





VOL. I.

VICTORIA, B. C., TUESDAY, JANUARY 12, 1892.

No. 44

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NECTARINES.

FIGS. DATES. FILBERTS.  
ALMONDS. WALNUTS.  
BRAZIL NUTS AND PEELS.

—)o(—

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 Cornwall, O                    Ottawa, O                    Vancouver, BC  
 Goderich, O                    Perth, O                    Victoria, BC  
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 Thames & Mersey (Marine) Insurance Co.  
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Delta Canning Co's Maple Leaf Brand.  
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**NORTHERN AND SKEENA RIVER:**

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 Skeena Packing Co., Skeena River, "Diamond C" Brand.  
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Vancouver . . . British Columbia

## TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.  
Tuesday Morning, Jan. 12.

## VICTORIA.

Business for the new year has been moderately active in most lines. There is a general disposition to move slowly and with caution at the opening of a year, so it is quite probable that for a few weeks there will not be the activity or volume of trade that marked the closing weeks of the year. This should, therefore, cause no apprehension.

The financial situation is a fairly easy one. The supply of money for legitimate trade purposes is sufficient to meet the spring demand, which, however, has not yet commenced.

## FRUITS AND VEGETABLES.

• There were very fair receipts of oranges by the last steamer, one firm receiving a carload. The demand, on account of the recent cold weather, is not as brisk as it might be.

Quotations are: Pears, (winter), \$1.50; Japanese oranges, 75c per box; Oregon apples (greenings), \$1.00; Baldwin, Bellflower, Rose and Blue Pearmain, \$1.10; Santa Barbara oranges, \$3.50; Riverside seedlings, \$3.50; navels, \$5.00; California Messina lemons, \$6.00 to \$6.50; silverskin onions, 1½c. per lb; island apples, \$1.25 per box; tomatoes, \$1 to \$1.25; sweet potatoes, 3½c. per lb. potatoes, island, \$20 per ton; Chilliwack, \$18 per ton; Fraser River, \$16 per ton; Bonapartes, \$25 per ton; persimmons, \$1.75.

## GROCERIES AND PROVISIONS.

Butter is without change. The representative of an Eastern firm says: "There is not a medium or small tub of creamery in the Eastern market for sale. There is, however, quite a quantity of large tubs, which is quoted at 24½c and 25c., f.o.b., Toronto." Local prices are steady and demand good.

Quotations are: Eastern creamery, 23½c per lb. for large and 20½c for small; Manitoba creamery, 30c; dairv, 23c; Eastern Townships, first quality, 26c.

There is no change in the sugar trade, everything in this line being quiet for a time. Quotations are unchanged since last week, Vancouver granulated being quoted at 5½c in bags or bbls., and Hong Kong, 5½c.

Canadian meats are quoted: Hams, 13½c to 14c; breakfast bacon, 13½c; short rolls, 12c; dry salt sides, 11½c.

Mediterranean dried fruits are quoted by local jobbers as follows: Currants in bbls. 8½c, in half-bbls. 8½c; valencias, 8½c; sultanas, 14c; London layers, \$2.25 a box; California sultanas, \$2.25 a box; dates, 9c; prunes, 9c to 12½c. California evaporated fruits in 25 lb. boxes are quoted as follows: Peaches, 12½c; apricots, 14c; nectarines, 14c; pitted plums, 11c. About the same grade of fruits in cotton sacks are quoted from 1c to 2c per lb. less. New Canadian evaporated apples are quoted at 11c per lb.

The local jobbers are now carrying full stocks of all the different kinds of jams put up in glass jars by Okel & Morris at the Victoria Preserving Factory, which include apricot, peach, plum, pear, apricot

marmalade, etc. Quotations are 1½ lb. size, \$3 per dozen; 3 lb. size, \$5 per doz.

Falconer's Victoria Vinegar Works' goods are now carried by the leading wholesale grocers, comprising pure malt vinegar, tomato catsup, Worcestershire sauce, mushroom catsup, apple and quince cider, lemon and vanilla extracts and fruit syrups—of home manufacture.

## FLOUR AND FEED.

It is openly stated that the imports of Oregon flour into this market are falling off steadily owing to the keen competition from local and Manitoba millers, who supply a better article for less money. The Lion brand of family flour, manufactured by the Victoria Mills, is reported as giving the best of satisfaction to all who have tried it. Ogilvie's brands are meeting with an increasing demand. There has been a rise of 10c per barrel in Oregon flour since last week. Oats are also reported stronger. California rolled oats have advanced 10c a gummy. Cornmeal is slightly weaker, having dropped 2½c a sack. Ogilvie's flours are quoted for car lots: Hungarian \$5.75 a bbl., and Strong Bakers' \$5.40.

