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Vol. 1.

VICTORIA, B. C., TUESDAY, OCTOBER 13, 1891.

No. 31.

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WEILER BROS.

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FURNITURE

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DINNER & TEA SERVICES.**

Cutlery and Platedware

OF THE BEST MAKERS,

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HOUSE FURNISHING GOODS

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VICTORIA, - - B. C.

E. G. PRIOR & CO.,

Cor. Johnson and Government Sts.,

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HARDWARE,

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Wagons and Buggies,

LOGGERS AND CANNERIES SUPPLIED

The Leading House in B. C.

ENQUIRIES SOLICITED.

COWAN & WILSON

WHOLESALE GROCERS

—AND—

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—OF—

California - and - Tropical

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8 & 10 YATES STREET,
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WHOLESALE

Crockery, Glassware,
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MAIN OFFICE AND WAREHOUSES:
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Special attention to mail orders.

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Wholesale Importers—

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Commission Merchants

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Anglo-British Columbia Packing
Company, Limited.

North China (Marine) Insurance
Company, Limited.

BELL-IRVING, PATERSON & CO.,

NEW WESTMINSTER.

BANK OF BRITISH COLUMBIA*Incorporated By Royal Charter, 1862.*Capital Paid up..... (£200,000) \$3,000,000
Reserve Fund..... (£200,000) \$1,000,000

LONDON OFFICE:

60 LOMBARD STREET, E. C., LONDON.

*Branches at*San Francisco, Cal.: Portland, Or.:
Victoria, B.C.; New Westminster, B.C.
Vancouver, B.C.; Kamloops, B.C.;
Seattle, Washington, Nanaimo, B.C.;
Tacoma, "*Agents and Correspondents:*

IN CANADA—The Bank of Montreal and branches, Canadian Bank of Commerce, 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.

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

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Gaspard Farrer, J. J. Kingsford,
Henry R. Farrer, Frederic Lubbock,
Richard H. Glyn, George D. Whatman.
Secretary, A. G. Wallis.

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

R. R. GRINDLEY, General Manager.
E. STANGER, Inspector.*Branches and Agencies in Canada.*London, Kingston, Fredericton, NB
Brantford, Ottawa, Halifax, N.S.
Paris, Montreal, Victoria, B.C.
Hamilton, Quebec, Vancouver, BC.
Toronto, St. John, N.B., Winnipeg, Man.
Brandon, Man.*Agents in the United States.*

NEW YORK—H. Silkman 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.

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INCORPORATED BY ACT OF PARLIAMENT.

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Reserve Fund..... 6,000,000

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Belleville, O Kingston, O Regina, Ass'a
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Brockville, O London, O Stratford, O
Calgary, N.W.T. Moncton, N.B. St. John, N.B.
Chatham, N.B. New Westminster, B.C. St. Mary's, O
Cornwall, O Toronto, O
Goderich, O Ottawa, O Vancouver BC
Guelph, O Perth, O Victoria, BC
Halifax, N.S. Peterboro, O Wallaceburg, O
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.

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(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 & CREERY****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,

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Of Negotiable Securities. Interest allowed

On time Deposits

Bankers: Bank of British Columbia.

OFFICE: COR. CAMBIE & CORDOVA STS.,
VANCOUVER.

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Real Estate, Insurance,

Exchange, Mortgages,

Stocks and Shares,

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TURNER BLOCK, DOUGLAS STREET

VICTORIA, B. C.

HALL, GOEPEL & CO.,

AGENTS:

The Liverpool & London & Globe
Fire Insurance Co.

The California (Marine) Insurance Co.

The Traveler's Life & Accident
Insurance Co.

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

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The Northern Fire Assurance Company
of London,The British and Foreign Marine Insur-
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pany of London,The British Columbia Canning Com-
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CANNERIES:

Deas Island, Fraser River,
Naas River Fishery,
Windor Cannery, Skeena River,
Rivers Inlet Cannery,Victoria Cannery, } Rivers Inlet.
Victoria Saw Mills, }

London Office:

43 to 6 Threadneedle Street.

ROBERT WARD & CO.,

VICTORIA, B. C.,

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

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GENERAL AGENTS:

Royal Insurance Company,
London & Lancashire Fire Insurance Co.
Standard Life Assurance Co.
London and Provincial Marine Insurance Co. It'd.
Union Marine Insurance Co.
London Assurance Corporation.

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Curtis' & Harvey's Sporting and Blasting Powder.
Joseph Kirkman & Son's Gold Medal, Inven-
tion Exhibition, 1885, Pianofortes.J. & W. Stuart's Patent Double-Knotted Mesh
Fishing Nets, Twines, Etc.Importers of Havana Cigars, Oilmen's Stores,
Tin Plates, Portland Cement, Etc.Agents for the following brands of British
Columbia Salmon:Ewen & Co. "Lion"; Bon Accord Fishery Co.,
"Consuls"; A. J. McLellan's "Express."**NOTICE OF REMOVAL.****H. CARMICHAEL & CO.**

VICTORIA,

Financial and Real Estate**BROKERS,**

Have removed from 52 Government St.

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OFFICE OF THE

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

THOMAS EARLE,
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Wholesale Grocer.

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-FOR-
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Over 50,000 Radiators now in use.
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42 YATES ST., VICTORIA.
J. & T. BELL,
 MANUFACTURERS OF
FINE BOOTS AND SHOES

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1667 NOTRE DAME STREET,
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VICTORIA STEAM BAKERY.
M. R. SMITH & CO.,
 WHOLESALE AND RETAIL
CRACKER BAKERS.
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Office: 57 Fort St. Factory: 91 Niagara St.

T.B. PEARSON & CO
 Manufacturers of Clothing,
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 YATES ST., NEAR ORIENTAL HOTEL,
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NICHOLLES & RENOUF
 -DEALERS IN-
**HARDWARE, BAR IRON, FARM
 AND MILL MACHINERY
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Coach, Car & House Painters Supplies

S. E. COR. YATES AND BROAD STS.
 TELEPHONE 82. P. O. BOX. 86.
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REPRESENTED BY
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R. P. RITHET & CO.,
 (LIMITED.)

WHARF STREET, VICTORIA, B. C.

WHOLESALE * MERCHANTS.
SHIPPING AND INSURANCE AGENTS.
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Queen (Fire) Insurance Company.
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 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

W. H. SOULE.

A. E. STEVENS.

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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.

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

LANGLEY & CO.,

ESTABLISHED 1858.

Wholesale Druggists

21 & 23 YATES STREET,

VICTORIA, B. C.

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

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

TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE.
 Tuesday Morning, Oct. 13.

VICTORIA.

The opening up of the fall trade has led to more activity than has been experienced for the past few months. Everybody who is interested in merchandising is busy. There is the usual order of demand from the interior distributive trade and the large wholesale and shipping business incident to the active fall trade has now silenced all complaints.

The latest bank returns just issued shew the reserves of our local banks to be steadily increasing as is usual at this time of the year. Rates for discount and exchange are unaltered.

GROCERIES AND PROVISIONS.

Messrs. R. P. Rithet & Co. (limited) received a carload of Halifax Refinery sugar by the Northern Pacific Railway, last week. Dry granulated is still quoted by jobbers at 52c. The stock of Hong Kong refinery is exhausted, but the shipment of 1,000 mats, about 70 tons, to arrive on the SS. Sussex about the 20th inst., will again put this article on the market. The price of butter is stiffening in Manitoba, consequently consignments are not coming in so freely. Manitoba jobbers are asking for straight purchase by reason of creamery being scarce in the east. Eggs are quoted at 20c per dozen, against 18c a week ago. As the winter season approaches they are getting scarce. Merchants are looking for a drop in Canadian meats, as some stocks of old meats have been sold at low prices by packers; but the probability is that in most cases the new season's pack will hold its price for a while at old quotations. The American meat market is reported as very firm, prices of breakfast bacon especially are high. The spice market in New York is very active and may be said, according to an eastern exchange, to be on a boom as almost the entire list has been advancing during the past few weeks.

The eastern packers, who a short time ago said they were unable to fill orders for corn and tomatoes, are now offering these goods. It is evident from this that unless the unforeseen occurs they expect to fill all orders and have a few to spare. The weather in the east continues most favor-

able. Retailers are reported as holding off in the expectation of lower prices later.

FLOUR AND FEED.

The important event of the past week has been the drop announced by the Ogilvie Milling Co. of 25c. per barrel of their Manitoba Hungarian and Strong Bakers' flour, which is now quoted by local jobbers at \$6 for Hungarian and \$5.60 per bbl. for Strong Bakers. Oats have stiffened somewhat and are quoted up to \$35 per ton. Feed has weakened considerably lately, chop feed now being quoted at \$32.50 @ 35; shorts, \$28 @ 30, and bran, \$26 @ 28 per ton. Tacoma rolled oats have dropped 5c. per sack. The prices of farinaceous foods were advanced 1/2c. to 1c. per pound all around in San Francisco on the 20th of last month. The Columbia Flouring Mills quote: Enderby flour for carload lots, Premier, \$5.75; XXX., \$5.45; Strong Bakers or XX., \$5.00; Superfine, \$4.00. Quotations are:

Delta, Victoria mills.....	\$5 50 @ 0 00
Lion, " ".....	5 50 @ 0 00
Premier, Enderby mill.....	6 00 @ 0 00
XXX., " ".....	5 75 @ 0 00
XX., " ".....	5 25 @ 0 00
Superfine, " ".....	4 50 @ 0 00
Ogilvie's Hungarian.....	6 00 @ 0 00
" Strong Bakers.....	5 60 @ 0 00
Snowflake.....	6 25 @ 0 00
Portland Roller.....	6 25 @ 0 00
Royal.....	6 00 @ 0 00
Oregon Superfine.....	4 50 @ 0 00
Wheat, per ton.....	\$10 00 @ 0 00
Oats.....	30 00 @ 35 00
Oil cake meal.....	32 50 @ 35 00
Chop feed.....	32 50 @ 35 00
Shorts.....	28 00 @ 30 00
Bran.....	26 00 @ 28 00
California oatmeal.....	4 25 @ 0 00
Rolls.....	4 25 @ 0 00
California rolled oats.....	4 25 @ 0 00
Tacoma rolled oats.....	4 75 @ 0 00
Cornmeal.....	3 00 @ 0 00
Cracked corn.....	45 00 @ 50 00

FRUITS AND VEGETABLES.

