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CARPETS, LINOLEUMS, CROCKERY,
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OF EVERY DESCRIPTION.

Call and get our prices, and see our
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COWAN & WILSON

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IMPORTERS

—OF—

California - and - Tropical
FRUITS.

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Manufacturers' Agents & Metal Brokers.
Pig Iron, Bar Iron, Boiler Plates and
Tubes, wrought Iron Pipes, Black and Gal-
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Galvanized Iron, etc., etc.

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Sole Agents in B. C.
For Otis Bros., N. Y., and Hale Elevator
Co., Chicago; Spang Chalfant & Co., Pitts-
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etc.

Robt. Mitchell & Co., Montreal.
Brass Goods, Plumbers Supplies,
Gas and Electric Fixtures.
Drummond, McCall & Co., Montreal.
Pig Iron, Bar Iron.

Dusseldorfer, Rohren & Eisen Walzwerke,
Dusseldorf Oberbilk, Wrought Iron
Pipes and Tubes.

John Brinton & Co, Kidderminster, Eng.,
Carpets.

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and Oil Cloths.

C. & J. G. Potter, Darwin, Eng. Wall Paper
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Indents executed for any description of
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SHIPPING AGENTS

Wholesale & Commission Merchants.

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AGENTS FOR THE

North China (Marine) Insurance
Company, Limited.

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BELL-IRVING, PATERSON & CO.,

NEW WESTMINSTER.

**THE BANK OF
BRITISH NORTH AMERICA.**

Incorporated by Royal Charter.

Paid up Capital... £1,000,000 Stg.
Reserve Fund... £255,000

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3 CLEMENTS LANE, LOMBARD ST. E. C.

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John James Cater, H. J. B. Kendall,
Gaspard Farrer, J. J. Kingsford,
Henry B. 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, N.B.
Brantford.	Ottawa.	Halifax, N.S.
Paris.	Montreal.	Victoria, B.C.
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NEW YORK H. Siskeman and F. Brownfield, Agents.
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LONDON BANKERS—The Bank of England; Messrs. Glyn & Co.
FOREIGN AGENTS—Liverpool—Bank of Liverpool, Scotland—National Bank of Scotland, (limited) and branches, Ireland—Provincial Bank of Ireland (Ld) and branches, National Bank, (limited) and branches, Australia—Colon Bank of Australia, New Zealand—Colon Bank of Australia, India, China and Japan—Chartered Mercantile Bank of India, London and China—Agra Bank (limited), West Indies—Colonial Bank, Paris—Messrs. Marchand, Krauss et Cie. Lyons—Credit Lyonnais.

BANK OF MONTREAL.

ESTABLISHED IN 1817.

INCORPORATED BY ACT OF PARLIAMENT.

Capital (all paid up) \$12,000,000
Reserve Fund 6,000,000

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Hon. G. A. DRUMMOND, Vice-President.
Gilbert Scott, Esq. E. B. Greenfield, Esq.
A. T. Paterson, Esq. W. C. McDonald, Esq.
Hugh McLellan, Esq. Hon. J. J. C. Abbott.
Charles S. Watson, Esq.

E. S. CLOUSTON... General Manager.
A. MACNEIDER... Chief Inspector and Superintendent of Branches.

R. Y. HEDDEN... Assistant Inspector.
A. B. BUCHANAN... Assistant Supt. of Branches.

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Bellefleur, O	Quebec, Q
Brantford, O	Kingston, O
Brockville, O	Regina, Ass'n
Casary, N.W.T	Lindsay, O
Chatham, N.B.	London, O
Charlottetown, N.B.	Moncton, N.B.
Chatham, O	St. John, N.B.
Cornwall, O	New Westminster, B.C.
Goderich, O	St. Mary's, O
Guelpix, O	St. John, N.B.
Halifax, N.S.	Peterborough, 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.

BANKERS IN GREAT BRITAIN—London, the Bank of England; the Union Bank of London; the London and Westminster Bank, Liverpool, the Bank of Liverpool, Scotland, the British Linen Company and Branches.

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.

BANKERS IN THE UNITED STATES—New York, the Bank of New York, N.B.A., the Merchants' National Bank, Boston, the Merchants' National Bank, Buffalo, Bank of Commerce in Buffalo, San Francisco, the Bank of British Columbia, Portland, Oregon, the Bank of British Columbia, Seattle and Tacoma, Wash., the Bank of British Columbia.

GARESCHE, GREEN & CO.,

(ESTABLISHED 1873.)

BANKERS,

Government Street, Victoria, B. C.

A GENERAL BANKING business transacted.

DEPOSITS received on liberal rates of interest.

DRAFTS, ORDERS, TELEGRAPH TRANSFERS and LETTERS of CREDIT issued direct on over 50,000 Cities in the Unit d States, Canada, Europe, Mexico and China.

COLLECTIONS made at every point.

GOLD DUST purchased at highest market rates.

AGENTS FOR

Wells, Fargo & Company.

**CASEMENT & GREERY
BANKERS**

And Financial Agents.

A General Banking business transacted.

Drafts issued on all points in Canada.

Dealers in Foreign and Domestic exchange

Money loaned on Notes, Real Estate,

Chattel Mortgages and all kinds

Of Negotiable Securities. Interest allowed

On time Deposits

Bankers: Bank of British Columbia.

OFFICE: COR. GAMBIE & CORDOVA STS.,

VANCOUVER.

A. W. MORE & CO.,

≡ REAL ESTATE, ≡

Insurance, Exchange and Mortgage

BROKERS,

TURNER BLOCK, DOULGAS STREET,

VICTORIA, B. C.

LATE OF

The Clydesdale Bank, Glasgow, etc, Scotland.

The Chartered Bank of India, Australia and China, London, England.

The Bank of British Columbia, Victoria and Nanaimo, 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.

BANK OF BRITISH COLUMBIA

Incorporated By Royal Charter, 1862.

Capital Paid up..... (£600,000) \$3,000,000
Reserve Fund..... (£200,000) \$1,000,000

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69 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.

ROBERT WARD & CO.,

VICTORIA, B. C.,

Merchants & Importers,

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

SHIPPING AND INSURANCE AGENTS.

CHARTERS EFFECTED.

GENERAL AGENTS:

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

SOLE AGENTS:

Curtis & Harvey's Sporting and Blasting Powder,
Joseph Kirkman & Son's Gold Medal, Inventions Exhibition, 1885, Pianofortes.
J. & W. Stuart's Patent Double-Knotted Mesh Fishing Nets, Twines, Etc.

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

Agents for the following brands of British Columbia Salmon:

Ewen & Co., Bon Accord Fishing Co., British Columbia Packing Co., A. J. McLellan.

NICHOLLES & RENOUF

—DEALERS IN—

**HARDWARE, BAR IRON, FARM
AND MILL MACHINERY
MINING SUPPLIES.**

Coach, Car & House Painters Supplies

S. E. COR. YATES AND BROAD STS.

TELEPHONE 82.

P. O. BOX. 86.

VICTORIA. - B. C.

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IMPORTER

—AND—

Wholesale Grocer.

AGENT FOR

ALERT BAY CANNING CO.

NORTH PACIFIC CANNING CO.

Pioneer Steam Coffee and
Spice Mills.

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≡ THE ≡

Albion Iron Works

COMPANY, [L.d.]

Engineers, Iron Founders

—AND—

Boiler Makers.

W. F. BULLEN, MANAGER,

P. O. DRAWER 12.

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Heathorn,**

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Importers Agents

—AND—

MANUFACTURERS

P. O. BOX 107.

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West Bay Saw Mill,

Gambier Island, - Howe Sound.

Findlay, Durham & Brodie

COMMISSION MERCHANTS

AGENTS FOR

The Northern Fire Assurance Company
of London,

The British and Foreign Marine Insur-
ance Company of Liverpool,

The Royal Mail Steam Packet Com-
pany of London,

The British Columbia Canning Com-
pany (Limited) of London.

CANNERIES:

Deas Island, Fraser River,
Naas River Fishery,
Windsor Cannery, Skeena River,
Rivers Inlet Cannery,

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

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London Office:

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(LIMITED.)

WHARF STREET, VICTORIA, B. C.

WHOLESALE * MERCHANTS.

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Queen (Fire) Insurance Company.

Maritime (Marine) Insurance Company.

Reliance (Marine) Insurance Company.

New Zealand (Marine) Insurance Company.

Thames & Mersey (Marine) Insurance Co.

Straits (Marine) Insurance Company.

Sun (Marine) Insurance Company.

Sea (Marine) Insurance Co.

Mocodyville Saw Mill Co., of Burrard Inlet.

SALMON CANNERY AGENCIES.

FRASER RIVER:

Delta Canning Co's Maple Leaf Brand.

Laidlaw & Co's Dominion Brand.

Wellington Packing Co., Wellington Brand.

Harlock Packing Co's Brand.

NORTHERN AND SKEENA RIVER:

Warnuck Packing Co's Rivers Inlet Clipper Brand.

Standard Packing Co., Skeena River, Neptune Brand.

Skeena Packing Co., Skeena River, "Diamond C" Brand.

Lowe Inlet Packing Co., Lowe Inlet, "Diamond C" Brand.

Cascade Packing Co., Naas River, Cascade Brand.

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

Columbia Flouring Mill Co. of Enderby.

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

E. B. MARVIN & CO.,

Ship - Chandlers - and - Commission - Merchants

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

Cable Address:
MARVIN VICTORIA.

WHARF ST., VICTORIA, B. C.

ESTABLISHED 1864.

TELEPHONE NO. 55.

AN OLD FIRM UNDER A NEW NAME.

HEISTERMAN & CO.

Real Estate and Insurance Agents.

FIRE - MARINE - LIFE.

Rents and Interest Collected. Money Loaned. Conveyancing

GENERAL AGENTS FOR BRITISH COLUMBIA

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MUTUAL LIFE, (Assets over \$147,000,000.)

TELEPHONE 488. —:—):—:—

—:—):—:— B. O. BOX 505.