The Columbia Flouring Mills quote: For Enderby flour in carload lots, Premier, \$5.60; XXX., \$5.30; Strong Bakers or XX., \$5.00; Superfine, \$1.00. Quotations to the trade are:

Delta, Victoria mills	.....	\$5 50 @ 0 00
Lion, "	.....	5 50 @ 0 00
Premier, Enderby mills	.....	5 85 @ 0 00
XXX., "	.....	5 65 @ 0 00
XX., "	.....	5 25 @ 5 50
Superfine, "	.....	4 25 @ 4 50
Ogilvie's Hungarian	.....	5 85 @ 6 00
" Strong Bakers	.....	5 75 @ 0 00
Snowflake	.....	6 35 @ 0 00
Portland Roller	.....	6 25 @ 0 00
Royal	.....	6 00 @ 0 00
Oregon Superfine	.....	4 25 @ 0 00
Wheat, per ton	.....	\$10 00 @ 15 00
Oats	.....	32 50 @ 35 00
Oil cake meal	.....	32 50 @ 35 00
Chop feed	.....	33 00 @ 35 00
Shorts	.....	28 00 @ 30 00
Bran	.....	26 00 @ 27 50
National Mills oatmeal	.....	3 50 @ 0 00
California oatmeal	.....	4 35 @ 0 00
California rolled oats	.....	3 90 @ 4 00
Corameal	.....	2 75 @ 3 25
Cracked corn	.....	15 00 @ 50 00
Hay, per ton	.....	18 00 @ 20 00
Straw, per bale	.....	1 00 @ 1 25

## RICE.

The Victoria Rice Mills quote: whole-sale:

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

## LUMBER.

The latest advices from Australia are of the most dismal description, sales having recently been made at prices which do not even cover freight and charges, to say nothing of the value of the lumber. There is another to add to the list on the way. The American schooner W. H. Talbot, 776 tons, Capt. Bluhm, now on the way from San Francisco, has been chartered by R. P. Rithet & Co. (Ld.) to load at Burrard Inlet for Tientsin, China. This makes three vessels on the way from San Francisco under charter to load lumber, aggregating 2,655 tons. The cargo of the bark Dominion has been discharged, and she is in

the surveyor's hands. It has not yet been decided what they shall do with her. The Norwegian ship Morning Light, 1,310 tons, Capt. Johansen, is still loading, and should finish shortly. The Titania is still loading for London. 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, \$30 per M feet; rough deck plank, average length 35 feet, \$19; dressed flooring, \$17; pickets, \$9; laths, 4 feet, \$2.

For local trade, the Rock Bay Saw Mill quotes:

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

## SALMON.

The City of Carlisle has completed her cargo of salmon which consists of 20,221 cases, and the Titania has a cargo of 22,366 cases. The final figures which have been compiled from the most reliable sources by Findlay, Durham & Brodie, place the total pack of the province for 1891 at 311,893 cases, against 409,464 cases for 1890, showing a shortage of 91,571 cases. The greatest shortage, amounting to 62,435 cases, was on the Fraser River; the pack there was 178,954 cases, against 241,889 cases in 1890. Shipments to the United Kingdom show a decrease of 72,632 cases; to Eastern Canada, a decrease of 17,616 cases; and to Australia, a decrease of 5,623 cases. Stocks on hand are small, there being only 8,918 cases, or about the same amount as last year, after the last clearance for the U. K.

From present appearances, the whole pack of the Pacific coast will be about the same as that of 1890.

## BOARD OF TRADE MEETING.

The general meeting of the Board of Trade was held on Friday. President T. B. Hall occupied the chair, among the members sitting under him being Messrs. C. E. Renouf, A. J. McLellan, E. G. Prior, Robert Ward, H. J. Scott, W. F. Bullen, H. F. Heisterman, B. Boggs, F. Elworthy, B. Van Volkenburg, Joshua Davies, Geo. Byrnes, E. B. Marvin, Gus. Leiser, J. H. Todd, D. R. Ker, Jacob Sehl, W. Jensen, A. G. Sargison, W. E. Losee, F. C. Davidge and C. D. Mason.

An extension of time—one month—was granted to the Building Committee,

President Hall explained that the board had seen fit to request an official enquiry into the loss of the San Pedro. The Government had authorized such an enquiry, and the Council had named Mr. Robert Ward as the board's representative.

