD.)

OF PETERBOROUGH.

Saw : Mill : Shingle, : Planing : and : Mining : Machinery.
Mill Supplies always on hand.

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McLEAN & STEWART,

General -:- Outfitters

And Importers of

GENTLEMEN'S AND BOYS' CLOTHING

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41 FORT STREET, VICTORIA, B. C.

COLONIAL METROPOLE

Headquarters of the Theatrical Profession.

31 & 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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THE WAVERLEY HOTEL,

Cor. Seymour and Georgia Sts.,

Close to New Opera House, VANCOUVER,

PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc. JOHN WHITTY, Prop^t

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AND INSURANCE AGENTS,

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London, England.

Equitable Life Insurance Society of New
York.

Accident Insurance Co. of North America.

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

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Insurance Agents.

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G. B. LOCKHART & CO.

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* * and Embalmers.

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P. O. Box 534.

Telephone

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For Canadian Pacific Steamship Co.

CONVEYANCER, ETC.

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Prices on application.

Union Marine Insurance Co.

W. H. Dodd, Shipping Agents, Melbourne,
Australia.

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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. 12.

Totake effect at 8.00 a.m. on Tuesday, October 20th, 1891. Trains run on Pacific Standard Time.

GOING SOUTH READ UP		STATIONS		GOING NORTH READ DOWN	
No. 1 Passenger Daily	No. 3 Passenger Saturdays Sundays	Victoria	Esquimalt	No. 2 Passenger Daily	No. 4 Passenger Saturdays Sundays
Ar 12.24	Ar 5.58	VICTORIA	VICTORIA	De 8.00 A.M.	De 2.30 P.M.
" 12.20	" 5.54	RUSSELL'S VIC. W.	RUSSELL'S VIC. W.	" 8.04	" 2.34
" 11.45	" 5.49	ESQUIMALT	ESQUIMALT	" 8.14	" 2.44
" 10.50	" 5.19	GOLDSTREAM	GOLDSTREAM	" 8.30	" 3.00
" 10.40	" 4.24	SHAWNIGAN L'VE	SHAWNIGAN L'VE	" 8.34	" 3.04
" 10.27	" 4.14	COBBLE HILL	COBBLE HILL	" 9.44	" 4.14
" 10.17	" 3.50	MCPHERSON'S	MCPHERSON'S	" 9.57	" 4.29
" 10.02	" 3.40	KOKSLAH	KOKSLAH	" 10.07	" 4.30
" 9.36	" 3.34	DUNCAN'S	DUNCAN'S	" 10.12	" 4.44
" 8.34	" 3.34	SOMENOS	SOMENOS	" 10.22	" 4.54
" 8.25	" 3.12	CHEMAINUS	CHEMAINUS	" 10.48	" 5.10
De 8.10 A.M.	" 2.14	NANAIMO	NANAIMO	Ar 11.50	" 0.14
De 8.10 A.M.	" 1.50 P.M.	WELLINGTON	WELLINGTON	Ar 12.14 P.M.	" 9.20

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

Union Steamship Co.

B. C., (LIMITED.)

HEAD OFFICE: VANCOUVER, B. C.

VANCOUVER-NANAIMO ROUTE.—

ELIZA leaves Vancouver daily at 1:00 p.m., arriving at Nanaimo at 6 p.m. Leaves Nanaimo 7 a.m., daily, arriving at Vancouver 10:20 a.m.

VANCOUVER AND PORTLAND, (OR.)—

Carrying freight and passengers—SS. GRAND HOTEL (1,300 tons). This steamer makes fortnightly trips between Vancouver and Portland, via Victoria, Sound Ports and Astoria.

VANCOUVER AND LADNER'S LANDING—

ELIZA EDWARDS will leave Union S.S. Co's Wharf daily at 2:30 p.m., calling at Stevenson and Way Landings. Leave Ladner's Landing 7 a.m. for Stevenson, Way Landings and Vancouver. Cargo received at Company's Wharf.

Every steamer plies at regular intervals between Vancouver and Moodyville from 7 a.m. to 6 p.m. Excursion steamers are always available at short notice.

William Webster, Manager.

Code address: Union, Vancouver.
P. O. Box 217.

VICTORIA RICE MILLS,

STORE STREET, VICTORIA, B. C.

—MILLERS OF—

CHINA AND JAPAN

Rice, Rice Meal,
Rice Flour, Chit Rice, Etc.

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ROLLER FLOUR MILL.

Delta Brand Family Flour,
Superfine Flour, Bran & Short s

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ARE THE BEST.

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Manufacturer and Dealer in

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Doors, Windows and all kinds of Dressed Lumber, Etc.

CONSTANTLY ON HAND A GOOD SUPPLY OF BUILDING LUMBER.

Prepared to Cut Lumber to Order at Short Notice.

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Lumber & Manufacturing Company.

PROPRIETORS OF THE

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SAW MILL.

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Puget Sound and Alaska Steamship Co

TIME CARD.

STEAMSHIP CITY OF KINGSTON.
Victoria Route.

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

STEAMSHIP CITY OF SEATTLE.

Whatcom Route.

6:45 p.m. † Lv Tacoma Ar..... 4:30 p.m.
9:00 p.m. " Seattle Lv..... 2:30 p.m.
12:15 a.m. " Pt Townsend " 11:30 a.m.
2:45 a.m. " Anacortes " 9:15 a.m.
6:45 a.m. Ar Fairhaven " 8:00 a.m.
6:15 a.m. " Schome " 7:30 a.m.
4:30 a.m. " Whatcom " 6:00 a.m.

Snohomish River Route.

7:00 a.m. Lv Seattle Ar..... 2:00 p.m.
8:45 a.m. " Edmonds Lv..... 12:30 p.m.
10:30 a.m. " Muckelico " 10:45 p.m.
12:00 m. " Marysville " 9:30 a.m.
2:00 p.m. " Lowell " 8:00 a.m.
3:40 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.
9:00 p.m. " Kingston Lv..... 12:30 p.m.
12:30 a.m. Lv Pt Madison " 4:10 p.m.
3:00 a.m. " Pt Gamble " 1:00 p.m.
4:00 a.m. " Pt Ludlow " 12:00 m.
6:00 a.m. Ar Pt Townsend " 10:00 a.m.

* Daily ex. Sunday. † Daily ex. Saturday.
For further information apply to

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

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The New Vancouver Coal Mining and Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST.

THE NANAIMO COAL.
(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL.
(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

THE "NANAIMO" COAL

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

THE "SOUTH FIELD" COAL

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

THE "NEW WELLINGTON" COAL,

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

SAMUEL M. ROBINS, Superintendent.

OGILVIE MILLING CO.,

WINNIPEG, - - - MANITOBA.

(REPRESENTED BY G. M. LEISHMAN.)

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

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Rough and Dressed Lumber,
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Doors, Windows and Blinds
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ALL ORDERS EXECUTED PROMPTLY.

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