DALBY, BALLENTYNE & CLAXTON, REAL ESTATE,

Insurance : and : Financial : Brokers.

AGENTS FOR

The Yorkshire Guarantee and Securities Corporation, England.

The Royal Canadian Fire Insurance Company, Montreal.

The British Columbia Fire Insurance Company, Victoria.

64 YATES STREET,

VICTORIA, B. C.

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

LANGLEY & CO.,

ESTABLISHED 1858.

Wholesale Druggists

21 & 23 YATES STREET,

VICTORIA, B. C.

T. B. PEARSON & CO

Manufacturers of Clothing.

OVERALLS, : SHIRTS, : &c.

Salesroom and Factory:

YATES ST, NEAR ORIENTAL HOTEL,

VICTORIA, . . B. C.

Morrow, Holland & Co.,

REAL ESTATE BROKERS,

Notaries Public, Conveyancers, &c.

MONEY TO LOAN.

60 GOVERNMENT ST., VICTORIA, B. C.

PRACTICAL OPTICIANS.

Wait for the New firm and save money,
instead of patronizing so called itinerant
"Oculists or Opticians."

ALL WORK TO BE DONE IN VICTORIA.

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, Propr.

On the 1st inst., Messrs. H. F. Heisterman & Co. admitted Mr. Foster Macgurn as a partner. Hereafter H. F. Heisterman, Geo. W. Haynes and Foster Macgurn will carry on the business of the old firm under the style and firm name of Heisterman & Co.

H. F. Heisterman's is the oldest established real estate business in Victoria, its birth dating as far back as 1864. He is one of Victoria's best known citizens, and has established an enviable reputation for honesty and probity, and has secured in consequence the agency of a number of the wealthiest residents of this city, as well as many of those property-owners who are non-resident.

A few years ago, Mr. Geo. W. Haynes was admitted as a partner, the business being carried on as H. F. Heisterman & Co. Mr. Haynes came to Victoria in the sixties, and is known far and wide as a reliable and competent business man, in deed his reputation is such that he is more frequently chosen than perhaps any other man in the city as a trustee for estates—an almost thankless office, but it will give our readers an idea of the estimation in which Mr. Haynes is held by his fellow-citizens.

The new member of the firm, Mr. Foster Macgurn, is an experienced underwriter, and has resided in Victoria about a year, during which time he has held the position of Coast Superintendent of Agencies for the Mutual Life Insurance Company of New York under the San Francisco General Agency. Heisterman & Co., have represented this Company for some 20 years, and the new firm has secured the general agency of this old Company—one of the largest in the world—for British Columbia. The firm also represent several first-class Fire and Marine Insurance companies.

The new firm will shortly move into commodious offices, and intend to take and hold the rank to which, as the oldest established Real Estate and Insurance Agency, they justly feel they are entitled. THE COMMERCIAL JOURNAL wishes them success.

PUGET SOUND AND BRITISH COLUMBIA STEVEDORING CO.

An important combination was formed last week by the incorporation of the Puget Sound and British Columbia Stevedoring Company, with a capital of \$100,000, with headquarters at Port Townsend. All the stock of the company has been taken up by the incorporators.

General stevedore work will be done at all Puget Sound and British Columbia ports, and it is proposed to establish agencies at each of the great shipping centres to make contracts for loading and unloading as soon as their charters are effected.

A gentleman of this city has induced a St. Louis optician to locate in this city. In the course of a few weeks business will be opened up with a complete stock of optical goods.

The tracklaying on the Mission branch of the Canadian Pacific Railway has been completed to the boundary, and a junction made with the American road. Regular train service will be established about May 8th.

SHIPPING INTELLIGENCE.

The British bark *Venezuela*, 381 tons, Capt. Halley, is on the way from Amoy to Victoria.

The Mudlark is deepening the harbor at Vancouver, east of the C. P. R. to 28 feet at low tide.

The American ship *Geo. F. Mar. en*, has already taken on 450,000 feet of lumber, and will finish in a week and clear for Melbourne.

The American steamer *Olga*, 476 tons, Capt. Atwood, arrived at Moodyville April 29th from San Francisco, chartered for lumber to Shanghai.

Grain freights from San Francisco to the United Kingdom are quoted by late advices at 40s. 3d. for September loading and 45s. December loading.

The bark *Archer*, which finished discharging April 25, has been taking in ballast, and leaves early in the week, under open charter for the U. K.

F. M. Yorke, manager of the Puget Sound and British Columbia Co., for Victoria, Chemainus and Cowichan, proposes to open a shipping office on Wharf street.

The American schooner *Golden Shore*, Capt. Henderson, is on the way from San Francisco under charter to the Moodyville Sawmill Co. to load lumber for Sydney.

The steamship *Wellington*, coal laden from Departure Bay to San Francisco, became disabled at sea. She has been picked up by steamship *Montserrat*, also coal laden to Frisco, and taken in tow.

Bark *Marina Fisher* will be discharged in a few days, when she will take on 400 tons coal for Killisnoo, Alaska, under charter to R. P. Rithet & Co., to load guano and fish oil for the U. K.

The Swedish bark *Swea*, 603 tons, Capt. Andersen, arrived at Honolulu April 11th from Newcastle. She will come in ballast to Vancouver under charter to the Hastings Sawmill to load lumber for Salaverry Peru.

BUSINESS CHANGES.

C. E. Woodruff, of Morden, Man., will start a carriage factory in Vancouver.

J. S. Bowkes, real estate and insurance agent, will open an office in a few days on Broad street.

Messrs. Eridgman & Andrews have purchased the Occidental Hotel, Victoria, from Wm. Jensen.

Negotiations are in progress for the purchase of the Colonist Hotel by two well Victoria business men.

H. M. Tiffin, has entered into partnership with Gustav Hauck, Ladner's Landing. General merchandise.

John Whalen of Vancouver wants to lease the hotel department of this building proposed to be erected by Messrs. Wilson & Dalby, at the corner of Government and Johnson streets.

W. J. Goepel has retired from the firm of Hall, Goepel & Co., his interest having been purchased by Richard Hall, who will continue the business under the old firm name. Mr. Goepel goes to Nelson, where he has mining interests.

A NEW JEWELRY FIRM.

On or about June 1st, Messrs. Mylius & Jackson will open a jewelry store at 70 Government street, Victoria. The members of the new firm are capable and reliable men. Mr. P. L. Mylius has had 17 years' experience in the jewelry business, and comes from Halifax, his former home, with the best testimonials of his ability to conduct successfully a business such as the one now contemplated. Mr. A. J. Jackson, the other member of the firm, is well-known in Victoria, being a nephew of Mr. E. G. Prior, M. P. He possesses business tact of the kind that will be useful to him in the jewelry trade. The new firm has arranged for a large stock of diamonds, watches and jewelry, and will doubtless do a large business.

FOREIGN COAL SHIPMENTS.

Following are the foreign coal shipments for the month ending April 30th, 1891:

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
1-	Umatilla, ss., San Francisco	2,067
12-	West Indian, ss., San Francisco	2,005
3-	Tacoma, ss., Port Townsend	74
6-	Brittain, ss., Whatcom, Wash.	206
7-	Montserrat, ss., San Francisco	1,402
9-	Carrollton, bk., Ounalaska, A.	2,236
9-	J. B. Brown, sp., San Francisco	2,408
9-	Tacoma, ss., Port Townsend	31
10-	Alki, ss., Portland, Oregon	1,145
16-	Seminole, bk., San Francisco	2,280
13-	Brittain, ss., Whatcom, Wash.	204
13-	Tacoma, ss., Port Townsend	22
15-	Jeanie, ss., San Francisco	404
16-	Eton, ss., San Francisco	3,083
17-	Umatilla, ss., San Francisco	1,228
22-	Hounslow, San Pedro, Cal.	4,349
23-	Alki, ss., San Francisco	1,200
23-	Premier, Seattle, Wash.	76
24-	Brittain, ss., Whatcom, Wash.	203
24-	Bertha, ss., San Francisco	688
26-	Walla Walla, ss., San Francisco	823
26-	Montserrat, ss., San Francisco	1,536
26-	Gov. Ames, sch., San Francisco	2,800
30-	Glory of the Seas, sp., Wilmington, Cal.	3,540
Total.....		35,181

WELLINGTON SHIPPING.

Date.	Vessel and Destination.	Tons.
1-	Wellington, ss., San Francisco	2,550
2-	Discovery, ss., Vancouver	21
5-	City of Topeka, ss., Sitka	400
6-	City of Pueblo, ss., Seattle	900
7-	Alki, ss., Port Townsend	50
8-	Collis, ss., Port Angeles	40
9-	Costa Rica, ss., San Francisco	2,400
11-	Walla Walla, ss., Seattle	1,400
11-	Discovery, ss., Port Townsend	30
13-	Lakme, ss., San Francisco	800
14-	Gatherer, bk., San Francisco	2,360
20-	Michigan, ss., Vancouver	50
20-	Mogul, ss., Port Townsend	40
20-	Mexico, ss., Sitka	400
23-	Wellington, ss., San Francisco	2,550
25-	Discovery, ss., Port Townsend	30
23-	Collis, ss., Port Angeles	50
29-	Costa Rica, ss., San Francisco	2,450
Total.....		16,521

EAST WELLINGTON SHIPPING.

Date.	Vessel and Destination.	Tons.
3-	Bundalcer, bk., San Francisco	1,450
10-	Empire, ss., San Francisco	940
18-	Aureola, bk., San Francisco	1,200
29-	Empire, ss., San Francisco	925
Total.....		4,515

UNION SHIPPING.

Date.	Vessel and Destination.	Tons.
8-	San Mateo, ss., San Francisco	4,200
20-	" " " " " "	4,500
Total.....		8,700

INLAND REVENUE AND CUSTOMS.