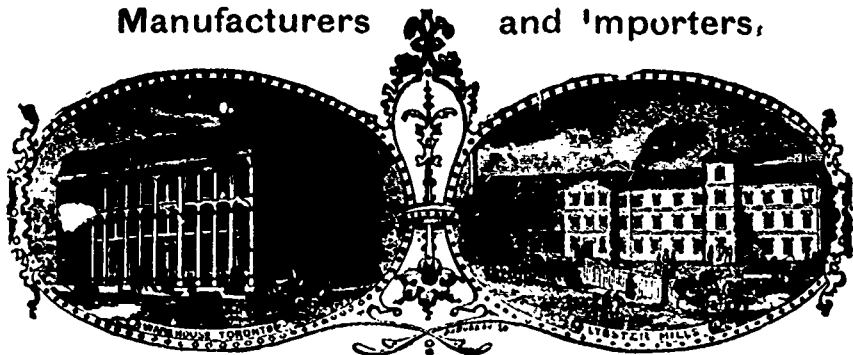
A communication was read from Mr. Thomas Earle, M.P., covering a telegram from the Minister of Public Works, in regard to a survey of the outer harbor, and stating that the resident Government engineer had been instructed to furnish the information required, and that the work would be proceeded with at once.

President Hall explained that the board had been in correspondence with C. P. R. people in regard to the calling of their steamers at this port. The representations of the board were met with the statement that the railway management, until they

# GORDON, MACKAY & CO.

## TORONTO.

Manufacturers and Importers,



REPRESENTED BY R. S. NORTON, WINNIPEG.

had an authentic survey of the water here, did not feel justified in having their steamers come in to dock. The Government had taken the action requested by the board, and he (President Hall) hoped very soon to be able to give the C. P. R. in black and white the information, upon the receipt of which they would order the steamers to call

Sir Astley Cooper wrote the board, through Mr. Robert Ward, inviting the co-operation of the members in the furnishing of correspondence calculated to be of benefit to the province in "Greater Britain," the well-known publication devoted to British colonies and colonists.

The communication under consideration was ordered to be acknowledged, with thanks.

Acton Burrows wrote from Winnipeg *in re* a special article upon Victoria, contributed by Mr. Jno. F. Norris, of the *Colonist* staff, and illustrated with cuts furnished by Ellis & Co. On motion of Messrs. A. J. McLellan and D. R. Ker, the thanks of the board were tendered to Ellis & Co. and Mr. Norris for their efforts in behalf of Victoria.

Communications were next read from the Boards of Trade of Halifax and St. John, N.B., covering long resolutions, which in effect urged the board to lend its aid in inducing the Dominion Government not to subsidize any Atlantic mail steamers carrying Canadian mails unless such steamers made a Canadian port their terminus.

On the letter head of the St. John N.B., Board, Col. Prior pointed out, with a laugh, that Victoria was not even credited with existing on the railway map of the world, which marked Vancouver in big black letters.

In order that the subject could be discussed, Mr. Boggs introduced the following resolution:—

"Whereas the mail between Canada and Great Britain is now forwarded via a United States port;

"And whereas the establishing of a permanent mail service is of national importance;

"Now therefore be it resolved, that this board unites with the boards of trade of the maritime provinces in their protest

to the Dominion Government, and requests the representatives of this province in the Dominion House of Commons to use their influence and support the granting of a subsidy only to a trans-Atlantic line of steamers having a Canadian port for a terminus."

Mr. Ward hoped that the resolution would be withdrawn. The bulk of trans-Atlantic business was enjoyed by the New York steamers because they gave the best and quickest service. When people travelled, they wanted to go by the fast route; when they sent letters, they wanted them forwarded with best despatch. At present, while Halifax was some six hundred miles nearer Liverpool than was New York, the steamers sailing thence, instead of making the trip in two days less than the New York boats, took three, four, sometimes five days longer. He had no objection to subsidizing the carrying of the mails by steamers sailing out of Halifax, if those steamers were thoroughly modern—which they were not, however, to-day.

Messrs. Todd, McLellan and Leiserspocke briefly on the resolution defining their objections to it, and Mr. Ward introduced the following amendment, which was seconded by Mr. Davies:

"Be it resolved that this Board requests the representatives of British Columbia in the Dominion House of Commons to use their influence and support the granting of a subsidy only to such trans-Atlantic line of steamers having a Canadian port for a terminus, with speed and accommodation equal to those having established records for the most rapid voyages across the Atlantic."

This resolution was also opposed, principally on the ground that the subject was not one calling for action by the board, and on going to a vote it was lost:

Yeas, six.  
Nays, nine.

Mr. H. F. Heisterman introduced the following resolution, which stands as notice of motion to be considered at a special general meeting before Messrs. Earle and Prior leave for Ottawa:

"That this Board of Trade requests the representatives of Victoria in the Dominion Parliament to support any measure of Reciprocity that may be brought before

Parliament by the Dominion Government at its next session, in view of the great importance which reciprocity bears to the development of our natural resources and the isolation of this province from the markets of Eastern Canada."

### INLAND REVENUE AND CUSTOMS.

(OFFICIAL REPORT.)

#### INLAND REVENUE RETURNS

*Victoria Division—Comprising all of Vancouver Island:*

The Inland Revenue returns, for the month of December, were as follows:

RECEIPTS FOR DECEMBER.