The first consignment of Japanese oranges will arrive on the Empress of India and will sell at about 75c. per box. Fraser River cranberries are lately in the market at 50c. per gallon. Wisconsin cranberries are quoted at \$11 a bbl. which equals 65c. per gallon. Grapes are ruling 10c. per box higher than last week. The demand for fruit is keeping up considerably better than last season and is attributed to the increased amount being preserved in consequence of cheap sugar. Quotations are. Peaches, \$1.25

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.

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

RICE.

The ship Thermopylae, now due, at Hong Kong will return here with a cargo of rice for her owners Messrs. Hall, Ross & Co., of the Victoria Rice Mills. There has been indications of an easier tendency in the Japan rice market lately in consequence of which the local mills have reduced their price.

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

DRUGS.

Advices from the east say that potash of bromide has suffered a very heavy fall, and is now quoted at 15c to 20c per lb. Gensing root lower, ipecac stiffening. Jalap stocks are being concentrated, and high figures are asked. Seneca root is decidedly firmer; cubeb berries is decidedly firmer; gum Arabic, lower figures asked; opium and morphia very firm at advanced prices; citric acid is lower. European camphor is lower, with but little change in American.

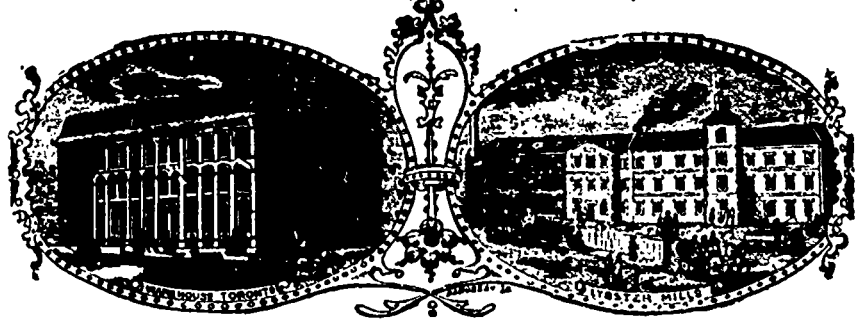
SALMON.

The bark Wanlock, 745 tons, Capt. Cooper, arrived last week and she is chartered for salmon to Liverpool by Turner, Beeton & Co. Shipments are being hurried forward and there is little else to

GORDON, MACKAY & CO.

TORONTO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

note. The Anglo British Columbia Packing Company, Ltd., shipped a train load to Montreal on the 6th inst., consisting of 15 cars this season's pack. The SS. Mexico arrived at Vancouver on the 7th inst., with 6'000 cases of Alaska fish for shipment east over the C. P. R. The salmon is from the canneries at Point Ellis, Permit Harbor, Chilcat, Yes Bay, Labouchere Bay, Loring, Hunter's Bay and Nicholas Bay. 2,500 cases of salmon from R. Cunningham's cannery, Skeena River, arrived by the SS. Danube on the 10th for shipment to Australia via San Francisco. It is stated that the Alaska Salmon Packers' Association comprises the controlling interests in thirty-three canneries.

LUMBER.

The anticipated activity for South America has not come up to expectations. There has been increased business, but it has not amounted to much. There are few orders in the market, and the outlook is that some of the mills will have to shut down soon. Freight rates have dropped 2s 6d a ton since last week, and are now quoted 50s to Valparaiso. The Chilean ship *Ema Luisa*, 1,480 tons, Capt. Beascoe, started from the Moodyville Mills Oct. 9th for Valparaiso with a cargo of 909,808 feet rough, valued at \$8,187. There are also a couple of ships added to tonnage on the way since last report. The *Morning Light*, 1,310 tons, Capt. Johansen, from Melbourne in ballast, under charter to load a return cargo at the Hastings mill, and the Norwegian ship *Orun*, 1,234 tons, chartered to load at Burrard Inlet for Melbourne wharf, at 57s. 6d. 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.

The local demand continues steady as construction of buildings is being pushed, while the weather is fine. The position of the market is unchanged. The Rock Bay Saw Mill quotes:

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

BUSINESS CHANGES.

W. F. Beggs, tailor, New Westminster, assigned last week.

McGhee & Mutch, real estate, Vancouver, have discontinued.

Petrie & Jackson succeed Petrie & Cook, *Delmonico* hotel, Victoria.

Thompson & Caldwell have bought out Jones Bros., grocers, Victoria.

A. E. Mutch, grocer, Vancouver, is reported to have left the place.

P. H. Smith, hotel and restaurant, New Westminster, assigned last week.

Robt. Robson, baker, at Nelson, sold out his business and departed for Revelstoke.

Tierney & Jackson, grocers, Vancouver, have dissolved, H. E. Jackson continues.

The Bradstreet Mercantile Agency have opened an office at 22 Bastion street in this city.

W. Gesner Allen will open a real estate and banking business at Nelson within the month.

Bazett & Norwood have bought out the general store of J. Macdonald & Co., Duncan's Station.

John Rankin and James Box succeed Wm. Collier, Grotto hotel and restaurant, New Westminster.

Geo. John Cook and John Burris have opened a men's furnishing and tailoring business in Victoria.

The sheriff was in possession of the New Westminster Steam Laundry last week, on a chattel mortgage.

Archibald R. Crowle will continue the fruit and produce business of Todhunter & Crowle lately dissolved.

J. W. Walker, who was lately burned out, has opened again in the tailoring business in New Westminster.

Geo. E. Hawes & Co., groceries and provisions, Victoria, is adding pianos and sewing machines to his business.

Young & Bartlett, real estate, have been appointed city agents for the *Etna* Fire Insurance Company, of Hartford, Conn.

Wm. Croft advertises selling out the fixtures of the Royal Hotel, Victoria, as the building is shortly to be torn down.

G. H. Barnard has entered the legal

SIMMS BRUSHES ARE THE BEST.

T. S. SIMMS & CO.,
MANUFACTURERS OF
BRUSHES, CORN BROOMS AND WHISKS
ST. JOHN, N. B.

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

HOUSEHOLD BRUSHES A SPECIALTY.
E. G. ANDERSON & Co.
AGENTS, VICTORIA.

firm of Wilson & Wootton, under the firm style of Wilson, Wootton & Barnard. Samuel Matson, having given up the inspectorship, has taken the general management of the Provident Savings *Life Assurance Society* for the province.

W. S. Hampson & Co., proprietors of the Stanley House, dry goods, in this city, are going to open a branch establishment in Nanaimo on the 20th inst., which will also be called the Stanley House.

L. Davis & Co., Montreal Clothing House, Vancouver, have assigned. The liabilities foot up \$15,000 to \$20,000 and the assets are small. The principal creditors are: James O'Brien & Co., Montreal, \$2,000; Carcaden & Peck, \$1,500; and E. A. Small & Co., Montreal, a considerable sum, with various other smaller amounts.

PROVINCIAL TRADE NOTES.

The Clifton Hotel, Mission City, just completed, was opened Oct. 7.

George A. Fraser, of Vancouver, has received the appointment of Hawaiian consul for British Columbia.

The Yorkshire Linn Guarantees Co., with a capital of \$1,000,000, are going to open a branch in New Westminster with A. E. Tregent as manager.

W. G. Mackenzie, commission agent, had his samples and stock damaged by water in the Spencer's Arcade Fire to the extent of \$1,000 which is covered by a policy in the *Etna*.

The Underwriters made a settlement with Mr. D. Spencer, for the Arcade fire last Friday. Seven hundred dollars was paid for the damage to the building, and \$4,110 on the stock damaged by water. H. Young & Co., of the White House, were awarded \$100 for damage by smoke.

David Spencer, dry goods, stock and building damaged by fire on Oct. 9. The damage to the building is roughly estimated at \$1,000, and the damage to stock by fire \$75 and by water between \$5,000 and \$6,000. Policies on the stock and building are held by Mr. Spencer in the Commercial Union, London, Eastern, Connecticut and Liverpool, London & Globe.

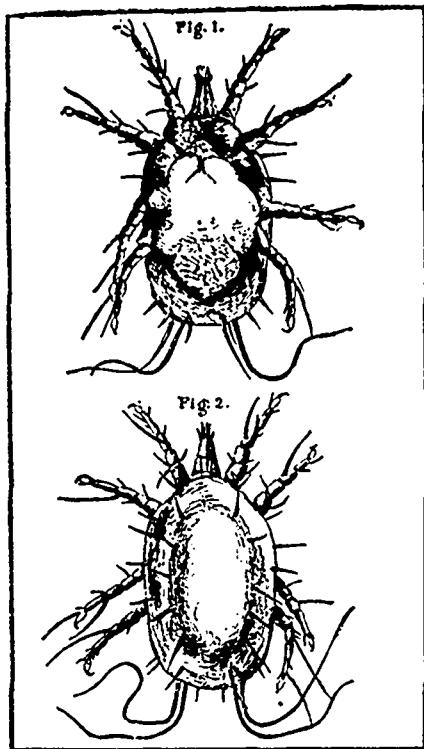
What might have been a serious accident happened last Thursday on the Fraser River above North Bend. A work train was on the main line, and had a flagman out to protect it. He neglected his duty, and allowed a freight train to run into it. Fortunately the only damage sustained is two badly disabled locomotives and a lot of scrap iron to add to the pile. Had it been a fast express, instead of a slow freight, the result might have been very serious.