INLAND REVENUE RETURNS

For the month of April, 1891:
Victoria Division—Comprising all of Vancouver Island:

Spirits.....	\$5,621 95
Malt.....	483 50
Tobacco.....	2,576 70
Cigars.....	1,038 15
Licenses.....	25 00
Petroleum Insp.....	205 40
Total.....	\$9,950 70

Vancouver Division—Comprising the Mainland of B. C.:

Spirits.....	\$3,674 14
Tobacco.....	324 00
Malt.....	376 39
Cigars.....	422 70
Licenses, Holmes & Grace's bonded warehouse.....	10 00
Total.....	\$4,401 23

CUSTOMS RETURNS

At the port of Victoria for the month of April, 1891:

Duties.....	\$98,445 02
Miscellaneous.....	4,721 79

The following are the customs returns at the port of Nanaimo for the month of April:

Import duty.....	\$4,842 48
S. M. dues.....	63 50
Oil Inspection.....	22 50
Miscellaneous.....	5 37
Total.....	\$4,936 50

THE CANNING SYNDICATE.

The English canning syndicate, known as the Anglo-Columbian Canning Co., has at last completed its big deal by the purchase of several salmon canneries on the Fraser river and two on the Skeena. Messrs. Bell-Irving & Paterson conducted the negotiations throughout. The names of the canneries purchased and the figures paid are as follows: Phoenix Cannery, M. M. English, \$45,000; Duncan & Batchelor, \$40,000; Garry Point Canning Co., Bell-Irving & Paterson, formerly C. G. Hobson & Co., \$40,000; Canoe Pass Canning Co., D. Drysdale, \$30,000; B. A. Packing Co., B. Young, \$45,000; E. A. Wadhams, \$40,000; B. C. Packing Co., P. Birrell, \$45,000; North Pacific Canning Co., (Skeena,) \$40,000; Ben Young, (Skeena,) \$40,000. These prices include the cannery buildings and the parcels of land on which they are situated, the canning plant and the fishing boats (not including the tugs). Besides the above, the cost price of the stock on hand (such as supplies, nets, etc.) in the various canneries, amounting in the aggregate to about \$60,000, is to be paid, thus increasing the gross price to about \$465,000. The conditions of the sale are that none of the sellers are again to engage in the canning business on the river on which the canneries they dispose of are located, but the Fraser River canners who have sold out may go to the Skeena, and vice versa.

Jas. Corcoran, representing the C. P. Timbering and Lumbering Co., is in New Westminster, looking for a site for a new mill.

It is said that a New Brunswick capitalist, who was in Victoria a couple of weeks ago, has made arrangements to place \$100,000 in the hands of a leading financial firm in this city to loan on first mortgages.

PRESS COMMENT.

Victoria Times: The Times does not assume that Mr. Rithet undertook dredging operations at the outer wharf solely with the view to facilitate the Victoria-Japan trade. Mr. Rithet is engaged in the coasting trade, and the Times assumes that Mr. Rithet's object in deepening the water at the outer wharf was specifically intended to facilitate this line of business. Mr. Rithet would be very foolish indeed to spend perhaps \$50,000 preparing an approach to the outer wharf for China steamers, having no assurance that they would land cargo.

Victoria Colonist: In Mr. Rithet Victoria has a most enterprising citizen. He talks little, but does a great deal; and it is a pity that other and wealthier citizens of Victoria, whose interests, like Mr. Rithet's, are bound up with the prosperity of the place, do not exhibit a similar spirit of energy and enterprise. If they would but do so, there would be no questioning the fact that Victoria would make even more satisfactory progress than she has done in the past two years.

Vancouver World: There is no doubt, unfortunately it cannot be denied, that Vancouver has its full quota of "cranks" and small-minded individuals who are a detriment to any progressive place, but these will gradually be retired to the background and told that they are like barnacles on a vessel's bottom, only obstacles to the onward progress of our gallant little ship. Enterprising citizens we have with us who offset the Jeremiahs whose lamentations are loud in the land, and they will assist in bringing to pass the good time which so far-seeing a man as Mr. Van Horne knows to be before us, when Vancouver will vie with any city of Canada in size, population, wealth and influence.

Vancouver News-Advertiser: The first proposition to be recognized is that it is with the Mainland, with the rest of the Dominion, that the field for the expansion of Victoria's trade will be found. If there were half-a-dozen ferries in operation to-day between Victoria and different points in Washington, the merchants of Victoria would not sell one dollar's worth of goods because they have nothing to offer which their neighbors across the Straits require to buy. It is easy to under-

stand that the Americans are willing (not to say anxious) that Victoria capital should assist them in carrying out their railway schemes, because they must gain and cannot lose. We think the people of Victoria will begin to see the soundness of this view, and, if so, they will turn their attention to the improvement of their means of communication with those districts from which they may derive an extended trade.

Westminster Columbian: That the C. P. R. is a great institution, every one will be forced to admit. Although primarily a railway organization, the scope of its operations knows no bounds. Mr. Van Horne hinted broadly, in a sort of manifesto which he issued during the late Dominion general election, that the C. P. R. Company was largely interested in a variety of enterprises and industries. It is, in fact, a gigantic capitalistic concern which believes in turning its money over wherever and by whatever means the opportunity offers. As may be imagined, the position which this company occupies in the commercial world gives it a tremendous advantage over all smaller business concerns—an advantage, indeed, which it is nothing short of alarming to contemplate. The great railway and general dealing syndicate is in a position, in fact, to manipulate the business of half a continent to its own advantage.

REVIEW OF TRADE.

The Canadian Journal of Fabrics, in its last issue, says that the general outlook in the dry goods trade throughout the Dominion during the past month has improved. Montreal merchants feel in better spirits, and sorting up orders for spring have proved very good. The delivery of many orders was deferred till after the 4th April, as serious apprehensions were entertained in some quarters as to how the large number of notes maturing on that date would be met. The payments were more satisfactory than was expected, and this has also helped to improve the feeling. In Ontario the volume of trade passing is fair, but remittances are slow, the slackness being usually put down by retailers to bad weather and bad roads. In Manitoba, the dry goods and clothing trades are experiencing considerable activity, and there is not much complaint heard.

Business is brisk also in British Columbia. From the Maritime Provinces reports are encouraging, both as to remittances and the volume of business passing.

The reports we have received from many of the Canadian woollen mills would seem to show that the prospects in that branch of trade are better than they have been for the past two or three years. Some mills are working overtime, and many manufacturers who were working along at cost are now successfully insisting on prices which will yield a fair profit. In some of the better grades of goods the Canadian tweeds and cloths are being purchased more largely than ever before by houses who hitherto supplied themselves from England.

Cottons are easy. Some of the mills working on colored goods are reported to be cutting prices without reason, and bringing the trade to the condition of the grey mills before the purchase by the Dominion Cotton Mills Co. As recent experience has shown, such a state of things is equally damaging to dealers and manufacturers. It is to be hoped that prices may be more firmly maintained all round.

BRITISH COLUMBIA FRUIT.

California has for so many years been regarded as producing the finest pears in the world, that it is not surprising the people of British Columbia, with a climate less favorable along an extensive coast line, should experiment in a similar direction. That the efforts have been crowned with success is shown by the crop of Bartlett pears now being gathered from the orchard of the Jubilee Farm at Ladner's Landing, B. C., a specimen box of which was received at the Journal of Commerce office on Monday last, arriving, though fully ripe, without a bruise, after an express run of five or six days over the Canadian Pacific. As these pears are fully equal in size and flavor to the best California fruit we may look for a large increase in fruit growing on our Pacific slope—an important trade ere long in another valuable product of our own soil and, as shown by the American lines in respect of California, a consideration to the amount of traffic by our great national inter-oceanic highway.—San Francisco Journal of Commerce.

COMMERCIAL SUMMARY.

Whitewood, Assa., will have a weekly paper.

The Government hatcheries will hatch 6,500,000 salmon trout this spring.

A combination has been formed in St. Louis for the control of the oleo-margarine business. Prices have been advanced by St. Louis dealers.

The C. P. R. and the Dominion Coal Company have guaranteed to the Manitoba Government that, when the Souris branch railway is completed, coal will be furnished for \$4 per ton.

The Montreal Cotton Co. are putting in 60 new looms, half of which are already in operation. They are also to put in this year 17 new revolving top flat cards. They recently added some new finishing machinery, and are making a second extension of their dye-house.

The Citizens' National Bank of Seattle will open on the 1st of June in the Phinney block with \$500,000 capital all paid up and a surplus of \$500,000. Guy C. Phinney will be president, R. H. Van Horne, vice-president; Mr. Price, of the First National Bank of DeWitt, Kan., cashier. It is the intention to carry on a regular commercial and banking business.

There will be a lively time in the steamship trade between Halifax and Boston the coming summer, as there will be brisk competition between the Canada-Atlantic and Boston, Halifax and P. E. Island lines, the agreement between them having terminated on the 1st of January. It is the intention of each line to place another steamer on the route, and doubtless passenger and freight rates will receive some fine cutting.

One of the richest mines that has ever been found has been opened up in Marmora, Ont., by Marcus H. Powell. The property was formerly owned by Colonel Brown of Belleville. The lot was mined about 35 years ago by practical miners, but they gave up the search. M. H. Powell followed up the formation until he has now arrived at one of the richest mines that has ever been discovered. Free gold as big as wheat can be found projecting through the rock. The vein is now 20 feet wide between the walls and is 15 feet deep, and is widening out as they go down.—Trade Review.

Two carloads of settlers' effects have arrived at Winnipeg from Dakota.

It is reported that the Anaconda mines, Montana, have been sold to the Rothschilds.

The mortality amongst the British Peers still continues. During the first twelve weeks of the present year no fewer than eleven gaps have been made in the ranks of the Upper House, Lord Granville being the seventh earl who has died since New Year's Day.

The largest standing armies of the world on land in peace footing are: Italy, 892,000; Russia, 729,000; France, 523,000; Germany, 445,000; China, 300,000; Austria-Hungary, 284,000; British India, 189,000; Turkey, 160,000; Great Britain, 142,000.