Spirits.....	\$ 5,400 22
Malt.....	789 48
Tobacco.....	1,518 25
Cigars.....	1,155 15
Petroleum inspection.....	200 70
Total.....	\$ 9,072 80

#### WAREHOUSED, EX-WAREHOUSED.

Raw Leaf.....	823 lbs	823 lbs
Cigars.....	25,900	47,650
Spirits.....	3,638.17 p. gals	3,606.10 p. gals.
Malt.....	35,037 lbs	35,337 lbs
Tobacco.....	5,448 lbs	6,073 lbs
Balances remaining in warehouse:		
Spirits.....	5,345.00 p. gals.	
Tobacco.....	679 lbs	
Cigars.....	111,500	

#### INLAND REVENUE RETURNS

For the month of December, 1891:  
*Vancouver Division—Comprising the Mainland of B. C.:*

WAREHOUSED.

Spirits.....	2,913.35 pf gals
Malt.....	48,594 lbs
Tobacco.....	7,742 "
Raw Leaf Tobacco.....	823 "

EX-WAREHOUSED.

Spirits.....	2,723.01 pf gals
Malt.....	47,482 lbs
Tobacco.....	6,986 lbs
Raw Leaf Tobacco.....	823 "

BALANCE IN BOND.

Spirits.....	10,485.25 pf gals
Malt.....	11,658 lbs
Tobacco.....	4,265 1

COLLECTIONS.

Spirits.....	\$ 4,084 53
Malt.....	980 14
Tobacco.....	1,741 61
Cigars.....	502 36
Petroleum Inspection.....	187 50
Other receipts.....	25 00

Total..... \$ 7,521 13

### PROVINCIAL TRADE NOTES.

C. F. Pretty & Co., New Westminster, are erecting a freezing establishment with a capacity for storing 40,000 salmon. They will begin operations in the spring run.

Some evil disposed persons have been placing obstructions on the track of the New Westminster and Vancouver Tramway. The company offer a reward of \$100 for information leading to the arrest of these parties.

The Victoria Brewing and Ice Co., with a capital stock of \$200,000, has been incorporated, Joseph Lowen, Ludwig Erb and Andrew Hensick being the provisional trustees. The new company will erect a large brewery at the corner of Government and Discovery streets, for the manufacture of lager beer, ale and porter.

About \$150,000 of stock in the Victoria Brewing and Ice Company has been subscribed. About \$70,000 will be invested immediately in the erection of works capable of producing 100 barrels daily of lager beer and porter. The building will be commenced in about a fortnight, and will be in operation by the beginning of July.



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### THE YEAR'S BUSINESS.

The year which closes to-day has been a satisfactory one so far as trade is concerned. Although the official figures have not yet, of course, been published, it is known that the aggregate trade of the Dominion during the fiscal year 1891 has been \$218,400,000. Last year our exports were \$94,749,000. This year they have risen to a little over \$98,400,000, an increase of upwards of \$1,000,000. The volume of the exports for 1891 exceed, in fact, that of any other year except 1882, when it was \$102,237,203. Our imports during 1891 were \$119,067,038, as against \$121,858,241 in 1890. We took from the United Kingdom imports valued at \$42,047,000, and from the United States imports worth \$53,085,000. Some of the details respecting the magnificent showing of our export trade will no doubt be found to be no less interesting than instructive. What we know at present is that our exports to the United Kingdom have grown from \$48,533,094 in 1890 to \$49,280,853, the largest in our history, and by over \$8,000,000 the most sent to any one country. The exports to the United States have grown from \$40,522,810 in 1890 to \$41,138,785. Those to the West Indies are \$3,122,770 in 1891, compared with \$2,719,141 the previous year. Six months will have elapsed to-night since the close of the fiscal year 1891; and for five of these the returns have just been published at Ottawa. From them it appears that, from the 1st of July, 1891, to the 30th of November, 1891, our exports were \$63,065,287, against \$57,138,793 for the same period last

year, or a gain of nearly \$6,000,000. Of course the bountiful harvest has had most to do with it, but the increases are nearly all round. The increase in agricultural products was \$6,862,125; in products of the mine, \$614,473; in fisheries, \$1,051,492; in animal produce, \$600,217; in manufactures, \$171,001. The imports were \$48,494,137, so that our exports for the five months were more than \$14,500,000 greater than our imports during the same time. These figures demonstrate that the year which closes to-day has been a very prosperous one for the country at large, in spite of the adverse factor created by the McKinley tariff.—*Canadian Trade Review.*

### PAY OF TRAVELING MEN.

High salaries paid to some traveling men are the cause of some grumbling among manufacturers and jobbers. It seems to us that this is grumbling without reason. If a man is a good salesman, he deserves to be paid so well that he does not lose energy and ambition. Other things being equal, a traveling man should be paid higher than an office man of the small calibre. The exposure and discomforts incidental to traveling, the breaking up of social relations, sometimes ending in the disruption of families, are risks for which an added compensation should be paid.