CHINESE SUGARS.

WHAT IT IS WE MAY BE EATING !

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

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



DRAWN FROM LIFE FROM INSECTS FOUND IN GROCERY

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

COOLIE MADE AND ALL UNREFINED SUGARS SHOULD NEVER BE USED !

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

Use, Therefore, Only Home Refined Sugars.

THEY ARE ABSOLUTELY UNADULTERATED, PURE & CHEAP

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Immigration, Investment and Improvement Co'y of B. C.

COMMERCIAL SUMMARY.

The issue of all-rye bread has been resumed in the German army.

A wind storm has destroyed about 200,000,000 feet of pine timber in Minnesota.

The wheat yield of Indiana is estimated at 63,441,449 bushels, the heaviest since 1879.

A New York despatch says there is a great influx of worsted weavers from abroad.

Large numbers of men from American duck fields are daily returning home to Quebec.

The Chateau St. Louis Hotel Company, at Quebec, has assigned. Privileged claims, \$19,500; ordinary claims, \$51,000; assets valued at \$23,000.

A Chicago despatch says, it is reported that the French Government has been for three weeks quietly picking up an enormous amount of grain and meats in the United States.

An English merchant and banker named Gresham formulated about three hundred years ago what is known as the Gresham law of finance, which is:—"That if two sorts of money, one inferior in intrinsic or representative value to the other, but both invested by statute with the same purchasing power, be permitted to circulate side by side, the inferior will ultimately drive out the superior."

The adhesion of the Australian colonies to the universal postal union has become effective.

The total amount of gold received in New York from abroad since September 12 is about \$12,645,000.

The exports and imports of the United States during the 12 months ended August 31, 1891, are \$909,264,433 and \$839,039,241, against \$856,486,061 and \$791,215,497 in 1890.

There has been shipped by water from Saginaw river ports during the season to date the smallest amount of lumber in a score of years, being 506,970,000 feet. The shipment of shingles was 60,000,000, and of lath 11,239,000.

Drivers are traversing the parishes adjacent to Quebec city, buying up all the sheep they can lay their hands on for the Boston market. One Beauce firm has just forwarded a shipment of 1,700 animals, and contracted to deliver 6,000 more before the end of the season.

Mr. S. J. Ritchie, of Akron, Ohio, president of the Central Ontario Railway Company, has a proposition before the Trenton council to establish electrical separators for the treatment of iron ores at an expenditure of \$200,000, and asks the town for a bonus of \$75,000. The industry, it is estimated, will give employment to a thousand men there, and two thousand in the mines at Coe-Hill and other points north. The proposal is favorably received.

La Banque Nationale has declared a dividend of three per cent. for the current half year, payable 2nd November next.

The C. P. R. Commercial Cable company has secured a controlling interest in the Halifax-Bermuda cable, with a view to extending the service to the British West Indies.

A searcher after Buffalo bones in North Dakota set a match to the prairie grass, because it interfered with his work, and the conflagration destroyed property worth half a million dollars.

Simon Peters, the Quebec contractor whom Larkin, Connolly & Co. evicted out of the cross-wall contract in 1883, says he will sue the Quebec Harbor Commissioners for damages of \$104,000, being 15 per cent. of his tender. Leading lawyers say that Peters has no claim, as the commissioners in the advertisement said the lowest tender would not necessarily be accepted.

A project is on foot in Trinidad for a cooperative and limited People's Bank on rather new lines. The initial capital has been put at \$500,000, of which a moiety is to be paid up before business is started, but powers are to be taken to raise the capital to \$2,500,000, should necessity arise. Only shareholders are to receive assistance in the matter of discount and credit, so that every man desirous of having facilities will in a way be his own banker. The manager, the clerks and servants of all grades must be shareholders.

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, OCT. 13, 1891.

A QUESTION OF DAMAGE.

The story is current that as the outcome of the fire at Spencer's Arcade, on Friday, the city is not unlikely to be called upon by the Fire Underwriters to reimburse them for the loss to which they were put, not by the fire itself, but by the immense volume of water employed to extinguish a comparatively insignificant conflagration. The damage done by the fire is set down at less than \$100, while the amount of loss by water is not very far short of \$6,000. It is charged—but the allegations have yet to be proved, when the circumstances are inquired into—that the methods resorted to by Chief Deay and his men were in no way such as were calculated the most effectively to promote the object desired. It will be time enough to say that when the facts are regularly at hand. One thing, however, is certain, that if it had not been for the employment of water the consequences might have been much more serious. As a matter of course, the fire authorities are responsible for the manner in which they performed their duty.

No doubt the firemen fully realized how difficult it was for them to cope with a fire that they could not locate and, on the other hand, it does seem a shame to have valuable goods destroyed by firemen pouring in water upon them from a distant lake, destroying everything on the ground floor, if not the whole house. Alderman Renouf, it will be remembered, said that the project of buying a chemical fire engine was already under consideration and that probably the fire in question would settle the matter. But why is it almost always the case in Victoria that the authorities as well as individuals have as it were to be rudely awakened to a sense of the requirement and their duties in connection with it? This bids fair to be another of those expensive experiments that are nothing new to the people of this city. We are not, in the meantime, attaching blame to any individual, but to the system which obtains of as it were allowing matters to take care of themselves.

In this connection it might be suggested that a salvage corps, properly trained and disciplined, would more than save the cost of their maintenance were even only one such fire a year as occurred the other day at the Arcade a probability. The larger cities of Canada and the United States have found such a force as indicated a prime necessity; and we believe that any

future movements made by the authorities in the direction of securing better protection against fire and water should embody the above suggestion. In some of the eastern cities the fire underwriters contribute—as a measure of self-protection—towards the equipment and support of salvage corps and might very well do the same here, considering how large the interests that are involved. In fact, under present conditions they are properly sperking the persons who are the most vitally interested.

TYPE-WRITTEN CIRCULARS.

The eighth section of the Postoffice Act, 1839, imposes a rate of postage of one cent per four ounces upon all printed circulars, prices current, hand bills and other matters wholly in print, and the Postmaster-General has, under the provisions of the Postoffice Act, power to decide all questions which arise as to what shall be deemed to be a letter or letter packet, newspapers, periodicals or other article of mailable matter, admitted to pass by post, and as to the rate of postage to which it is consequently liable. The regulations made by the Postmaster-General in pursuance of the foregoing provision in the Act, and which are published in the "Postal Guide," expressly state that circulars must not be type-written, nor be in such a form as to resemble typewriting. The British Post Office regulations are the same as the Canadian, and read as follows: "Productions of the type-writer or imitation thereof are not admissible as circular letters."

WRONG CLASSIFICATION.

The Canadian Manufacturer complains that there is much lamentable and long-continued blundering in the statistical department of the Government regarding the classification of the exports of the country, the most glaring mistakes being observable in not recording as "manufactures" many articles which should be placed under that head. It goes on to say that, according to the Trade and Navigation returns, the export trade of the produce of Canada last year was valued at \$85,257,580, of which \$5,711,184 was classified as "manufactures," and, according to this classification, the export of manufactures amounted to but little more than six per cent. of the total. Classified as "produce of the mine," the exports included copper, ground mica and salt, which are manufactures just as much as pig iron. The "produce of the fisheries" included canned salmon, canned mackerel, canned herring, smoked herring, preserved fish, canned oysters, canned lobsters, cod oil, and furs and skins, the produce of fish and marine animals. This does not include the process of drying, salting and pickling of fish, the preparation and packing of sounds and tongues, the packing of fresh oysters, etc., all of which operations are really "manufactures."

The canning of fish, lobsters, oysters, etc., is as much a manufacturing industry as the preparation of grindstones and leather; the preparation of cod oil for medicinal purposes is a manufacturing process entirely apart from catching the fish; and the curing of furs and skins of

marine animals is certainly a manufacturing industry. The "produce of the forest" included potash, pearlash, ships' knees, palling, pickets, planks, boards and all sawn lumber, shingles, etc. A very large proportion of the value of these items was given to them because of the processes of manufacture expended upon them. "Animals and their produce" included butter, cheese, dressed furs, grease, lard, bacon, pork, beef, canned and preserved meats, etc. The products of animals from which these articles are made would be valueless without the manufacturing processes through which they pass. Exports of "agricultural products" included dried apples, canned berries, fruits and vegetables; maple sugar, barley malt, flour, etc. The conversion of grain into flour is a manufacturing process; and the other items named should be credited in the same way. In many instances, the classifications are wrong, as in crediting the copper to the mine; canned fish and lobsters to the fisheries; potash and dressed lumber to the forest; butter and cheese, dressed furs and canned and preserved meats to animals and their produce; and canned fruit and vegetables, malt and maple syrup as agricultural products.

Our contemporary's position is well taken, since if detailed information be required any where it is in those departments of our national life the conditions of which we have been endeavoring to and with some success to improve by our National Policy.

SEASON'S SUGGESTIONS.

There can be no question that the recent Exhibition gave an impetus to the growing custom, an old one revived, of country merchants buying direct from headquarters without the intervention of the commercial traveller. Business in many lines is gradually expanding towards its season's volume which promises to be considerable. Remittances are improving, and, in view of the capital harvests, merchants are more easy in their minds. There seems to be little reason to doubt that during the last two years country merchants were indisposed to purchase and, therefore, there should be a good legitimate "stocking up" trade. It may be well, however, to give a warning. While a warning against long credits is always in order, one of the most serious evils with which the merchant has to contend is the accumulation of old or unsalable stock. Such stock may look well on the shelves and seem a good asset in a statement, but it makes a different showing when it comes to be realized upon.