After several weeks' negotiations, the boot and shoe manufacturers of Toronto, Hamilton and London and their employees have agreed on a uniform scale of wages, and the possibility of a strike has been averted. The new arrangement takes effect May 8th and will continue in force until July 1st, 1893. The number of workmen concerned is over 1,000.

A Winnipeg merchant writes THE COMMERCIAL JOURNAL: We are having a beautiful spring here—almost as warm as July. Farmers have about completed seeding, and the number of people coming into the country this year presages a prosperous season. A number of fine blocks are going up in the city, and electric cars will run on all the principal streets before September. This, with other city improvements contemplated, will add to the producing and consuming population of Winnipeg.

Senator Howland, senator from P. E. Island, has submitted his scheme for a submarine tunnel between New Brunswick and Prince Edward Island to Sir Douglas Fox, the constructor of the Mersey tunnel. The length of the tunnel, which is to run under Northumberland strait from Bay Fielding, head of New Brunswick, to Augusta Cove, is 11 miles. Sir Douglas declares the project feasible, and is now making an estimate of the cost, which, when completed, will be forwarded to the Canadian Government. Lord Salisbury takes a deep interest in the proposed work, for the prosecution of which the assistance of the Imperial and Canadian Governments will be invoked.

The assessment of Carberry, Man., amounts to \$257,000.

The Dominion trade returns, just issued, show the exports for nine months, ending 31st March, of the current fiscal year, amounted to \$73,734,013, compared with \$72,208,731 for the corresponding period last year. An increase of \$527,282. The imports were \$81,829,945, as against \$82,522,887, a decrease of \$722,944.

The Newcastle quarry is now running full blast, a great quantity of stone being shipped to Vancouver and Victoria. It is probable that if the demand continues the present force of 14 men will have to be increased. The Newcastle rock finds great favor in Victoria on account of its beauty and durability, but it is said that many of the workmen prefer a less useful but more easily cut article. This will probably not affect the sale of the stone as its weather resisting qualities have obtained for it a more than local celebrity.—Nanaimo Free Press.

While President Van Horne was at Medicine Hat, a delegation of citizens interviewed him in reference to the establishment of machine shops, etc., offering a large bonus and twenty years' exemption from taxes should the contract be carried out. Mr. Van Horne, in reply, stated there would be no immediate change in the various C. P. R. machine shops west of Winnipeg to the mountains, and when any changes were made they would be made irrespective bonus. He also stated that the machine shops at the Hat would be permanent. He further promised the citizens the use of the drill to test for coal or gas as soon as they had finished testing for coal at the Souris.

The ninth annual report of the Federal Life Assurance Company, shows a very satisfactory progress, notwithstanding the depression that has so generally affected business. Throughout last year this company wrote the very large amount of \$2,367,000 of insurance. The income shows a considerable increase over the previous year, while the expenses have been kept well within the mark. The aggregate amount of insurance in force at the close of the year was \$11,026,587 under 4,337 policies, which it is said is a position attained by no other company in Canada in its ninth year of existence. The report shows conclusively that Canadians appreciate good home institutions.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

ISSUED EVERY TUESDAY AT VICTORIA, B. C.

SUBSCRIPTION - - \$2.00 PER YEAR.

Advertising Rates on Application.

D. M. CARLEY EDITOR.

L. G. HENDERSON BUSINESS MANAGER.

Office—No. 77 Johnston Street.

VICTORIA, TUESDAY, MAY 5, 1891.

VICTORIA AND THE C.P.R.

As might be expected, the arrival of the new Canadian Pacific railway steamer, the Empress of India, has given rise to considerable discussion, and on all sides the opinion is expressed that the ship is in every way a credit to the great company which owns her and the shipyards in which she was constructed.

But there are circumstances in connection with the stay of the Empress in this port which will be criticised at this time. The majority of the citizens of Victoria have felt for some time, and certainly with reason, that this ship would come to the outer wharf. But for some reason or other they were disappointed. It is offered as an excuse for her failure to do so, that the condition of Victoria harbour was such as to prevent her coming alongside the outer wharf.

In order to get at the truth of the matter THE COMMERCIAL JOURNAL has gone to the trouble of securing all information possible bearing on the affair, from the most reliable sources. At present we have no authority to use the names from which the information is derived. One thing is certain, the Empress of India could have come in to the outer wharf and remained there until 12 o'clock at least without running any risk whatever. At a distance of 100 feet from the hummock, of which so much has been said, there was a channel leading to the wharf in which the water was deep enough to preclude the possibility of any accident to the ship. Captain Clarke's official survey bears unimpeachable testimony to this fact.

Some time previous to the arrival of the Empress of India, a prominent official of the Canadian Pacific railway wrote to the owners of the dredge, that if it were not allowed to go to Vancouver the new steamer could not

get into the Vancouver harbor. To oblige the Canadian Pacific railway, the dredge was permitted to go to Vancouver, and for this some persons unreasonably blame R. P. Rithet & Co. This company is under no obligation to keep their dredge in Victoria, any more than it suits their convenience, but the simple fact of the Mudlark being either here or at Vancouver really cuts no figure. The Empress could have come to the outer wharf, without running any risk of receiving damage, and the people of Victoria will have to look to the officials of the Canadian Pacific railway for an answer to the question:—Why did she not come in? Victoria is not jealous of her sister city, the prosperity of one means the prosperity of the other, the interests of the two cities are identical, but as the citizens of no mean city they are certainly entitled to a little more consideration at the hands of a railway company which has done so much to develop the resources of this Province.

IS THIS A FREE COUNTRY?

Judging from the declarations and deliverances of certain who may be spoken of as belonging to the "unco guid"—to look upon them from the standpoint of loyalty—Mr. Jay Ewing, United States Consular Agent, has been guilty of a high crime and misdemeanour, because it is charged that at the recent banquet at Vancouver, in celebration of the arrival of the first vessel of the India and China fleet, he was lacking in his demonstrations of respect to the crown and dignity of Great Britain. The allegations are vague enough, goodness knows, but let them be ever so true where lies the front of Mr. Ewing's offending? He is the representative of a country the oath of allegiance to which prescribes the repudiation of all recognition of the power and authority of certain potentates, notably the Queen of Great Britain. That banquet was not intended as a demonstration of loyalty; but of satisfaction that the new Canadian line of steamships had been successfully inaugurated.

The American nationality was founded in opposition to the British system, it has been continued upon the same principles. Professedly it objects to royalty and aristocracy, it is antagonistic to the European class system, it believes in government through the

people, by the people for the people. However much it may have been modified in that direction, the British theory is somewhat different to that; even though the Magna Charta, the various crystallizations of law and what is known as the British constitution, assure to every citizen all the rights and the liberties that it is possible to expect. Mr. Jay Ewing, if we are not mistaken, comes of a stock that is intensely Republican. He regards matters through Republican spectacles; he represents a Republican people; and had the celebration been one of a political or loyalist character, he doubtless would have excused himself and stayed away. But as it was a business celebration he may have felt himself justified in attending, reserving to himself the privilege of omitting certain items on the toast list, just in the same way as he would not have felt bound to call for every course in the ordinary bill of fare.

It has not been stated that Mr. Ewing made a disturbance, or that he protested in this British dependency against the Britishers manifesting their loyalty in any way they deemed fitting. He appears to have merely acted as an impassive and uninterested spectator. When a Protestant enters a Catholic Church he is not expected to make use of the holy water that is placed at the door for the use of the faithful. He is not supposed to go down on his knees and cross himself, nor to bow whenever the order of the service requires such action on the part of those who belong to that communion. A teetotaler at a private or public dinner is not bound to drink because his hosts and their friends have champagne and wine upon the table. If such were the case ours would not be a free country. We should be living under a system of coercion. Because religious people go to church on a Sunday, and it is the practice and the law that Sunday should be observed, is any one—parson or layman—justified, in these days of civil and religious liberty, in consigning to temporal flames and everlasting torments those who don't go to church as others do, and who do not kneel at the same altar as themselves?

The intention is not to justify Mr. Jay Ewing that these observations are made, but to point out how supremely

ridiculous those people are who place the worst construction possible upon Mr. Ewing's—it may be conscientious—scruples against “worshipping,” on an occasion when the duty was not really and absolutely incumbent, a power and authority, the non-recognition of which is one of the foundation principles of its system. Is not all this fuss that has been made childish, if not idiotic? Is British prestige and authority weakened because one man, who represents a country that has during its entire career been at the antipodes of sympathy with us, did not join to sing “God Save the Queen”?

THE EASTERN TRADE.

Our United States neighbors manifestly intend to continue their policy of obstructing as much as possible Canadian trade and traffic and are unwilling that we should compete with them upon equal terms for their carrying trade, however much more cheaply or more satisfactorily it can be done by us than by themselves. With them it has—and naturally—been the United States first, last and all the time. This is all very well, even from the Canadian point of view—which, like that of the Americans, is the building up of their own business, no matter at whose cost. They have, however, very frequently obstructed us not on the merits of matters at all, as would have been the more manly course, but have very often adopted the pettiest pretenses for their action, and often the meanest manner of securing the end they sought. In a recent issue, however, the *Maritime Register*, of New York, has come down flat-footedly, and stated what it, as a representative of public opinion desires and how it proposes to attain it. It says:

“The United States have no particular desire to injure Canada or Canadian railroads. At the same time they are decidedly opposed to having their own commerce injured by Canadian railroads, especially where they can prevent such injury. Canada has built up a very thriving traffic between the East and the United States over her rail and steamship lines. The trade has prospered at the expense of the American railroads.”

Why is this? Only because the Americans have not offered the same facilities at as reasonable a cost. The *Maritime Register* continues:

“It is not a new trade; it is not a

trade that belongs to Canada, or that Canada could develop for her own cities. It is the great Eastern trade that properly would use San Francisco or one of our Northern Pacific ports, had not our Inter-State railroad law, which heretofore has not touched Canadian railroads, given them an opportunity of underbidding our own lines, and by consequence securing the trade. Now that politics are to be left out of the question and Canadian railroads are to be placed under the same restrictions as our own roads, or to be kept out of the country, complaints come from across the border about the harsh measures proposed here. But the measures are not harsh. They are simply necessary, if we do not want all our Oriental trade to come to us by way of Canada. This trade is already a great one. It promises very much more for the future, and it is absolutely necessary in order to insure the welfare and growth of our own Pacific ports. San Francisco should be the American terminus of the great Eastern trade route, and it can be made such if unfair competition is prevented.”