### ACTUAL COST OF GOODS.

Some dealers pay out freight bills, traveling expenses, exchange on drafts, and enter them in the cash book, perhaps, but do

not make allowance for them in putting profit on their wares. Now where many merchants in these days are selling goods at too little profit, it will not do to lose sight of these items. Terry, in his book on storekeeping, says: "The marked cost on goods should be not only the prime cost of the invoice, but should include the expenses of purchase, carriage and incidental charges up to the time the goods are brought into the dealer's warehouse, and also the rate of exchange."

### SACRIFICE THE SLOW SELLERS.

The dry goods merchant should not let his money be locked up in unsalable goods on his shelves or in drawers. It is well to keep up prices, so as to make fair profits, but rather than carry over goods from one season to another he should mark them down in time and make the proper effort to sell them. Goods out of fashion are out of date, and the quicker they are disposed of the less will be the loss. It is far better to meet the loss on stock of that character at first than a greater one later on. Money put in goods having a ready sale is like money out at compound interest—it soon doubles up.—*Exchange.*

Hus & Richardson, tanners, and P. Hudson, dry goods, both of Montreal have failed. The latter's liabilities are \$100,000.

Bills amending the United States Constitution so as to elect the President, Vice-President and Senators by a direct popular vote have been introduced into Congress.



# THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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Office No. 77 Johnson Street.

VICTORIA, TUESDAY, JAN. 12, 1892.

## CABINET CHANGES.

Some of the contemplated changes in the Dominion Government are announced. Mr. Ouimet is spoken of as Minister of Public Works and Mr. Haggart as the head of the Railway Department. Mr. Ouimet is a new member of the Cabinet—a lawyer—without any departmental experience, and, it is believed, merely goes in to keep the place warm for Mr. Chapleau. As for Mr. Haggart, he has had considerable departmental training, and the manner in which he has presided over the postoffice service shows that he is fully competent for the discharge of more responsible functions, if that be possible.

## PUBLIC OFFICIALS.

"No man should be permitted to live upon the country, on the pretence of doing honest work, while he is not capable of earning his salt, were he placed outside of the Government buildings." So says a correspondent of the *Monetary Times*, and to this may be added the observation that it should be rendered impossible to fill public positions with strangers, because they come from England, Canada or anywhere else and have influential connections, to the disadvantage of residents who and whose connections are compelled to pay the cost of maintaining these outsiders. Barristers, full fledged or half fledged, have, upon more than one occasion, been brought from the Old Country to fill important positions in the department of the Attorney General who, in addition to whatever duties it may have pleased them to discharge, have been ardent votaries and persistent practitioners of cricket, polo and such like old country recreations. They have given tone to the clubs, and, probably this may be regarded by some as sufficient compensation for the outlay. Then a gentleman in high position, himself a member of the Government, not so long since imported a young lady to act as his private (official) correspondent, and, if information be correct, she is drawing a salary which many a local man of family would be only too glad to secure: but he is not a relation of the important dignitary who has made this addition to the public service staff.

## IMPATIENT OF DELAY.

It will be remembered how persistently, and upon what flimsy excuses, the American authorities delayed dealing with the

Canadian Commissioners sent to Washington upon important matters, for the discussion of which they had themselves arranged the time of interview; yet now, if reports be true, these same people are grumbling because Sir Julian Pauncefote and the British Government will not agree off hand to their proposals regarding the sealing arbitration. All of a sudden they have got to be in a terrible hurry, and are not slow to impute Lord Salisbury's deliberation to sinister motives. This delay, according to some of the duly corrected and revised, though not officially acknowledged, despatches from Washington, "if it was not intended as such, has undoubtedly resulted in serious loss, financial and otherwise, to the United States. It would be premature, perhaps, to say anything definite at the present time, but measures will not be wanting when required to compel more speedy consideration of the questions at issue on the part of Lord Salisbury." This was the first announcement, but that twist of the lion's tail had no effect, and so the next day demi-semi-official publication was given to the following:—"Unless Lord Salisbury gives his attention to the negotiations, the prospects are favorable for a renewal of the *Modus vivendi*—with all its embarrassing features—which was in force last season, for it is not probable that a rupture will occur between Great Britain and the United States on a matter so unimportant as the personality of the arbitrators."

But suppose none of these things move the British Premier, what will Mr. Blaine say or do? And supposing he should again take sick, what will Mr. President Harrison do? And supposing the *modus vivendi* should not be renewed, will all the bluster that has been indulged in over the seals, in which the people at Washington take almost a paternal interest, end in another announcement that "it is not probable that a rupture will occur between Great Britain and the United States on a matter so unimportant?"—the dispatch says as the personality of the arbitrators.