The advocates of vitrified brick pavement claim that it is superior to all other pavements for durability, is cheaper than asphaltum, is not affected by the action of the elements, is next to granite for service on heavy grades, and is not injured by the removal of any part of it to obtain access to sewers and other pipes. This kind of pavement has been in use in Holland for nearly a century, and it is claimed that it is now in as good condition as when the bricks were first laid. Some kind of a pavement will be required in Victoria before long as well as in other provincial cities. What is it to be?

THE SEALING COMMISSION.

Sir George Baden Powell and Dr. Dawson have returned from the North, and will as soon as possible present their report to the proper authorities. They have, they announce, visited all the known seal rookeries, or breeding grounds, the feeding places, and all other spots where seals are to be seen or their habits can be studied. Everyone in a position to know anything of the slightest importance about seals was talked to, and much valuable information was obtained from the Indians—the majority disinterested witnesses. Information was also written for, and received, from San Francisco, Japan, Russia, and many other quarters; and the commissioners made a point of not only witnessing the killing of seals, but of slaughtering a few themselves, the better to understand how the thing is done. Since their arrival here they have been comparing notes with persons interested in the sealing industry, to ascertain their views on the subject, and no doubt the joint report, whether or not it be a unanimous one, will contain some very valuable information.

CROP PROSPECTS.

The *London Times* estimates of the British crop for the present season gives the following percentages on the averages of previous years: Wheat, 92.54 per cent.; barley, 91.70; oats, 89.42; potatoes, 96.14; beans, 97.60; roots, 96.20. The yield will be less than was at one time looked for, while much of the grain is reported to have sprouted. Accepting the largest estimates of production both at home and abroad, and even assuming that the United States and Canada can export 25,000,000 bushels, the *American Agriculturist* still finds a deficit in the world's food supply of at least 200,000,000 bushels of wheat and rye, with a possibility of the shortage being twice as great. Added to this is the almost total failure of the potato crop in Ireland, and a serious curtailment in the yield of potatoes on the continent. Although noted for its conservatism, the *Agriculturist* renews its judgment that every bushel of high-grade wheat is to day worth fully \$1 on the farm where it grew.

THE PUBLIC LANDS.

It is said that the authorities of the Dominion have already taken out of the public control no less than 42,000,000 acres of land in Manitoba and the Northwest and given them away to various railway schemes. A few acres more or less in the Western Province and adjacent territories may not seem to be of much consequence, and therefore to appreciate how much of the land has been taken out of the hands of the public, we have to reflect that 42,000,000 acres exceeds the combined acreage of England and Wales. Besides, whereas the acreage of those countries includes mountains, moors, fells and other unutilizable lands, the area given to railway syndicates in Manitoba and the Northwest is in great part the very pick of the country. It is the same in this Province in which the amount of land is really immense, but the pick of it has been alienated, raids

upon what remains being continually made by companies and speculators. There ought to be something like a better land system introduced and a closer adherence to the promises made on the part of the Provincial Government last season as to what they really intended to do to promote the settlement of a desirable class of people.

It is very true that the Government have resolved to accept a portion of the Imperial grant, designed to promote the settlement of the Scotch crofters; but there is a more desirable class which it is advisable to secure, viz., farmers with some resources; but in their way stand the fossils and the mossbacks who abound among us, and who are well content to fold their arms and gather what, so far as they are concerned, is the unearned increment, which people more enterprising than themselves have secured for them.

EDITORIAL NOTES.

The final figures of Dominion revenue and expenditure, for the fiscal year 1890-91, show a revenue of \$38,500,000 and an expenditure of \$36,402,000, leaving a surplus of \$2,098,000. For the first quarter of the current year, the revenue shows a falling off of \$1,000,000, largely due to the decrease in the sugar duties.

SHIPPING circles in Montreal are decidedly active at present, on account of the great rush of grain to that port, in order to get as much away as possible before the season of navigation closes. In fact, all kinds of general freight are offering freely, and steamships are having no difficulty in obtaining full cargoes.

The census office reports that there are in the United States 4,510 nurseries, valued at \$41,978,835.90 and occupying 172,806 acres of land, with an invested capital of \$52,425,660.51, and giving employment to 45,057 men, 2,279 women and 14,200 animals, using \$900,000.04 worth of implements. If we had more establishments of this kind in this Province it would most certainly tend to an improvement in our fruit culture as also to the production of better garden and fruit crops. We have in the past been too careless and apathetic in the matter of our fruits particularly, throwing away opportunities that were emphatically golden.

THERE is at present in Victoria, in the person of ex-Alderman Frankland, of Toronto, a gentleman who has had much to do with building up the great cattle industry of the Dominion, which by this time has attained large dimensions. He has, it is said, visited the Northwest, in order to acquaint himself with the conditions of cattle ranching, and has no hesitation in expressing his preference for raising cattle in a more domesticated condition. Moreover, considering that there is 30 per cent. loss in raising range cattle, he considers the system cruel. Mr. Frankland is at the present time president of the Dominion Live Stock Association, and will no doubt make a report on the entire subject when he gets back home again.

ACCORDING to recent dispatches from Ottawa the Government have really reinstated in office a number of men who

were conclusively proven to have committed grave acts of malfeasance. Is a coat of whitewash to be applied to every one of the offenders, and are they to go scot free after having plundered and allowed other people to plunder the people in the most rascally manner? If these people are to go unwhipped, what encouragement is there to other officials to be faithful and honest? Can it be possible that the idea should be allowed to go out that these men have been reinstated because their superiors feared that if they were not safeguarded they might let out a few facts that it would be exceedingly inconvenient for the public—more particularly the Opposition—to be made acquainted with?

THE co-operative workshops in Great Britain—in connection with the great co-operative societies—have increased in number from 88 in 1888 to 111. The membership is 25,925, and the aggregate capital £700,000. The sales having risen to £2,606,000 per annum, and the net profits to £132,753. This shows a profit of 17 per cent. on the capital and 5 per cent. on the turnover. The net profit on the sales of the co-operative stores was 9½ per cent. The rate of profit in the workshops is, therefore, considerably less than in the stores. If instead of co-operative societies there had been 111 employers, the average profit would have been £1,195 each, being a return of 17 per cent. on the capital employed. After allowing, as is customary in England, five per cent. interest on the capital, this would give twelve per cent. for labor, business anxiety and responsibility.

THE people of New Westminster are certainly to be congratulated at the onward strides of business in that city. The *Ledger* reports things unusually brisk along the river front, and says that on a certain day last week a stranger could not fail to be impressed with the many evidences of the thriving trade of the royal city. At every wharf, boats were discharging cargoes or receiving merchandise and manufactured goods from the city, or the natural products of the fertile lands which surround it, for other ports. As an evidence of the natural adaptation of climate and soil in the vicinity of New Westminster for farming purposes, it may be stated that the greater portion of the products and merchandise stored on the wharves awaiting shipment was vegetables, hay, grain and butter, and all of superior quality. The lumber from the mills, the salmon from the canneries, the sleek cattle from off the matchless pasture lands, were all to be seen in such quantities as would force a smile of satisfaction from a dyspeptic pessimist and cause those who were erstwhile doubtful of the royal city's future to plant their last cent. in real estate immediately.

The water in the Columbia is getting low between Revelstoke and Robson, and navigation cannot be depended upon much longer. The company, however, expect to run the boats for some time yet between Little Dalles and Robson, giving connection with Spokane over the Northern Pacific.

COMMERCIAL UNION.

The commercial union question, just now, appears to be in the throes of death, and scarcely any paper of prominence appears willing to discuss it. It always seemed strange why there should be so much noise made over this question. Commercial union with the United States cannot be brought about without political union, either as a contemporary partner or as an immediate successor, and Canada will have none of that. If it were possible to bring about commercial union, pure and simple, without the slightest danger of political union, the result would be that the farmers of Canada would be benefitted in some respects, and would be injured in other respects; the latter largely outweighing the former. But, as has been said, the thing cannot be done; commercial union would land Canada in the arms of Uncle Samuel, who, although a good enough fellow in his way, does not strike us as being the proper person to own Canada. In the United States, outside of interested border cities, the new idea has made no progress whatever, and it is manifest that if every man, woman and child in the Dominion were to shout for commercial union to-morrow, the result would be nothing. Canada is not likely to formally get down on her knees and ask for something that she has no chance whatever of getting. She has too much self-respect and independence to do that. Therefore, the new fad, after a flickering existence, is dead, and will be heard of no more until some future Erastus Wiman, anxious for notoriety, resurrects the body.

A HINT TO THE FRIENDS OF LABOR.

The *Chicago Daily News* is eliciting opinions on the relation of capital to labor from men who are in a position to be well informed on the subject. The questions propounded cover the whole field in dispute, and are too far-reaching to be properly answered within the limits of a newspaper article. Mr. R. T. Crane, the manufacturer, whose opinion was sought, goes into the matter at some length. One point he touches upon as follows:

It would appear from your question that you are laboring under the common delusion that manufacturers are responsible for all the ills of the so-called laborer. In my opinion, they are no more responsible for it than are all other members of society and have no more control over it. I never knew a case where a purchaser of our goods proposed to give us a good price for them in order that we might pay larger wages, but on the contrary they are continually insisting upon lower prices, notwithstanding that our prices are not more than 30 per cent. of those of twenty years ago and much lower than in any other part of the world. There is a constant hammering for lower prices from the beginning to the end of the year.