Evidently our neighbors are going to use their every endeavor to secure from us what they declare is “not a trade that belongs to Canada, or that Canada could develop for her own cities.” If the trade really is theirs, or we cannot develop it, why do they vex themselves so much, and advocate more restrictive measures? The answer is easy. They are afraid of us, and that because they dread the idea that eventually San Francisco may be overshadowed by Victoria or Vancouver.

COAST IMPROVEMENTS.

In view of the contemplated improvements in the buoys and lighting of the British Columbia coast, it is well to note that the British Trinity House authorities propose, as it is termed, to “internationalize a uniform system of buoys.” The advantage contemplated will be apparent on a moment's thought. Maritime nations use the water ways of the earth so much in common that everything pertaining to the safe passage of the seas should be so much alike that for mutual protection and safety, so important guides as buoys, should be of a uniform character in all navigable waters. Everything

that will tend to simplify navigation rules tends to greater safety on the water. It is not to be expected that there will be international rules for everything relating to shipping; and that all shipping laws will be of one common order, but in all that relates to lights, buoys, steering rules, signals and the like, it is to the general good that there should be but one kind. Matters of detail will, of course, have to be arranged by a duly authorized and competent international authority; but, however difficult these matters of arrangement may be, it is certain that in the same way as there are rules of the road on the high seas, a uniform buoyage system is eminently desirable, as it gives additional protection to navigation, and is entirely practicable. The simpler it is made the better, and its excellence will depend upon embodying in it to the fullest extent lights, shape and sound as distinguishing signals.

EDITORIAL NOTES.

DURING the month of March, according to the official returns, an augmentation of \$1,100,000 is shown in the note circulation account, which is now \$3,020,661, while notes and cheques of other banks show a corresponding increase of nearly \$3,000,000. Deposits on demand are two and a half millions greater than the previous month, which shows an improvement in the commercial situation. Commercial corporations had borrowed \$25,678,500 at the close of March, being a decrease of \$856,000 for the month, but loans to other traders are higher by \$1,687,000.

ACCORDING to the New York Commercial Bulletin, the aggregate fire loss in the United States and Canada for the three months, ending with 31st March, was \$32,998,150, compared with \$25,032,625 in 1890, and \$30,610,700 in 1889. January of the present year was a bad month for fires, making up about eleven and a quarter millions, but March has exceeded this, aggregating \$12,540,750. Of this amount, six fires, all exceeding a quarter of a million, contributed a total of \$4,032,000 ranging from the Buffalo fire, \$264,000, to the New York Bleeker street fire, \$1,650,000.

ANNUAL REPORT OF THE B. C. CATTLE QUARANTINE.

In the annual report of the Department of Agriculture for 1890, just issued, is found the following report of the British Columbia Cattle Quarantine:

VICTORIA, B. C., 31st Dec., 1890.

SIR,—In making this my annual report, it gives me great pleasure to state that the class of stock imported has been good, the horses especially being much superior to those imported during the previous years.

Owing to the increase in hog-raising on the Mainland, importation from foreign ports has decreased somewhat. The sheep imported from the States of Oregon and Washington have this year shown much less signs of having been affected with the scab, and apparently other contagious diseases are unknown. During the spring of the year there were quite a number of sheep imported from California, and they also were free from disease, but a few showed signs, when dressed, of having had scab at some previous time.

In September, one horse was imported of which I was suspicious and which I quarantined, but under treatment it turned out to be nothing, and he was discharged.

In October, an Indian imported a pony which, being affected, I did not allow to land, and afterwards had the part of the steamer where he was thoroughly cleaned and disinfected.

I have the honor to be, Sir,
Your obedient servant,
M. G. BLANCHARD, V. S.,
Veterinary Inspector.

A subjoined statement shows the total number of number of sheep imported at this port, for domestic purposes, during 1890, to be 26,255; hogs, 885; and horses, 187.

IMPERIAL LOAD LINE ACT.

The Government has made representations to the Imperial authorities to the effect that the Imperial Load Line Act of 1890 places Canadian vessels, clearing from ports in the United Kingdom at a disadvantage as compared with vessels sailing under foreign flags. The despatch states that the large amount of Canadian tonnage trading to and from ports in the United Kingdom meets with sharp competition from foreign vessels. Well built, buoyant Canadian vessels of light native wood and of good carrying capacity are much sought after by foreigners for trading purposes, and, therefore, Canadian ship owners are practically competing with Canadian built vessels under the disadvantage of the load line law. It is also urged that casualties resulting from overloading are of rare occurrence in the case of Canadian shipping, and further that the Act requires a large outlay for highly scientific as well as practical knowledge on the part of the staff for inspection, and the successful working of the Canadian Legislation contemplated by the Act to ensure the proper fixing of the load lines. The despatch also declares that there is not the same necessity for making the load line which the Act requires in the case of Canadian ships as in steel or iron built vessels, Canadian ships being as a rule of different dimensions and having

greater breadth of beam and depth of hold than ships built in the United Kingdom. Canadian vessels are built with a view to buoyancy and carrying capacity, rather than sailing qualities. The Government hopes to secure some modifications of the present law as far as it relates to Canadian shipping.

AN EXPERT OPINION.

A gentleman who has been interested in mining, both in this country and the U. S., was commenting to day upon the want of interest shown by moneyed men of the Province in the quartz mining industry. This he considered was from the want of knowledge of that particular branch of mining by the people here. "Why" he said, "You people have no idea of the wonderful magnitude of the mining resources of the interior. Take the Hall mine in the Kootenay district. It will certainly turn out at least a quarter of a million dollars worth of ore this year, and promises to largely increase this next season. The mine itself is worth quite \$5,000,000, and would sell for that readily, on the other side of the line. Of course, there is a certain amount of risk in putting capital into new mining schemes, but there is no reason why mining cannot be carried on in a profitable and business like way in the Province.—Columbian.

A NEW INVENTION.

A new boring apparatus for mines has been brought out in England, which is especially designed for use in places where there is a possibility of breaking through into old workings or places in which gas or water may be pent up. With this invention the hole in the coal or other mineral is made gas and water tight from the insertion of the boring tool, and the pressure of either is indicated on a gauge attached. The tube proper is inserted in an outer casing which is placed in a hole two or three feet in depth, and secured to a timber frame as a fulcrum, at the outer end, and beyond has bolted to it a sleeve nut tapped to receive the screwed length of the feed screw of the boring bar, which is operated by manual or other power. At some convenient portion of the casing tube outside of the "face," a downward branch is provided, which is closed by a straight through valve, which, being opened, allows the debris from the boring tool to fall downward to the floor of the seam.

THE SUGAR DUTIES.

The approaching session of Parliament is likely to bring about an alteration in the sugar duties, notwithstanding press opinions to the contrary. The abolition of the duty on raw sugar, by the United States, and the sympathetic lowering of the duties on refined sugar, has introduced a new element into the discussion, and brings the government face to face with the question. To follow the lead of the neighboring republic seems imperative. The public mind is rapidly accepting such a policy as necessary, and the fear of extensive smuggling adds an argument to which refiners themselves are not unmindful. Any such change in the tariff of the country, would not bear heavily on the refiners. This

must be conceded. The government alone would suffer by a loss of revenue, approximating \$3,000,000, and a call would have to be made on the people of Canada to make good any deficit in the public revenues that might be expected to follow this action. At present the finances of the Dominion are in a satisfactory shape, a surplus of \$3,000,000, being anticipated for the current year, and the remission of these duties is possible without embarrassing the government to any great extent, provided there is a readjustment of present taxation on liquors and luxuries. Such will undoubtedly be the course followed by the Hon. Minister of Finance, and we look for legislation to this effect during the approaching session of parliament.

RECIPROCITY WITH GREAT BRITAIN

It is very much easier to bring about unrestricted reciprocity with Great Britain than with this country. Great Britain already admits all Canadian products free, and all Canada has to do in order to make reciprocity complete is to admit British products free along with the products of all other countries. When Canada does that, reciprocity with the United States will be a matter of comparatively trifling importance. The Liberals who are merely free traders will have not much left of which to complain, while the annexationists will be deprived of an argument which so admirably serves them because it can be used without disclosing their real purpose. The Tories can in no other way so effectually arrest the growth of annexation sentiment as by changing at once from the policy of protection to the policy of free trade. Under the latter policy, the farmers of the Dominion would get cheap goods, and then it would be idle to talk to them of a reciprocity arrangement with this country, whereby they would get only dear American goods in exchange for a market of uncertain value for some of their products.—Chicago Herald.

TECHNICAL EDUCATION.

A singular testimony to the value of technical education comes from the other side of the water, where, it seems, the value of the question is fully understood and the principle but little applied. The Chicago Dry Goods Reporter, in a recent issue, says:—"It is no wonder that England is such a tremendous power in the commercial world. What other people make such intelligent, well-directed and persistent long-continued efforts in a given direction as they? While we Americans pile up the tariff mountain high in a vain endeavor to bolster up our manufacturing interest, the Englishman educates. They are probably more technical schools devoted to textile interests in England than in all the rest of the world put together. The Reporter has recently looked through some of the examination papers of one of these schools. They show a marvelous skill and range of knowledge on the part of those who are still students there, but who would doubtless, in many cases, be deemed experts in this country. 'We must educate or we must perish' applies as truly to the textile manufacturing interests of America as to any other class."

FRASER RIVER FISHERIES.

Mr. Alex. Ewen, a pioneer canner of British Columbia, writes to the Westminster Ledger as follows: In the published correspondence between Mr. Robert Ward and the Hon. Mr. Tupper, regarding the Fraser River Fisheries, the Hon. Minister has fallen into some inaccuracies of statement, wherein my own name is mentioned, which, I think, should be publicly corrected.