"Hurry up!" was the cry of the Americans when the *modus vivendi* was devised and brought into force. Either that *modus vivendi* has or has not answered the American purpose. What they think of it ought to be made known and, moreover, it would be as well that the report of the Behring Sea Commissioners should see the light before the arbitrators pass upon it. The people of this province, more than any others, are materially interested in and affected by it. Some light ought to be made to shine before final action is taken.

## THE SALMON COMMISSION.

The Fraser River Salmon Commission has at length been formally announced. It consists of Hon. D. W. Higgins, of Victoria, and Sheriff Armstrong, of New Westminster, together with that great and only authority Mr. Samuel Wilmot, of Ottawa, whose report made after a few hours' stay in the province, enabled him to make such an "exhaustive" report upon this vital subject. Had Mr. Wilmot, with his pre-conceived notions, been ignored

and some less self opinionated official been named, it is certain that the action of the government would have been much more favorably received, while the report that is to be made, whatever its nature may be, would be received with far greater confidence to say nothing of respect. It is, indeed, surprising that, after all that has been said on the subject, Mr. Wilmot should have been imposed on this most important interest, which, when he came here, he not only ignored when he came to investigate, but whose intelligence and business sense he insulted on the document which was officially published and circulated as the conclusions at which he had arrived. Almost, we repeat, any other experienced official in the Fisheries' service would have been satisfactory, but Mr. Wilmot has awakened an amount of lack of confidence and dis-respect that can hardly, if ever, be removed. The government may as well understand, first as last, what are the opinions of the salmon cannery interest on this matter.

## RECIPROCITY.

At the last meeting of the British Columbia Board of Trade, held on Friday, Mr. Heisterman gave notice of the following motion:

"That this Board of Trade requests the representatives of Victoria in the Dominion Parliament to support any measure of Reciprocity that may be brought before Parliament by the Dominion Government at its next session, in view of the great importance which reciprocity bears to the development of our natural resources and the isolation of this Province from the markets of Eastern Canada."

Thanks, Mr. Heisterman, neither British Columbia nor any of the other provinces are prepared "to support any measure of reciprocity that may be brought before Parliament by the Dominion Government at its next session." Great as is the confidence of the majority of the people in the Dominion authorities, they cannot and will not go this distance. No measure can be introduced that will meet the divergent interests of all the sections, and whatever may be proposed must necessarily undergo more or less modification, particularly in view of the bearing of such a measure on "the development of our natural resources and the isolation of this Province from the markets of Eastern Canada." The resolution sets forth that ours is a special case. By those very considerations Messrs. Earle and Prior will have to be governed; and therefore their hands must not be tied hard and fast, as Mr. Heisterman proposes.

MR. WILLIAM LITTLE, a gentleman in the province of Quebec, largely interested in lumber, has recently written to the *Montreal Gazette* advocating the removal of the export duty on lumber. He dwells upon the havoc that is being made upon the Canadian forests. He, therefore demands that our lumber interest be protected, so that our people may have every possible benefit that there is to be derived from it. At present, he contends that the Canadian lumberman is handicapped in the East to the extent of \$2 per thousand feet on spruce lumber and in the West to the amount of \$2 per thousand on pine.

AN INTERNATIONAL STRIKE.

The representative miners of Great Britain are now sitting in convention, and, according to the *Agenda*, among the most important questions to be discussed are those affecting the hours of labor and the proposal to organize an international strike, in the event of an eight hour arrangement not being arrived at. This is really a most important consideration. The idea of paralyzing not only the entire colliery interest of the world but of almost every other interest—social and industrial—is a stupendous one and would involve a conflict such as has never previously been broached. Without steam, industrial operations must be suspended, and without coal there cannot possibly be any steam. The suggestion is almost too immense a one to be seriously contemplated; but, its mere announcement demonstrates the grim earnestness of the men who toil underground.

A RICH INHERITANCE.

West Kootenay is rapidly forging ahead in mining development, and competent authorities do not hesitate to give it as their opinion that this now famous district is destined to become the richest mineral region on the American continent.

From the international boundary, in a northwesterly direction, a great mineral belt extends for hundreds of miles, from five to ten miles wide, on the western slope of the Western Selkirk range.

In this great belt are the Goat River, Toad Mountain, Blue Bell, Hot Springs, Kaslo, Slocan, Lardeau, Trout Lake, Fish Creek and Illecillewaet mining camps. Considerable capital is being invested in many of these camps, and the large ore bodies being developed is something fabulous. A rough estimate gives the number of people located in the district at about 3,000, and the indications now are that before the end of the year, the number will have been increased to at least 15,000. This prophecy is supported by reason. The recent discoveries of rich, extensive and numerous leads in the Slocan country has excited the interest of miners in all directions across the border, and, such being the case, it will not be surprising to hear before many months elapse, that a mineral stampede rivalling the old time placer excitements of the '60's, is being made for the Kootenay.