There is food for thought in the above for the self-styled "friends of labor," especially the sentimental and demagogical sort who are not wage workers themselves but who seek a certain kind of cheap popularity by spouting in their behalf and by inflaming them against their employ-

ers. A line of action is hinted at for their consideration which will prove the sincerity of their professions if it were conscientiously pursued. Of course they must admit that our merchants and manufacturers are compelled to sell close in order to extend their business, and that the low prices which result tend to lower wages. Low wages, then, are due in part to the universal demand for cheap goods, for which the merchants and manufacturers are not responsible. The remedy should be employed where the sore is. Instead of ranting and declaiming, the friends of labor should by their example inaugurate a great reform movement, which if successful would revolutionize trade. They should never patronize cheap stores. They should buy exclusively of small retailers and avoid the down town "emporiums" of bad smells and underpaid women, boys and girls. Like Mr. Silas Wegg, they should make it a rule never to "aggle." When they are offered a bargain, they should reject it with scorn, point out to the dealer the error of his ways, and pay him double the price that he asks by way of reproof. Thus a happy state of affairs would be brought about. The retail dealer should share his additional profits with the jobber, the manufacturer and, ultimately, with the wage-worker. It might be objected to the plan here proposed that the friends of labor would have to have a mighty big income to carry it out properly. But U. S. Senator Peffer will fix all that for them. When his flat shimplaster printing presses are started, everybody will have money enough to enter upon the most comprehensive schemes of philanthropy.

THE CHINOOK WIND.

Chinook is an Indian word which is difficult to translate literally, but it may be paraphrased by the English heart's ease. This wind, whose characteristics are so marked as to even arouse poetry in the breast of the Siwash, is said by scientific authorities to come from the Karo Siro, or Japanese current, that runs parallel to the Pacific coast of the United States. This current, like the Gulf Stream, is an immense and fathomless river, pursuing its way and preserving its own individuality amid the measureless tract of waters which it traverses. It is, as in the case of its prototype in the Atlantic, of a different temperature from the rest of the ocean, and wherever it flows produces a marked modification in the climate. Karo Siro (blessing be on it) is in fact the talisman whose magic contact makes the western country rejoice in an equability of temperature and geniality of climate that is the wonder of the world. The blasting storms and blizzards of the winter and the blistering heats of summer are alike rendered impossible by this wonderful Karo Siro and its "blessed Chinook."

The new officers of the Massey-Harris Company are. President, H. Massey; vice-president, James K. Osborne; secretary, Joseph N. Shenstone; treasurer, C. D. Massey; general manager, L. M. Jones; assistant manager, W. E. H. Massey. The board of directors are the above-named gentlemen and T. G. McBride, Winnipeg.

THE POSTOFFICE IN CHINA.

For many centuries public despatches have been conveyed through China by means of a department of the Board of War. Post roads, originally excellent, but now disgraceful, radiate from Peking to all parts of the empire, and at distances regulated by the nature of the country, are stations where a supply of horses is supposed to be kept—much as in Siberia—for the furthering of official correspondence. Despite the badness of the roads, surprising distances are, on urgent occasions, covered by this means. In theory, the greatest speed is some 200 miles a day, and it is claimed that this is often actually attained. But in this, for China, rapid means of communication the general public is not permitted to share, any more than it may in England avail itself of the services of a Queen's messenger. It is not to be imagined that a veritable nation of shopkeepers like the Chinese would remain, owing to this refusal of their government to convey their correspondence, destitute of a postal service. They have indeed a very complete system of their own, entirely independent of the State. In every town of any size may be seen ten or a dozen shops with the sign Hsin Chu, "letter office," or postal establishment, suspended outside. Their business is to carry, not letters only, but small parcels, packets of silver and the like, usually to other towns in the same province, but also on occasion general carriers. They have no fixed tariff varying according to weight, and there appears to be no limit, within reason to the size of letters or parcels they will carry. The charge for letters is fairly constant, but in estimating the cost of conveyance of parcels the size and shape alone seem to be taken into account. A rough calculation is then made, which the sender is at liberty—if he can—to abate. In fact, the transmission of parcels is regarded as being quite as much a matter of bargaining as the purchase of a pig. As there is no monopoly, each postoffice tries to underbid its rivals, and competition sometimes verges on the ludicrous.

NO AVOCATION.

Here is a portion of the examination to which an old lawyer told me he was subjected when he applied for a license. The oldest member of the Examining Committee interrogated him:—

"Are you familiar with any game of chance?"

"No, sir."

"Don't you know how to play any game of cards?"

"No, sir."

"Surely you understand euchre?"

"Never heard of it before."

"It can't be possible you never indulged in a game of draw poker?"

"Yes, sir, it can. I am a member of the Church, and don't know one card from another."

"Well (after a long pause of astonishment), young man, we'll give you a license, but how in the world you're going to make a living for the first two or three years after you start to practising law is a mystery to us."—*Dallas News*.

IMPORTS AND EXPORTS.

IMPORTS.

The following is a summary of the quantity, value and duty on imports at the port of Victoria for the month of September, 1891:

ARTICLES.	QUAN.	VALUE.	DUTY.
Acids		\$1,377	344 65
Agricultural implements		181	70 80
Ale, beer & port'rgis	19,243	6,443	3,032 04
Animals		13,408	3,885 80
Books, pamph's, etc.		1,391	309 51
Brass & manuf's of..		913	272 10
Breadstuffs, etc, viz			
Grain, of all kinds			
bush	2,018	1,960	291 14
Flour, brls.....		1,233	5,674
Meal, ".....		1,268	3,457
Rice and all other breadstuffs			
5,500	11,416	3,637 99	129 75
Candles, lbs.....		519	
Chleory, lbs.....			
Coal and coke, tons.	28,1210	304	716 15
Coffee, from U.S., lbs	12,905	2,581	292 53
Copper and m's of..		1,308	276 35
Cordageall kinds of..		500	106 93
Cotton, manuf's of		7,041	2,132 70
Drugs & medicines..		31,086	11,921 58
Earthen, stone and Chinaware.....		1,145	373 75
Fancy goods.....		3,481	1,059 55
Fish.....		2,263	467 56
Fruit, dried.....		4,285	967 46
Green.....		9,683	3,069 50
Furs.....		602	150 50
Glass, glassware.....		1,124	289 33
Gum'f'r & exp sub's		4,268	1,482 18
Hats, caps & bonnets		1,882	564 60
Hops, lbs.....			
Iron and steel m's of	27,244	6,297 49	
Jewelry & watches and m's of gold and silver.....		293	72 30
Lead and manuf's of		59	14 80
Leather and m's of..		2,889	664 86
Marble and stone			
and manuf's of...		398	106 10
Malt, bush.....	596	553	89 40
Metals, composition and m's of		850	126 12
Musical instruments		1,229	464 10
Oil, coal and kero- sene, gals.....	18,402	4,134	1,324 97
All other, gals.....	3,843	2,022	469 85
Paints and colors		380	99 50
Paper and m's of...		1,559	607 74
Perfumery.....		124	37 20
Provi-sions.....			
Bacon & hams, etc		6,410	1,635 33
Salt, not from Great Britain or British possessions, or for fisheries, lbs.....	31,350	320	28 01
Seeds.....		739	84 05
Silk, manuf's of....		8,564	2,566 35
Soap of all kinds..		487	178 20
Spices of all kinds..		186	31 35

ARTICLES.	QUAN.	VALUE.	DUTY.
Starch, lbs.....	30,10	87	60 32
Spirits.....			
Of all kinds, gals..	7,547	12,136	16,031 31
White, other than Sparkling, gals...	3,812	2,946	2,161 13
Wine sparkling doz	275	2,618	1,319 70
Sugar above No 14 lbs	139,213	5,629	1,119 69
Not ab'vo No 14 lbs	3,564	257	12 85
Sugar, glucose and syrups lbs.....	2,362	95	35 43
Molasses.....			
Ten, from U.S., lbs..	1,516	493	44 90
Tobacco and cigars..	3,118	3,110	2,915 11
Wool and m's of..		2,157	614 75
Woolen m's of....		27,219	2,127 45
All other dutiable articles.....		42,797	11,297 05
Total dutiable goods		\$276,252	\$96,182 84
Free goods, all other			
Grand total.....		\$315,060	\$96,182 84

EXPORTS

From the port of Victoria, for the month of September, 1891—the produce of Canada:

THE MINE.	QUANTITY.	VALUE.
Coal.....	4,173	17,350
Gold bearing quartz, etc.....		47,911
THE FISHERIES.		
Fish of all descriptions.....		400,087
Furs or skins of creatures living in the water.....		534,122
ANIMALS AND THEIR PRODUCE.		
Meat of all kinds.....	100	12
Other articles.....		28,854
MANUFACTURES.		
Cottons, woollens, etc.....		31
Manufactures of leather.....		10
Liquors, Spirituous and Malt, of all kinds, gals.....	42	138
Wood m's of all kinds.....		502
Miscellaneous Articles.....		293
Grand total.....		\$1,029,740
Goods, not the product of Canada, for the month of September, 1891:		
	QUANTITY.	VALUE.
The mine.....		12
Agricultural products.....		12
Iron—Pig and scrap, cast-ings, hardware, etc.....		210
Liquors—Spirituous and Malt of all kinds, gals.....	10	39
Sewing machines.....	3	120
Wood, m's all kinds.....		1,719
Other manufactures.....		3,515
Miscellaneous articles.....		320
Grand total.....		\$ 5,947
Total exports of all kinds.....		\$1,035,687

INLAND REVENUE AND CUSTOMS.

(OFFICIAL REPORT.)