In the paragraph of Mr. Tupper's letter, referring to Inspector Anderson's transmission (in 1877) to the department of certain resolutions passed at a meeting of the cannery, he has not fairly stated the position then assumed by them. The cannery were willing that a tax should be imposed, but it was wholly with the object of providing a fund to meet the cost of the hatchery, which they were advocating as a useful experiment. The cannery's object in the matter of the hatchery was if possible to increase the length of the canning season by the propagation of spring salmon. The summer run of "sockeyes" was usually abundant, but of short duration, and it was not their intention to recommend the propagation of the sockeye, but to enlarge the run of the spring variety only. This they distinctly recommended in the resolutions in question; but, after the first year, the department entirely neglected that recommendation and substituted the "sockeye."

The amount of tax mentioned by the cannery was an outside limit, to show how far they were willing to go in support of the experiment. They had no idea of suggesting a fixed tax beyond what was necessary to meet the expenditure on fish propagation. If the cost of propagation from year to year became less in proportion as the business of packing increased, the tax would be correspondingly decreased. In a word, the cannery were willing to supply the funds necessary to carry on the hatchery; no more.

Again, in Mr. Tupper's remarks regarding his interview with the cannery's delegation at Ottawa last year, he states that I "advocated a reduction of the cannery, and that there should be no increase over the twelve existing." It is impossible that I could have made such a statement in Ottawa or elsewhere. Mr. Tupper has surely substituted my name for some other one in this connection, because as it is well known, I have always personally advocated that there should be no limitation either of licenses or cannery on the Fraser River. Such limitations, I hold, are useless in attaining the object for which they are ostensibly imposed, simply because, with the regulations as to fishing in tidal waters only and with drift nets only, one thousand boats could do no more harm in depleting the fishery than five hundred, and twelve cannery, it is apparent, could readily be enlarged to pack as many fish as could be caught. The regulations adopted in 1878, with amendments, were the best yet made for the river and the only ones that can be carried out satisfactorily now. These included the restrictions as to fishing in tidal waters and with drift nets, a weekly close time from 12 noon Saturday to 6 o'clock p. m. Sunday, and an allowance up to 40 boats to each cannery.

All other fishers were free to acquire as many licenses as they chose. Theoretically I was in favor of no limitations on the cannery either, but, as a matter of fact, 40 was about as many as was required. At that time there was a great outcry that the fishery would be depleted, but ever since the number of boats used and cannery in operation have been increased, the pack has been enormously enlarged, and still the fishery are now as good and the salmon as plentiful as ever they were.

Mr. Tupper, in another part of his letter, remarks that there appears to be some difference of opinion even among cannery on the subject of dealing with licenses, and continues: "Mr. Ewen wrote my inspector approving of \$25 for each license." This is quite true, but Mr. Tupper should have gone further and stated my reasons for this proposal, which were that the licenses being unlimited in number, the high fee, while providing a fund for propagation or other purposes, would stop the issue of superfluous licenses; and that the system would be simple, easily carried out and satisfactory to all concerned.

That there should be differences of opinion among the cannery is scarcely to be wondered at, seeing that even the ministers of the Crown sometimes differ in their opinions, proving that great minds don't sometimes run in the same channel.

LIVE FORMS IN SUGAR.

"It seems hardly fair to offend sensitive stomachs by revealing such knowledge," remarked Prof. Henry Leffman, the well known chemist, in discussing the story in the Philadelphia Inquirer about the insects in sugar, "but the presence of the mites in the cheaper varieties is due to such things as bugs, lizards and little snakes which are ground up with the cane. In the tropics, where sugar can thrive best, all kinds of small animal life are exceedingly abundant. This is especially the case with lizards and small snakes, which abound in the cane fields. Bugs of all sizes and varieties are also very plentiful. If the effort were made, it would be almost impossible to keep these creatures entirely out of the bodies of cane which go into the grinder, and yet, but the people who prepare the product are notoriously careless in matters of cleanliness, and quantities of such filth get into the raw sugar in this way. In fact, I have heard that so great a quantity gets in that sometimes it becomes a commercial consideration with the refiners.

"According to the latest view of science sugars cannot give rise to the presence or support these small forms of animal life. They require nitrogenous matters, of which absolutely pure sugar contains none. This matter is, however, supplied in the sugar in the manner I have already explained. Now, in this connection it should also be fully explained that the last vestige of this filth is removed by perfect refining. Refined sugar is just as clean as anything else, and only dirty in sentiment. In the cheap, low grade sugars the insects, which have sprung from the nitrogenous matter supplied by the bodies of snakes, bugs and lizards, are most liable to be found. I have not given the subject special investigation, but in the low grade sugars they are very

prevalent. In order to make an intermediate sugar, some dealers mix the partly refined product with white sugars and in this manner spread the mites. Now, as to the effect on the health. They have really no significance in the human stomach. I do not share the view that they are likely to create trouble. The acids in the stomach readily destroy them, though in the sugar they show great tenacity of life. So, therefore, as a menace to the health of the community I do not believe they are entitled to any serious consideration.

"To digress a little, for these bugs are not a very palatable subject, nearly all refiners are now using ultramarine to make their sugar white. There is a special demand now for very white sugars, and the demand has given rise to the practice of employing this substance as a coloring agency. It is not, however, a poisonous substance. It contains no poisonous metal, and so small a quantity gets into the stomach that it really does little or no damage, but the principle is wrong and should be forbidden by law. It has a tendency to lead in the direction of practices of adulteration which may prove highly injurious, just as the habit of coloring cake led to the use of chrome yellow a few years ago. The presence of ultramarine in sugar is sometimes manifest in a bluish tint in the sugars. These sugars with the bluish tint are very popular. Its presence may also be detected by dissolving sugar in water, in which case it will form a bluish precipitate. Ultramarine is made by roasting aluminous compounds with soda and sulphur, and, as I have remarked, is not dangerous."

SALMON.

The season on the Columbia river is now fairly opened and of course in an industrial way there is more activity than at the time of previous reports. Large dealers however note only a moderate inquiry from any source. There were sales as usual at the opening of the season of one or two saucy packs at \$1.30 @ 1.35 for talls and \$1.45 @ 1.50 for flat tins. Perhaps in the aggregate 125,000 cases have been sold in this way for eastern trade, but there seems to be no further inquiry for early delivery, and in some directions there is a feeling that at the present moment the demand is largely supplied for some time in the future. The quiet condition of the market seems to be strong confirmation of the view that there will be salmon enough packed to fill the demand, but it is not plain that the combinations that have been made will not exert an influence of considerable strength later on.

From the New York market the best offers are at about the parity of 87½ cents here for Alaska brands. Packers would save money by closing down their cannery instead of packing and selling at such a price. Operators on the "bull" side of the market are full of confidence, apparently, and meet all arguments against future strength in the market, but it cannot be said that their arguments carry conviction.

The shipments of salmon from San Francisco by sea during March were 33,470 cases, making a total for the first quarter of the year of 143,445 cases of the value of \$623,825.—San Francisco Herald of Trade.

TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE,
Tuesday Morning, May 5.
VICTORIA.

Business, generally, continues upon a sound basis, although a slight falling off has been noticeable during the past two weeks. Due, no doubt to the unfavorable state of the weather. Engagements have been met with pleasing promptitude.

FINANCIAL.

By late advices, the European monetary markets appear to be in a better position than they have been for some time past, although there is a continued indisposition in England to place funds for long terms in colonial investments. Money, however, for short terms, continues to rule fairly easy. A considerable amount of money came into the city during the past week, being part of the proceeds of the recent cannery deal. This will have a tendency to lighten up the business in certain quarters. As the heavy demand for funds required by merchants, while spring importations are being received, have not been so great, the call on the banks for commercial purposes has been somewhat easier. Rates remain unchanged.

DRY GOODS.

There is no disguising the fact that the unsettled state of the weather has had an injurious effect on the dry goods trade, although one leading merchant reports an unusually busy week in fair sized sorting up orders. Generally speaking, however, sales in city retail establishments have not been as bad as bad as might be expected. There seems to be a drawback in the farming districts, where, on account of the backward season, business has been rather depressed, and collections slow. Cotton goods have a tendency to be rather weak. In such lines as straw and summer goods, there has been a relapse.

GROCERIES AND PROVISIONS.

The volume of trade continues steadily on the increase, and is of a very healthy character. Sugars are quoted the same as last week, and no change is at present anticipated. Dried fruits are still firm; raisins are reasonable, but dried peaches are not as strong as some time ago. Provisions are held firm with an upward tendency. It is alleged that prices for American goods are getting so high, as to practically exclude them.

FLOUR AND FEED.

Telegraphic advices from Oregon, 1st Thursday, announced an advance of 25 cts. per barrel in American flour that day. Prices of bran and middlings on the Sound are too high to ship advantageously to this market. American stocks can be purchased on better terms at San Francisco. Quotations are: Portland roller, \$6.50; Delta, Victoria mills, \$5.25; Manitoba Hungarian, \$6.75. The demand for Enderby flour is said to be greater than the mill can supply. There has been a rise of 10 cents per barrel in these brands since the 7th ult. The following are the quotations for car lots delivered at Victoria: Premier, \$6.00; XXX, \$6.30; XX, \$6.05; Superfine, \$1.85. The supply of wheat is running short, and importations from the United States will soon be required. The present price

is \$37.50 per ton. Oats are getting scarce but hold firm at \$12.50 per ton. Bran is still at \$2.30 @ 25 per ton; Shorts, \$30; chop feed, \$35 @ 37.50; hay steady at \$20; straw, \$1 per bale; barley, \$35 @ 40 per ton; California rolled oats, \$5.50 per sack; Spanish oatmeal, \$1.50; California oatmeal, \$1.75; oil cake, meal, \$35 @ 40 per ton. The potato market is well supplied, in fact it is feared in some quarters that the market may become glutted. The prices will remain low, although they may strengthen a little before the new crop comes in. New potatoes, from California, are expected to be on the market shortly. Quotations are: Fraser river, \$18 @ 22.50 per ton; Bonaparte, \$30. A carload of Bonaparte potatoes is expected in this week. There is a good supply of fresh eggs, and are worth 22 cents per dozen. Oranges meet with a good enquiry. Riversides are quoted \$3.75, and Los Angeles, \$3.50. The supply of Navels is about exhausted. California lemons are quoted \$1.75 per case. A few boxes of early cherries arrived by the last steamer from San Francisco, and are held at high prices.