An 80-ton smelter will be ready for operation in the Kootenay region by the middle of July. The opening of this new industry will infuse new life into mining development, and will afford a ready market for ore products. One great drawback has been lack of reasonable rates and rail communication with the outside world. In fact, on this account the mining industry has been handicapped. This, for eight months of the year during open navigation, was, to a large measure, been overcome by the construction of a 28-mile railway connecting the navigable waters of Kootenay Lake with those of the Columbia River. But, the other four months, the Kootenay Lake mining camps are practically cut off from communication with outside points, the only means available for the travelling public or mails being on the

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 December, 1891:

ARTICLES.	QUAN.	VALUE.	DUTY.
Acids .....		\$ 16	\$ 3 48
Agricultural imple- ments .....		161	65 85
Alc, beer & port wgs	11,993	6,947	2,486 18
Animals .....		5,008	1,437 20
Books, pamph's, etc.		2,183	471 67
Brass & manuf's of..		782	210 40
Breadstuffs, etc, viz			
Grain, of all kinds			
Flour, brls.....	1,698	1,031	161 30
Meal, "	383	4,763	751 14
Rice and all other breadstuffs .....	321	973	163 85
Candles, lbs.....		21,285	4,869 78
Chicory, lbs.....	5,999	573	144 43
Coal and coke, tons.	2,210	86	89 60
Coffee, from U.S. lbs	851,610	500	137 15
Copper and m's of..	3,238	651	65 60
Cordage all kinds...		104	33 00
Cotton, manuf's of		418	95 17
Drugs and medicines		3,873	1,161 08
Earthen, stone and Chinaware.....	25,531	9,474	26
Fancy goods.....		1,020	310 30
Fish.....		2,697	919 45
Fruit, dried.....		2,411	562 17
Green.....		3,991	1,269 12
Furs.....		5,585	1,061 59
Glass, glassware		141	36 00
Gunp'der, exp sub's		2,844	836 90
Hats, caps, bonnets.		1,374	477 75
Hops, lbs.....	30	948	281 40
Iron and steel m's of Jewel' and watches and m's of gold and silver.....		5	1 80
Lead and manuf's of		22,369	6,778 91
Leather and m's of.		539	125 96
Marble and stone and manuf's of...		15	4 50
Malt, bush.....	3,291	815	15
Metals, composition and m's of.....		176	119 60
Musical instruments		280	42 00
Oils, coal and kero sene, gals.....	280	236	42 00
All other, gals...		339	280 13
Paints and colors,		1,335	470 89
Paper and m's of ..			
Perfumery.....		16,600	3,715
Provisions,		2,538	1,189
Bacon hams, etc..		917	280 50
Salt, not from Great Britain or British possessions, or for fisheries, lbs.....	119,216	519	89 15
Seeds.....		350	36 65
Silk, manuf's of.....		3,839	1,147 40
Soap of all kinds...		352	107 58
Spices of all kinds..		102	28 75
Starch, lbs.....	2,827	69	56 98

ARTICLES.	QUAN.	VALUE.	DUTY.
Spirits, Of all kinds, gals.	6,811	10,618	11,533 74
Wine, other than Sparkling, gals...	2,819	1,010	2,377 58
Winesparkling doz	206	1,726	897 30
Sugar above No 11 lbs	41,365	1,681	355 03
Notab'vo No 11 lbs			
Sugar, syrups, cane juice, etc., lbs.....			
Molasses.....			
Tea, from U.S. lbs..	624	277	27 70
Tobacco and cigars..	3,620 1/2	1,843	1,978 43
Wood and m's of..		4,821	1,557 75
Woolen m's fs.....		4,296	1,474 12
All other dutiable articles.....		36,356	9,145 02
Total dutiable goods		\$208,295	\$73,603 27
Free goods, all other		102,437	
Grand total.....		\$310,732	\$73,603 27