INLAND REVENUE RETURNS
For the month of September, 1891:
Victoria Division—Comprising all of Vancouver Island:

RECEIPTS FOR SEPTEMBER.	
Spirits.....	\$ 7,067 68
Malt.....	2,292 80
Tobacco.....	1,619 50
Cigars.....	1,010 10
Petroleum inspection.....	220 30
Total.....	\$12,210 38

WAREHOUSED. EX-WAREHOUSED.	
Tobacco.....	7,738 lbs 6,478 lbs
Raw Y. 565 "	565 "
Malt.....	107,470 " 107,470 "
Spirits.....	5,814.81 P. gals 4,711.77 P. gals
Cigars ... Nil	14,050
Spirits removed to Vancouver.....	1,586.31 p g
Spirits exported.....	51.23 "
Raw Leaf Tobacco removed to Vancouver	424 lbs
Balance remaining in warehouse:	
Tobacco.....	5,372 lbs
Cigars.....	62,750
Spirits.....	6,893.75 P. gals

The Nanaimo customs returns for the month of September were as follows:
Exports from Nanaimo for month of August, 1891:

	Tons.	Value.
Coal to United States.....	57,490	\$290,361
Coal to Hong Kong	1,659	6,127
Coal to Australia	404	1,616
Total coal.....	59,553	\$298,104
Value of Imports at port of Nanaimo for September, 1891:		
Value of dutiable goods.....		26,646
Value of free goods.....		\$ 3,769
Total.....		\$30,415
Collections at Nanaimo for July, 1891:		
Import duty.....		\$ 8,152 81
Copyright.....		8 00
Steamboat inspection.....		40 26
Sick mariners dues.....		691 68
Oil inspection.....		10 00
Miscellaneous.....		3 21
Total.....		\$ 8,906 66

The gross income of the British railways from all sources for 1890 was £79,948,000, while the working expenditure was £43,188,000, leaving £36,760,000 as the net receipts of the year. This latter sum has been so far under the net receipts of the previous year that the proportion of net receipts to the total paid-up capital has fallen from 4.21 per cent. to 4.10 per cent., although this latter percentage is above that of any one of the four years ending 1890. The proportion of working expenditure to total receipts has been 54 per cent. for 1890, as compared with 52 per cent. for the four preceding years.

The uses made of the refuse of Paris streets are numerous. Little wisps of women's hair are carefully unravelled, and do duty for false hair by and by. Men's hair collected outside the barbers' serves for filters through which syrups are strained; bits of sponge are cut up and used for spirit lamps; bits of bread, if dirty, are toasted and grated and sold to the restaurants for spreading on hams or cutlets; sometimes they are carbonized and made into tooth powder. Sardine boxes are cut up into tin soldiers or into sockets for candlesticks. A silk hat has a whole chapter of adventures in store for it. All this work employs a regiment of rag pickers, numbering close on 20,000, and each earning from 20 pence to half a crown a day.

INSURANCE AGAINST FROST.

Insurance against cyclones is not new, but France goes one better and proposes to insure against frost. The farmers of Manitoba should take an interest in this matter. It appears that by the freezing over of various rivers throughout France, great loss is sustained annually by the manufacturing establishments relying upon water power, and, further, that the cheap delivery of goods by water routes is prevented for some weeks frequently, necessitating shipments by land at greater cost. It is estimated that the average annual loss to the various industries and to agriculture in France is about \$16,000,000, and it is proposed to insure against this loss. The data on which the insurance is to be based is to be gathered by finding the weather conditions for thirty years past in the several districts to be covered. The mean temperature is to be ascertained for each winter month, and of course the extremes of cold, the number of days and temperature of each day for each year. General average, as in fire

insurance, is supposed to furnish a basis of calculation sufficiently accurate to enable the projectors to formulate rates, etc. It is more than likely that the project will end in ingenious theorizing.

The Monitz woollen mills at Buda-Pesth have failed for 280,000 florins.

Preparations are being made at Copenhagen for the celebration of the czar's silver wedding anniversary.

A Madrid despatch says that the Spanish government is negotiating a treaty of commerce with Portugal, and, for the future, Spanish treaties will not contain the favored nations' clause.

A despatch from Cairo says the Cotton Association reports that the recent cold and foggy weather which has prevailed throughout the cotton growing districts, has seriously affected the Egyptian cotton crop. It is estimated by the Association that the cotton yield will be about 3,500,000 cantars, a cantar being equal to about 45 pounds.

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	38,621	\$200,782	
Br bark	Callao	978	James	Oct. 6	Victoria	London	41,640	\$212,090	
Br bark	Lebu	726	Worrall		Victoria	Liverpool			
Br bark	Rothsay Bay	750	Partridge		Westminster	Liverpool			
Br bark	Wanlock	715	Cooper		Victoria	Liverpool			

BRITISH COLUMBIA LUMBER FLEET 1891.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br ship	Stamboul	1218	Weston	Jan 3	Vancouver	Callao	960,300	\$	9,000 April 2	50s
Chil bark	India	1033	Funke	Feb 1	Moodyville	Valparaiso	751,306		8,348 April 20	65s
Br bark	Nineveh	1174	Bradford	Feb 28	Vancouver	Sydney	A 855,352		9,335 April 24	owners ac
Br bark	Formosa	915	Kain	Mar 21	Vancouver	Arica	B 744,000		6,000 July 5	55s
Am bkt	Catharine Sudden	368	Thompson	Mar 31	Moodyville	Thientsin	C 427,539		5,177 June 19	77s 6d
Am ship	Geo F Manson	1333	Crack	May 14	Moodyville	Sydney	D 868,154		9,752 Aug 5	55s
Br ss	Eton	1716	Newcomb	May 15	Moodyville	Port Pirie	E 1,767,711		15,891 June 26	Private
Am sch	Olga	478	Atwood	May 22	Moodyville	Shanghai	F 531,133		5,990 Aug 7	65s
Am sch	Golden Shore	951	Henderson	June 3	Moodyville	Sydney	G 720,658		8,063 Aug 7	55s
Br ship	Forest King	1032	Morris	June 3	Vancouver	Callao	H 1,221,846		11,224 Sept. 1	47s 6d
Am ship	Exportor	1312	Kezer	June 7	Vancouver	Melbourne	I 820,132		8,802	65s
Am bark	Spartan	719	Anderson	June 11	Vancouver	Melbourne	J 502,000		5,276 Sept 22	60s
Am bark	Hesper	961	Sodergren	July 1	Moodyville	Shanghai	K 688,544		4,365 Aug 27	62s 6d
Swed bark	Svea	693	Azbelus	July 5	Vancouver	Callao	L 548,913		8,709	47s 6d
Am ship	Great Admiral	1197	Bowell	July 18	Vancouver	Melbourne	M 919,586		8,716	63s 9d
Chil bark	Luisa Mirta	715	Meyer	July 19	Westminster	Sydney	N 551,780		5,596	52s 6d
Chil bark	Leonor	801	Harken	July 22	Westminster	Melbourne	O 600,333		5,705	60s
Nor bark	Borghild	737	Haugeland	July 25	Vancouver	Melbourne	P 561,556		6,000	65s
Br ship	Duke of Abercorn	1036	MelDougall	July 29	Vancouver	Adelaide	Q 688,313		8,213	62s 6d
Ger bark	Cassandra	734	Stehr	July 31	Vancouver	Iquiqui	R 545,619		6,917	47s 6d
Br ship	Leading Wind	1280	S B Savory	Aug 6	Moodyville	Melbourne	S 763,443		8,430	60s
Chil bark	Antonietta	495	Stack	Aug 8	Moodyville	Valparaiso	T 643,244		9,681	owners ac
Br ship	Ordovic	825	Austin	Aug 9	Vancouver	Callao	U 613,300		6,546	50s
Chil ship	Hindostan	1513	Welsh	Aug 11	Moodyville	Valparaiso	V 1,200,41		11,869	owners ac
Br bark	H B Cann	1290	Footo	Aug 21	Moodyville	Sydney	W 1,011,12		12,214	50s
Nor ship	Saga	1113	Aftebahl	Aug 23	Moodyville	Sydney	X 960,251		8,777	50s
Nor bark	Lotus	718	Salvesen	Sept. 3	Vancouver	Adelaide	Y 528,824		5,035	65s
Per bark	Pisagua	960	Benevenuto	Sept. 25	Moodyville	Pisagua	Z 2,043,269		18,389	owners ac
Am bark	Newsboy	539	Johnson	Oct 1	Westminster	Sydney		6,540	52s 6d	
Nor ss	H. W. Jarlsberg	1335	Hague	Sept. 20	Moodyville	Port Pirie		2,043,269	18,389	Private
Chil ship	Alma Luisa	1480	Beasone	Oct. 9	Moodyville	Valparaiso		9,093,868	8,187	52s 6d
Br bark	Efned Hawley	412	Llewellyn	Oct. 2	Westminster	Port Pirie		300,931	2,858	67s 6d

A—Also 360,900 laths. B—Composed of 45,000 feet telegraph poles, 110,000 feet rough lumber, 151,000 feet flooring, and 108,000 feet ties. C—Composed of 387,871 feet rough lumber, 39,928 feet dressed lumber, and 387 bundles laths. D—Composed of 21,355 feet dressed and 844,799 feet rough. Also 22,016 feet pickets and 231,210 feet laths. E—Also 1,141,286 feet rough, 30,560 feet t & g flooring, 21,000 feet box-shooks, 6,000 boxes. G—Also 1,075 bundles pickets, 1,106 bundles laths. H—Also 1,715 bundles laths. I—Also 68,078 feet t & g flooring. J—47,039 feet is on deck. K—Of which 78,615 feet is on deck; also 11,325 feet pickets and 2,091 bundles laths. L—Also 3,500 bundles laths. M—Also 1,033 bundles laths and 463 bundles pickets; deck load 22,032 feet. N—Also 90,411 feet dressed, 2,488 bundles pickets and 1,134 bundles laths. O—Comprising 182,658 feet t & g flooring. P—Also 2,500 bundles laths and 8,679 bundles pickets, deck load 76,879 feet. Q—Also 131,161 t & g flooring, 1,129 bundles laths and 47 spars, deck load 41,912 feet. R—Composed of 451,900 feet rough and 1,131 bundles flooring; deck load 53,729 feet rough. S—Also 2,201 bundles laths, deck load 106,157 feet. T—Also 2,138 bundles staves and 1,131 bundles laths. U—Also 2,461 feet t and g flooring, 2,252 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 56,000 feet lath. Z—Deck load 32,366 feet rough.