SALMON.

There has been a good enquiry lately among retail grocers for prime brands of canned salmon, and a number of transactions have taken place during the week. In England, according to latest advices, the continued cold weather delays the usual spring demand, but the prospects for the coming season are very encouraging. There is a theory among canny men, in fact it is based on the law of nature, that every third year the product of salmon from the Fraser is small. If this theory be accepted the pack of 1891 will not amount to much. Sellers are holding back in anticipation of a short pack. The latest quotations from the London agents of a Victoria firm are, C.I.F. ex-ship: Flats, 29s.6d. per case; toals, 21s.6d.

VANCOUVER.

The past week has been marked by an increased volume of business in all lines, and by a general firmness in prices. Payments are fairly good, and the prospects looked upon as entirely satisfactory. Wheat and flour are still strong and, in foreign markets, are decidedly higher, although the local price has not been advanced. Ogilvie's Hungarian is quoted at \$6.75 here in jobbers' hands.

The San Francisco wheat market is undergoing a somewhat remarkable but not altogether unusual experience, and the price of buyer 91 is quoted at \$1.89. This seems to be the result of a corner in the local market, but is no doubt induced by the foreign fever. The immediate effect on the local market is to make holders sell sparingly and maintain their prices stiffly. Oats are in the same condition as last week, with no apparent advance, but receipts are light. Oatmeal is \$3.90 per 100 lb sack and oats \$10 per ton. Butter has been in good demand but the supply of extra choice is scarce and retailers are asking 35 to 38c. for first-class. California dairy sells at 32c. for butter and tub at all prices from 20c. up, according to make and quality.

NEW WESTMINSTER.

The dirty weather of the past few days has materially retarded out-door building operations, and the local demand for lumber and builders' hardware has been decidedly quiet. The prices of rough lumber and dressed lumber, says the Ledger, remain steady. A large quantity of stone has been brought in. Lime and cement are rather scarce, and prices rule high, but large shipments are expected in a day or two. A medium amount of freight has been handled by the river steamboats, the largest proportion being for transshipment over the C. P. R. Receipts of farm produce have been rather light. Hay and feed is rather scarce, and the prices show an upward tendency. The demand is not very heavy, and most of the warehouses are carrying a stock large enough to supply all probable calls. Flour has risen from 50 to 75 cents per barrel, and prices will possibly go higher before this season's crop of wheat is harvested. A large quantity of butter has been received from up-river ports, and the shipments are steadily increasing in bulk. The demand is good and prices are steady. Foreign butter is falling in price a little in consequence of the receipts of home dairy produce. Eggs are fairly plentiful and remain steady at 30c. per dozen, but the price is expected to fall shortly. Fish are fairly plentiful, and prices are falling. Potatoes range from \$21.50 to \$25.50 per ton.

THE TAICHIOW.

The Scottish Oriental steamship Taichow, Captain Unsworth, left Hong Kong April 2nd, and Yokohama April 14th, and arrived at Victoria midnight, May 1st, after a very rough and cold passage. She is the sister ship of the Mongkut and comes here, under charter to the Union Steamship Co. of British Columbia, to run in connection with the C.P.P. steamships between British Columbia and the Sound ports and Portland. Her cargo consists of about 1,300 tons, 471 tons of which is for Victoria, 75 tons for Vancouver, and the remainder for U. S. ports. The freight to be collected in Victoria amounts to \$11,000.

The following is the manifest of the Taichow. For Victoria—E. C. Davidge & Co., 8 cs curios, 2 cs matches, 448 bags rice, from Kobe, 1 cs silk goods, 5 cs curios from Yokohama; order, 870 bags rice, 37 cs curios, 20 bxs tea from Kobe, 13 cs cigars from Yokohama; Fook, Yuen & Co., 5 pks mdse; Hong Wo Hing & Co., 14 pks mdse; King, Tye & Co., 51 pks curios, etc.; Tai Soong & Co., 18 pks curios, etc.; various Chinese merchants, 9,700 mats of rice, 1,300 pks curios, mdsc, etc., from Hong Kong. For Vancouver, from Kobe and Yokohama—Order, 35 cs curios, 154 rolls matting; J. F. Galbraith, 33 pks curiss, 31 rolls matting; Harrocks & Co, 10 cs curios; Hastings Saw Mill Co., 224 bags rice; Wing Sang & Co., 13 pks mdse. Numerous consignments for Port Townsend, Seattle, Tacoma, Astoria and Portland; 27 Chinese passengers from Hong Kong to Victoria; 14 Japanese and 3 Hindoos from Yokohama to Vancouver and Seattle.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1890-91.

NAME	TONS	MASTER	FROM	SAILED	FOR	CASES	VALUE	ARRIVED
Br bark Wanlock.....	745	Cooper.....	Victoria.....	Sept 17.	London.....	11,000		Feb 27.....
Br ship Titania.....	879	Morgan.....	Westminster	Nov 19 ^a	London.....	31,047		Mar. 25.....
Br bark Mennock.....	787	Robertson.....	Victoria.....	Dec 18.	Liverpool	30,882		
Br bark Brodick Bay.....	753	Wakeham.....	Victoria.....	Dec 22.	London.....	32,000		
Br ship Melville Island.....	1429	Ritchie.....	Tacoma.....	Jan 19 ^b	London.....	42,138		
Am ship Henry Villard.....	1553	Perkins.....	Victoria.....	Feb 3.	London.....	65,318		
Br bark Irvine.....	655	Jones.....	Victoria.....	April 20.	Liverpool.....	28,311		

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

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

NAME	TONS	MASTER	FROM	SAILED	FOR	CONSIGNEES
Danish bark Julie.....	610	Riber.....	Liverpool.....	Nov 15.	Victoria.....	Turner, Beeton & Co.....
Br ship Duke of Argyll.....	960	McDonald.....	London.....	Jan 1.	Westminster	Bell-Irving & Paterson.....
Br bark Lanarkshire.....	794	Melville.....	Newport Eng	Feb 3.	Vancouver.	N. W. Van. Tramway Co.....
Br ship Serica.....	913	Smith.....	Cardiff.....	Feb 8.	Esquimalt.	Naval Storekeeper.....
Br bark Ordovic.....	825	Austin.....	Manila.....	March 6.	Vancouver.	B. C. Sugar Refinery.....
Am sch Golden Shore.....	964	Henderson.....	San Francisco	f.	Moodyville	M. S. M. Co.....
Br ship Thermopylae.....	948	Wilson.....	Salgon.....	g.	Victoria.....	Victoria Rice Mills.....
Br bark Wanlock.....	745	Cooper.....	London.....	h.	Victoria.....	Turner, Beeton & Co.....
Br bark Robert S Besnard.....	1200	Andrews.....	Manila.....	April m.	Vancouver.	B. C. Sugar Refinery.....
Br ss. Grandholm.....	1361	Masson.....	Glasg. & Liv.	i.	B C Ports.....	Union SS. Co.....
Br bark Lebu.....	726	Worrall.....	Liverpool.....	j.	Victoria.....	R. P. Rithet & Co. (Ltd.).....
Br bark City of Carlisle.....	859	J. Penny.....	Liverpool.....	k.	Victoria.....	R. P. Rithet & Co. (Ltd.).....
Br ship Morayshire.....	1428	Swinton.....	Greenock.....	Mar 8 o.	Westminster	
Br bark Duke of Abercorn.....	1050	Journeaux.....	Acapulco.....	Mar 29 l.	Vancouver.	Hastings Saw Mill.....
Br ship Blair Athole.....	1697	Taylor.....	Cardiff.....	March 13.	Esquimalt.	Naval Storekeeper.....
Am bkt Robert Sudden.....	594	Uhlberg.....	San Fran.....	n.	Moodyville	
Br ship Queen Victoria.....	1605	Holmes.....	Bristol.....		Esquimalt	
Nor bark Borghild.....	757	Haugeland.....	Newcastle.....	p.	Vancouver.	Hastings Saw Mill.....
Ger bark Cassandra.....	733		Acapulco.....	q.	Vancouver.	Hastings Saw Mill.....
Br ship Albertina.....	1504	Gill.....	Melbourne.....	r.	Vancouver.	Hastings Saw Mill.....
Ger ship Ellise.....	1348	Rowehl.....	Newcastle.....	s.	Vancouver.	Hastings Saw Mill.....
Br bark Noddleburn.....	1053	Hall.....	Glasgow.....	April 11.	Westminster	D. McGillivray.....
Br ship Rothesay Bay.....	775	L. Veysey.....	Glasgow.....	May.....		
Br ship Titania.....	879	Morgan.....	London.....		Victoria.....	
Br ss Empress of Japan.....	3063	Caton.....	Liverpool.....	April 10.	Vancouver.	C. P. Ry Co.....
Am ship Great Admiral.....	1497		Hong Kong.....	v.	Vancouver.	Hastings Saw Mill.....
Br bark Callao.....	978	James.....	Liverpool.....	Feb 13w.	Victoria.....	R. P. Rithet & Co.....
Am schr Sailor Boy.....	310	Jones.....	Caleta Buena	x.	Nanaimo.....	J. W. Grace & Co.....
Am ship Leading Wind.....	1159	Veale.....	Adelaide.....	d.	Moodyville	
Swed bark Srea.....	663	Anderson.....			Vancouver.	Hastings Saw Mill.....
Br bark Venezuela.....	984	Halley.....	Amoy.....		Victoria.....	
Br ss Empress of China.....	3063		Liverpool.....		Vancouver.	C. P. Ry Co.....

a-Spoken March 11, lat. 9 N, lon. 27 W; chartered for salmon. c-cargo 1,300 tons raw sugar. f-To load lumber for Sydney. g-Arrived Hong Kong, March 15, thence Saigon to Victoria, with cargo 1,300 tons raw rice. h-On the berth to sail May 10; will be loaded at Victoria by Turner, Beeton & Co. for U. K. i-On the berth; leaves Glasgow May 2 and Liverpool about May 9. j-Now loading, expected to sail early in April, and will load salmon for U. K. k-Chartered to load in April and May. m-Arrived Manila Feb. 2. n-Chartered to load lumber for Australia. o-Sailed Falmouth Mar 23 with water works supplies. p-On the way to Honolulu, thence in ballast to load lumber for Melbourne. q-In ballast to load lumber for Iquique. r-In ballast to load lumber for Melbourne. s-On the way to San Diego, thence in ballast to load lumber for Melbourne. t-In ballast to load for Adelaide. u-Supplies for Westminster water works. x-cargo 1,500 tons nitrate for Hamilton Powder Co. v-in ballast, chartered for lumber for Melbourne. w-via Honolulu, to arrive in September, chartered for salmon. d to load for Melbourne.

BRITISH COLUMBIA LUMBER FLEET 1891.

NAME	TONS	MASTER	FROM	SAILED	FOR	CARGO FT	VALUE	RATE	ARRIVED
Br ship Stamboul.....	1248	Weston.....	Vancouver.....	Jan 3.....	Callao.....	900,000	\$ 9,600	50s	
Chil Bark India.....	953	Kunke.....	Moodyville.....	Feb 1.....	Valparaiso	751,386	8,318	65s	
Br bark Ninerah.....	1174	Broadfoot.....	Vancouver.....	Feb 28.	Sydney.....	855,352a	9,355	own'rs ac	
Br bark Formosa.....	915	Kain.....	Vancouver.....	Mar 21.	Valparaiso	744,000b			
Am bkt Catherine Sudden.....	368	Thompson.....	Moodyville.....	Mar 31.	Tientsin.....	427,330c		77s 6d	
Br ship Forest King.....	1602	Morris.....	Vancouver.....		Callao.....	1,200,000d			
Am ship Geo F Manson.....	1353	Crack.....	Moodyville.....		Melbourne.....				
Am ship Exporter.....	1312	Rhodes.....	Vancouver.....		Melbourne.....				
Am sch Olga.....	417	Rodin.....	Moodyville.....		Shanghai.....				
Br ss Eton.....			Moodyville.....		Port Pirie.....				

a-Also 300,900 laths. b-Composed of 45,000 ft telegraph poles, 410,000 ft rough lumber, 151,000 ft flooring, and 108,000 ft ties. c Composed of 397,971 ft. rough lumber, 39,669 ft. dressed lumber, and 587 bundles of laths. d -composed of 80,000 ft dressed lumber, 240,000 ft clear lumber and 880,000 ft rough lumber.

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JOHN BARNESLEY & Co.
119 GOVERNMENT ST., VICTORIA.
Fishing Tackle in great variety. Cricket,
Base Ball and Tennis Goods of
the Best Makers.

ANDREW & EARSMAN
Commission, Fire and Life
Insurance and General Agents.
NOTARIES PUBLIC.
REAL ESTATE BROKERS.
Town, Suburban Property and Farm Lands
for Sale.
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GEO. A. COOPER,
REAL ESTATE,
Financial and Insurance Agent,
16 TROUNCE AVENUE,
Opp. Telegraph Office. VICTORIA, B. C.
P. O. Box 106.

R. B. McMICKING,
10 TROUNCE AVENUE,
P. O. Box 357. VICTORIA, B. C.
Electrician and dealer in all
classes of Electrical Goods.

A. MAXWELL MUIR,
ARCHITECT,
Rooms 3 and 18, Turner Block,
DOUGLAS ST., VICTORIA, B. C.

B. WILLIAMS & CO.
: Clothiers and Hatters, :
97 JOHNSON STREET,
P. O. Box 413. VICTORIA, B. C.

Esquimalt & Nanaimo R'y

TIME TABLE NO. 13,
To take effect at 8.00 a.m. on Saturday,
Oct. 11th, 1890. Trains run on Pacific Standard Time.

GOING SOUTH READ UP	STATIONS		No. 3 Passenger Saturdays Mondays	No. 1 Passenger Daily
	Ar	De		
	VICTORIA		5.58	12.21
	RUSSELL'S Vic. W.		5.54	12.20
	ESQUIMALT		5.44	12.10 P.M.
	GOLDSTREAM		5.19	11.45
	SHAWNIGAN L.		4.24	10.50
	COBBLE HILL		4.14	10.40
	McPHERSON'S		3.59	10.27
	KOKSILAH		3.49	10.17
	DUNCAN'S		3.44	10.12
	SOMENOS		3.34	10.02
	CHEMAIN S.		3.12	9.36
	NANAIMO		2.14	8.51
	WELLINGTON		2.14	8.25
			50 P.M.	8.10 A.M. De

GOING NORTH READ DOWN.	STATIONS		No. 4 Passenger Saturdays Mondays	No. 2 Passenger Daily
	De	Ar		
	8.00 A.M.	1.30 P.M.	2.30 P.M.	8.00 A.M.
	8.01	2.31	2.31	8.01
	8.14	2.44	2.44	8.14
	8.39	3.09	3.09	8.39
	8.31	4.01	4.01	8.31
	8.44	4.14	4.14	8.44
	8.57	4.27	4.27	8.57
	9.07	4.37	4.37	9.07
	10.07	4.37	4.37	10.07
	10.12	4.44	4.44	10.12
	10.22	4.54	4.54	10.22
	10.48	5.10	5.10	10.48
	11.50	6.14	6.14	11.50
	11.50	6.14	6.14	11.50
	12.14 P.M.	6.20	6.20	12.14 P.M.

On Saturdays, Sundays and Mondays
Return Tickets will be issued between all points for a single fare, good for return not later than Monday evening.
Return Tickets for one and a half ordinary fare may be purchased daily to all points good for three days, including day of issue.
No Return Tickets issued for a Single Fare, where such fare is twenty-five cents.
Through rates between Victoria and Comox
A. DUNSMUIR, JOSEPH HUNTER,
President, Gen'l Supt.
H. K. PRIOR,
Gen. Freight and Passenger Agent.

The Union Steamship Co.
Of British Columbia, (Ltd.)
OFFICE:
Company's Wharf, Carrall St.,
VANCOUVER, B. C.
OWNERS AND AGENTS FOR
S. S. Cutch, S. S. Senator,
S. S. Mystery, S. S. Dreadnaught,
S. S. Skidgate, S. S. Leonora,
Eight Scows (No. 1 to No. 8).
3 New Steel Steamers Building.
VANCOUVER AND NANAIMO.
THE FAST AND POWERFUL
S. S. CUTCH
Leaves the Company's Wharf at Noon and the C. P. R. Wharf at 2:30 p. m., daily except Saturdays. Returning from Nanaimo daily at 7 a. m., except Sundays.
Passengers and cargo booked to and from Vancouver and all stations on the Esquimalt and Nanaimo Railway, Comox and all points on Vancouver Island.
All kinds of Passenger Excursion, Towing and Freight Business done. Ample storage accommodation on Company's Wharf, and every facility given to shippers of produce for sale or consignment.
WM. WEBSTER, Manager.

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. 13.
Taking effect July 17, 1890.
Vancouver Route.
Victoria to Vancouver daily, except Monday, at 3.30 o'clock, a. m.
Vancouver to Victoria daily, except Monday, at 11.30 o'clock, or on arrival of C.P.R. No. 1 train.
New Westminster Route.
Leave Victoria for New Westminster, Ladner's Landing and Lulu Island, Sunday at 23 o'clock; Wednesday and Friday at 7 o'clock. (Sunday's steamer to New Westminster connects with C.P.R. train No. 2 going east Monday.)
For Plummer Pass Wednesday and Friday at 7 o'clock.
For Moresby Island at 7 o'clock.
Leave New Westminster for Victoria, Monday at 11.30 o'clock; Thursday and Saturday at 7 o'clock.
For Plummer's Pass Saturday at 7 o'clock.
Fraser River Route.
Steamers leave New Westminster for Chilliwack and Way Landings every Tuesday, Thursday and Saturday at 7 o'clock.
Northern Route.
Steamships of this Co. will leave for Port Simpson and intermediate ports on the 1st and 15th of each month. When sufficient inducements offer will extend trips to West Coast points and Queen Charlotte Islands.
Barclay Sound Route.
Steamer Maude leaves Victoria for Alberni and Sound ports when sufficient inducements offer.
Bute Inlet Route.
Steamer Rainbow leaves every Tuesday at 7 a. m., for Cowichan, New Westminster, Burrard Inlet, Bute Inlet and way ports.
The Company reserves the right of changing this Time Table at any time without notification.
Steamers leave on Standard Time.
G. A. CARLETON, JOHN IRVING,
General Agent, Manager.

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.

Rock Bay Saw Mill,
(ESTABLISHED 1853.)
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.

x ÷ x ÷ x ÷ x ÷ x ÷ x ÷ x ÷ x
VICTORIA
Lumber & Manufacturing
Company.
PROPRIETORS OF THE
CHEMAINUS
SAW MILL.
E. J. PALMER, Manager.
x + x + x + x + x + x + x + x + x

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.

THE BRITISH COLUMBIA

SUGAR REFINING CO.

LIMITED.

PARIS LUMPS + POWDERED + GRANULATED AND YELLOW SUGARS

ALL OF VERY FINEST QUALITY AND ABSOLUTELY UNADULTERATED.

MANUFACTURED FROM PURE CANE SUGAR.

FINEST ÷ GOLDEN ÷ SYRUPS

WORKS:

VANCOUVER, B. C.