SHIPPING INTELLIGENCE.

The pilotage charges into and out of the port of Melbourne have been reduced 10 per cent.

The schooner *Borealis*, 37 tons, cleared Sept. 26 for the Sea of Okhotsk and North Pacific ocean on a sealing cruise.

The British ship *Forest King*, 1,003 tons, Capt. Morris, from Vancouver June 3, with a cargo lumber, arrived at Callao Sept. 1.

The Norwegian ship *Orion*, 1,231 tons, is reported on the way chartered to load a cargo of lumber at Burrard Inlet for Melbourne wharf at 57s. 6d.

The German bark *Woosung*, 745 tons, Capt. Rubarth, reported as heading this way from Honolulu where she arrived Sept. 16, is not likely to come not having obtained a charter as yet.

The SS. *Empress of India*, Capt. Marshall, sailed from Yokohama October 1 for this port, and arrived to-day.

The SS. *Zambesi*, 1,560 tons, of the Upton line, Capt. Edwards, will sail from Hong Kong for this port about the 17th.

The British bark *British India*, 1,199 tons, Capt. Lines, sailed from Java Sept. 26, with a cargo of raw sugar for the B. C. Refinery.

The Norwegian ship *Morning Light*, 1,316 tons, Capt. Johansen, is on the way in ballast from Melbourne to Vancouver, under charter to load a return cargo of lumber at the Hastings mill.

The British ship *Thermopylae*, 918 tons, Capt. Wilson, which sailed from Nanaimo August 14 with coal, is now due at Hong Kong. She will return with a cargo of rice for her owners—the Victoria Rice Mills.

The SS. *Sussex*, 1,620 tons, Capt. Holt, of the Upton line, is due to arrive at this port about the 26th inst.

The British bark *Hawthornbank*, 1,288 tons, Capt. Porter, from Java Aug. 3, with cargo of raw sugar for Vancouver, is now out 71 days and is expected to arrive shortly.

The Peruvian bark *Pisagua*, 960 tons, Capt. Benevenuto, will probably sail for Pisagua on Wednesday, with a cargo of lumber from the Moodyville mills on owners' account.

The German bark *Katinka*, 816 tons, Capt. Kohlee, sailed from Rio Janeiro August 21 for Moodyville via Iquiqui, under charter to load a cargo of lumber at the Moodyville Saw mills for Melbourne, Adelaide or Port Pirie at 62s. 6d., option Sydney at 52s. 6d.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES.	DAYS OUT.
Br bark	City of Carlisle.....	823	Kendall.....	June 13.....	C Liverpool.	Victoria.	H. P. Ritthet & Co. (Limited).....	122
Br ship	Titania.....	579	T W Selby.....	July 16.....	D London.....	B. C. Ports	H. B. Co. and Bell-Irving & Paterson.....	89
Br bark	Glenbervie.....	800	Groundwater.....	August 19.....	London.....	Victoria	H. P. Ritthet & Co. (Limited).....	55
Br bark	Lizzie Bell.....	1036	Adam.....	Sept. 28.....	Liverpool.....	Victoria	H. P. Ritthet & Co. (Limited).....	15
Br bark	Argyleshire.....	1208	LePage.....	Sept. 15.....	Glasgow.....	Victoria	Jas. Crawford.....	25
Br bark	Hawthornbank.....	1288	Porter.....	August 3.....	J Java.....	Vancouver.	Moodyville Sawmill Company.....	71
Chil bark	India.....	1831	Funk.....	.....	I Valparaiso.....	Moodyville.	Moodyville Sawmill Company.....	53
Ger bark	Katinka.....	816	Kohler.....	August 21.....	M Rio Janeiro.....	Moodyville.	Moodyville Sawmill Company.....	53
Nor bark	Flora.....	766	Anderson.....	.....	N San Pedro.....	Vancouver.	Hastings Sawmill.....	81
Am ship	Colorado.....	1076	Gibson.....	July 25.....	P New York.....	Chemalmus.	Victoria Lumber and Manufacturing Co.....	36
Am ship	Hecla.....	1475	Cotton.....	Sept. 7.....	Yokohama.....	Vancouver.	Canadian Pacific Railway Company.....	100
Port bark	Quiteria.....	355	Lette.....	July 5.....	Rio Janeiro.....	Victoria	Moodyville Sawmill Company.....	30
Chil ship	Atacama.....	1235	.....	Sept. 13.....	Q Valparaiso.....	Moodyville.	Moodyville Sawmill Company.....	30
Br --	Sussex.....	1620	Holt.....	.....	Hong Kong.....	Victoria	F. C. Davidge & Co.....	21
Br --	Empress of India.....	3063	Marshall.....	Sept. 22.....	Hong Kong.....	Vancouver.	Canadian Pacific Railway Company.....	41
Br --	Landana.....	187	Bales.....	September 3.....	Liverpool.....	Victoria	.....	69
Br ship	Geo. Thompson.....	1128	Barnes-on.....	August 11.....	R Shanghai.....	Vancouver.	Hastings Sawmill.....	17
Nor bark	Dominion.....	1256	Erickson.....	Sept. 20.....	S San Diego.....	Vancouver	Hastings Sawmill.....	101
Nor bark	Czar.....	1314	Ch' Stephenson.....	July 1.....	T Cardiff.....	Vancouver	Hastings Sawmill.....	17
Br bark	Sarah.....	1142	Greenhalgh.....	.....	V Manila.....	Victoria	.....	27
Am sch.	Oiga.....	478	Atwood.....	Sept 16.....	Yokohama.....	Vancouver.	Canadian Pacific Railway Company.....	27
Br ship	Aristoneno.....	1150	Jones.....	.....	Java.....	Vancouver.	Hastings Sawmill.....	17
Br bark	Shuvoh.....	1174	Broadfoot.....	.....	U Shanghai.....	Vancouver.	Hastings Sawmill.....	17
Br bark	British India.....	1199	Jones.....	Sept. 26.....	Java.....	Vancouver	.....	17
Br ship	Mount Carmel.....	1536	Livingstone.....	.....	Java.....	Vancouver.	.....	17
Br bark	Ariadne.....	1213	Croot.....	October.....	B London.....	Victoria	Robt. Ward & Co.....	.....
Nor ship	Morning Light.....	1310	Johansen.....	.....	O Melbourne.....	Vancouver.	Hastings Sawmill Company.....	.....
Nor ship	Orion.....	1234	.....	.....	K.....	.....	.....	.....

B To sail in October with general cargo for Victoria direct. C—Spoken July 15 lat. 11 N., long. 25 W.: chartered by Robt. Ward & Co. for a return cargo of salmon and naval stores, etc., to London. D—Spoken Aug. 14, lat. 5 N., long. 19 W.: chartered by Bell-Irving & Paterson to load salmon at Fraser River. K—Chartered to load lumber at Burrard Inlet for Melbourne wharf at 57s 6d. O—Coming in ballast under charter to load a return cargo. L—Passed Holyhead September 17. J—Cargo of sugar. I—To load a return cargo to Valparaiso on owners' account. M—Via Iquique, chartered for M., A. or P. P., rate 62s 6d. option Sydney 52s 6d. N—To load for Melbourne, A. or P. P., rate 62s 6d. P—Sept. 16, put into Bahia taking in upper works. Cargo of blacksmiths' coal for San Francisco, thence to load lumber. Q—To load a return cargo on owners' account. R—To load for Sydney. S—Chartered for Melbourne, A. or P. P., 65s, option Sydney 52s 6d. T—Via Rio Janeiro to load for M., A. or P. P. U—To load for Sydney on owners' account. V—In ballast under home orders.

SHIPPING INTELLIGENCE.

The British bark Alfred Hawley, 412 tons, Capt. Llewellyn, sailed from New Westminster October 2 for Port Pirie, with a cargo of 300,931 feet rough plank and timber valued at \$2,858 from the Brunette Saw mills.

The Chilean ship Emma Luisa, 1,480 tons, Capt. Beascoe, sailed from Burrard Inlet October 9, with a cargo of 909,868 feet of rough lumber valued at \$8,187 from the Moodyville Saw mills, for Valparaiso. Her deck load consisted of 32,366 feet.

The Norwegian bark Dominion, 1,256 tons, Capt. Erickson, sailed from San Diego Sept. 26 for Vancouver, under charter to load a cargo of lumber at the Hastings mill for Melbourne, Adelaide or Port Pirie at 65s., with option of Sydney at 52s. 6d.

The American ship Benjamin Sewell, 1,361 tons, Capt. Sewell, is not going to load wheat at Tacoma for the U. K. as previously reported, but is expected to load lumber at Vancouver. She is to undergo repairs and have a new main mast and deck put in.

The British bark Wanlock, 745 tons, Capt. C. R. Cooper, from London May 12, arrived at Victoria Oct. 7, 148 days out, with a general cargo consigned to Turner, Beeton & Co. A copy of her manifest appeared in THE COMMERCIAL JOURNAL of Sept. 22. She lay off Cape Flattery eight days, being unable to come in on account of the fog. She will be loaded at this port with a return cargo of salmon by the consignees Turner, Beeton & Co.

The British bark Ariadne, 1,213 tons, Capt. Crook, is on the berth at London loading a general cargo for Victoria direct. She is contracted to sail before the 1st of November and, at present, is not chartered outwards. Robert Ward & Co. are the consignees.

The American bark, Newsboy, 559 tons, Capt. Johnson, sailed from New Westminster October 1 for Sydney, N. S. W., with a cargo of 645,792 feet rough lumber and timber, also 21,757 feet pickets and 56,000 feet laths, valued at \$6,540, from the Burnette saw mills.

FOREIGN COAL SHIPMENTS.

The following are the shipmen's for the week ending October 10:

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
7—	Rufus E. Wood, bk., San Fran	2,300
8—	Gov. Ames, sch., San Francisco	2,730
8—	Tacoma, ss., Port Townsend....	75
8—	Holyoke, ss., Port Townsend....	55
9—	Annie Johnson, bk., San Fran..	1,643
9—	Sea Lion, ss., Port Townsend....	22
Total.....		6,825

The Fraser Land and Improvement Co., who are selling land on six years' time, have settled six new families from the east in the vicinity of Mission City.

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

THE COAL FLEET.

(Nanaimo, October 10th, 1891.)

NEW V. C. CO'S SHIPPING.

Am. bark Gen. Fairchild, 1,426 tons, Capt. Boyd, waiting to load Northfield coal.

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

Am. Ship Mount Washington, 1,162 tons, Capt. Rose, loading Northfield coal for San Francisco.

Am. ship Sea King, 1,436 tons, Capt. Pierce, loading.

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

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

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

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

WELLINGTON SHIPPING.

SS. City of Topeka, Capt Wallis, loading, Ship Haytian Republic, Capt. S. W. Brown, waiting to load.

SS. San Mateo, Capt. Smith, loading.

Br. SS. Wellington, 1,267 tons, Capt. Salmon, loading.

Haw. SS. Costa Rica, 1,274 tons, Capt. McIntyre, loading.

EAST WELLINGTON SHIPPING.

Am. bark Aureola, 785 tons, Capt. Sawyer, sailed on the 10th for San Francisco.

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

UNION SHIPPING.

SS. San Benito, 2,464 tons, Capt. Colville, loading.



*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.*

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Real Estate, Financial and Life
Insurance Agents.
Commission - Brokers.
18 TROUNCE AV., VICTORIA, B. C.

KERR & BEGG,
Booksellers and Stationers
45 GOVERNMENT ST., VICTORIA.

VICTORIA NEWS AGENCY.

E. W. WHIFFIN & CO.,
Auctioners, Commission, Real
Estate and Insurance
:- AGENTS :-
NANAIMO, B. C.

C. B. LOCKHART & CO.
Importers and Dealers in all kinds of
Furniture, Upholstery, Carpets,
Linoleums, Etc.
60 GOVERNMENT STREET,
P. O. Box 534. VICTORIA, B. C.

THOMAS HOOPER
ARCHITECT,
Over Spencer's Arcad
GOVERNMENT STREET, VICTORIA.
Room 10, TURNER BLOCK,
VANCOUVER.

C. GARDINER JOHNSON
612 CORDOVA ST., VANCOUVER.
Forwarder and Commission Merchant,
Customs Broker for C. P. R. Co.
MARINE NOTARY
For Canadian Pacific Steamship Co.
CONVEYANCER, ETC.

AGENT FOR
Henry & Albert Submarine Wrecking and Min-
ing Divers. Complete outfit always on hand.
Prices on application.
Union Marine Insurance Co.
W. H. Dodd, Shipping Agent, Melbourne,
Australia.
CORRESPONDENCE SOLICITED.
P. O. Box 415. Telephone 337

NOTICE.

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

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
Iron Pipe, all sizes up to 6-inch.

Estimates for Marine and Stationary Engines furnished on application.

P. O. Box 174. Telephone 368.

O. P. ST. JOHN, Manager.

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

OF PETERBOROUGH.

Saw : Mill : Shingle : Planing : and : Mining : Machinery.

Mill Supplies always on hand.

BRANCH OFFICE AND WAREROOM. 121 & 123 WATER ST., VANCOUVER, B. C.

McLEAN & STEWART,

General -:- Outfitters

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GENTLEMEN'S AND BOYS' CLOTHING

SCOTCH HOUSE,

1 FORT STREET, VICTORIA, B. C.

A. E. PLANTA & CO

REAL * ESTATE,

AND INSURANCE AGENTS,

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

—) AGENTS FOR (—

Commercial Union Assurance Co., of
London, England.

Equitable Life Insurance Society of New
York.

Accident Insurance Co. of North America.

:- NEW GOODS :-

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

R. H. JAMESON,

33 FORT STREET.

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.

THOS. TUGWELL, PROPRIETOR.

THE WAVERLEY HOTEL,

Cor. Seymour and Georgia Sts.,

Close to New Opera House, VANCOUVER.

PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc. JOHN WHITTY, Prop

Esquimalt & Nanaimo R'y

TIME TABLE NO. 13,

To take effect at 8.00 a.m. on Saturday, May 9th, 1890. Trains run on Pacific Standard Time.

STATIONS	GOING SOUTH HEAD UP		GOING NORTH HEAD DOWN	
	No. 1 Passenger Daily	No. 3 Passenger Saturdays Mondays	No. 2 Passenger Daily	No. 1 Passenger Saturdays Mondays
VICTORIA	Ar 12.24	Ar 6.58	De 8.00 A.M.	De 3.30 P.M.
RUSSELLS VIC. W.	" 12.20	" 6.54	" 8.01	" 3.34
ESQUIMALT	" 12.10 P.M.	" 6.49	" 8.14	" 3.41
GOLDSTREAM	" 11.45	" 6.49	" 8.30	" 3.50
SHAWINGAN LAKE	" 10.50	" 6.24	" 9.34	" 4.01
COBBLE HILL	" 10.40	" 6.14	" 9.44	" 4.14
MCPHERSON'S	" 10.27	" 6.00	" 10.07	" 4.29
KOKSILAH	" 10.15	" 5.49	" 10.12	" 4.41
DUNCANS	" 10.10	" 5.40	" 10.22	" 4.54
SOMEXOS	" 10.02	" 5.30	" 10.48	" 5.10
CHEMAINUS	" 9.50	" 5.20	Ar 11.50	" 7.14
NANAIMO	De 8.54	" 5.14	De 11.50	" 7.20
WELLINGTON	De 8.10 A.M.	" 5.02	Ar 12.14 P.M.	" 7.29

W. J. PENDRAY,
BRITISH COLUMBIA
SOAP WORKS.

(Established 1875.)

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

MANUFACTURER OF

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

DEALER IN

CAUSTIC SODA AND ROSIN.

CANADIAN PACIFIC
NAVIGATION CO.

(LIMITED.)

TIME TABLE No. 14.

Taking effect June 23, 1891.

Fraser River Route.

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

(ESTABLISHED 1858.)

32 Constance St., Victoria, B. C.

WM. P. SAYWARD,

Manufacturer and Dealer in

ISLAND LUMBER AND SPARS.

Importer and Dealer in

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

CONSTANTLY ON HAND A GOOD SUPPLY OF BUILDING LUMBER.

Prepared to Cut Lumber to Order at Short Notice.

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VICTORIA

Lumber & Manufacturing Company.

PROPRIETORS OF THE

CHEMAINUS
SAW MILL.

E. J. PALMER, Manager

* * * * *

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 " 9:00 a.m.
6:45 a.m. Ar Fairhaven " 7:30 a.m.
6:15 a.m. " Schome " 6:30 a.m.
4:30 a.m. " Whatcom " 6:00 a.m.

Snohomish River Route.

7:00 a.m. Lv Seattle Ar..... 2:00 p.m.
8:15 a.m. " Edmonds Lv..... 12:30 p.m.
10:30 a.m. " Mukelteo " 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..... 4:10 p.m.
12:30 a.m. Lv Pt Madison " 1:00 p.m.
3:00 a.m. " Pt Gamble " 1:00 p.m.
4:00 a.m. " Pt Ludlow " 12:00 p.m.
6:00 a.m. Ar Pt Townsend " 10:00 a.m.
* Daily ex. Sunday. † Daily ex. Saturday.

For further information apply to
C. G. CHANDLER,
G. F. & P. A., Tacoma, Wash.
E. E. BLACKWOOD, Agt., 82 Gov't Street.

On Saturdays and Sundays

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

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

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

A. DUNSMUIR, President.
JOSEPH HUNTER, 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 by C. P. N. Co's steamers from Victoria to Vancouver. Fare, Round Trip, \$5.00.

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.

COAL. COAL. COAL.

The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST.

THE NANAIMO COAL.

(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL.

(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

THE "NANAIMO" COAL

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

THE "SOUTH FIELD" COAL

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

THE "NEW WELLINGTON" COAL,

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

SAMUEL M. ROBINS, Superintendent.

OGILVIE MILLING CO.,

WINNIPEG, - - - MANITOBA.

(REPRESENTED BY G. M. LEISHMAN.)

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

STANDARD BRANDS:

OGILVIE'S HUNGARIAN, OGILVIE'S STRONG BAKERS

THE SEHL-HASTIE-ERSKINE NANAIMO SAWMILL

FURNITURE COMPANY.

—IMMENSE STOCK OF—

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

WHOLESALE AND RETAIL. CORRESPONDENCE SOLICITED.

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Rough and Dressed Lumber,
Shingles, Laths and Pickets,
Doors, Windows and Blinds,
Moulding, Turning, Scroll Sawing,
And all kinds of Wood Finishing.

ALL ORDERS EXECUTED PROMPTLY.

ANDREW HASLAM, PROPR.

NANAIMO, B. C.