EXPORTS

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

THE MINE.	QUANTITY.	VALUE.
Coal.....	1,161	5,805
Gold bearing quartz, etc.....		19,064
THE FISHERIES.		
Fish of all descriptions.....		59,314
Furs or skins of creatures living in the water.....		6,240
ANIMALS AND THEIR PRODUCTS.		
Furs, dressed and undressed		5,368
Hides, skins, pelts, horns, etc		6,239
		2,220
AGRICULTURAL PRODUCTS.		
Fruits, green.....		39
Flour of wheat and rye, bls	375	1,674
Other articles.....		693
Indian and other meal, bls	100	45
MANUFACTURES.		
Books.....		55
Spirits..... gals	557	1,382
Wood m's of all kinds.		150
Miscellaneous Articles.....		584
Grand total.....		\$ 108,874
Goods, not the product of Canada, for the month of December, 1891:		
		QUANTITY. VALUE
Animals and their produce—		
Horses.....	1	200
Manufactures—		
Manufactures of leather..		184
Liquors..... gals.	2	17
Sewing machines.....	2	75
Wood—m's of all kinds...		990
Other articles.....		6,939
Miscellaneous articles.....		6
Coin and gold.....		5,256
Grand total.....		\$ 13,676
Total exports of all kinds.....		\$122,550

hurricane deck of a cayoose for eighty or a hundred miles. It is hoped, however, that ere long this important region will have all rail communication, and when this desirable end has been reached, this province will have entered on an era of prosperity unparalleled in its history and which will place it foremost among the richest and wealthiest provinces of our great Dominion.

EDITORIAL NOTES.

The Canadian Pacific Railway's gross traffic earnings for last year were about \$20,200,000, and the net earnings about \$8,000,000.

In company with Captain Lewis and Captain Gaudin, whom the Dominion Government have appointed to inquire into the circumstances of the wreck of the steamship San Pedro, the Board of Trade has appointed Mr. Robert Ward to act as their representative.

As was also the case in 1890, there was not a single bank failure in Canada in the year 1891, our financial institutions having prospered without that condition being marred by losses of any great extent, while, on the other hand, there were no special occurrences out of which those institutions made great profits. There has been no stringency in money. It is to be noted that \$20,000,000 have been added to the deposit account, some of which was due to transfers from the Government Savings Banks.

New Westminster fishermen are circulating a petition, which will be presented to the Dominion Government, asking for free fishing on the Fraser, and no limit to the number of licenses.

The gold commissioner has refused permission to the alleged discoverers and locators of quartz bearing rock at the north-east end of Victoria to work those claim and legal proceedings are to be taken to compel the issuance of that permission.

## B. C. BOARD OF TRADE.

The twelfth meeting of the council of the Board of Trade was held last Tuesday. Mr. T. B. Hall presided and present were Messrs. George Byrnes, J. R. Ker, Joshua Davies, A. B. Gray, W. F. Bullen, Robert Ward, C. E. Renouf, E. A. McQuade and Thomas Earle.

Mr. Ward, chairman of the standing committee on fisheries, reported verbally on several letters referred to the committee, received from the Width Packing Company of New York, with reference to the cod and other fisheries in the province. A copy of the annual report was sent to the writer, and he was advised that until more available markets are obtainable for this product no extensive developments beyond our present shipments can be looked for.

Mr. Ward called attention to the fact that exploratory maritime surveys were still unprosecuted, and moved that the Department of Marine and Fisheries be urged to take steps to forward this work and that the different Boards of Trade in the province be asked to support this resolution. It was further decided to call the attention of the Department of Marine and Fisheries to the steamer Sir James Douglas being shortly available and to suggest that it be put in condition for the above service.

Mr. George Byrnes expressed himself of the opinion that the Douglas could no longer be considered seaworthy. He also corrected the previous speaker on one point—the Pathfinder was for a time employed in exploratory survey work, abandoned because no market could be obtained for the new fish sought.

Mr. Bullen thought the expense would be too great if the Douglas was put into the service suggested. He considered her seaworthy enough, however.

Mr. Earle did not think the Sir James Douglas would fill the bill. This subject was before the house during last session, and he thought it most probable that the Government would commission a boat better adapted to the work, and one more cheaply handled.

The discussion of fish and fisheries was continued for some time, the present method of packing being dwelt upon at length. Various theories were advanced as to the suitability of the ordinary package for the market, and it was pointed out how the fish of the province were found to be difficult to properly cure, in consequence of their unusual richness in oil.

Mr. Ward moved, seconded by Mr. Davies, "that the representatives of Victoria, in the House of Commons, be urged to call the attention of the Marine and Fisheries Department to the fact that an exploratory survey of the deep sea fisheries on the northwest coast of British Columbia has not yet been carried out, and that the department be urged to take immediate steps toward undertaking this important work; and that the different boards of trade in the province be urged to support this resolution."

Messrs. Ward and Bullen then moved "That the attention of the Department of Marine and Fisheries be directed to the

fact that the steamer Sir James Douglas will be shortly available, and that this Board suggest that the steamer be put in condition for making exploratory surveys of the deep sea fishing grounds, and also for employment in the revenue service." This motion was also carried.

Mr. George Byrnes drew attention to the shipwrecked mariners being left very frequently on the hospitality of the coast Indians, and moved that the Department of Marine be requested to grant the services of the steamer Quadra for the assistance of such cases.

Messrs. Earle and Prior having been requested to urge the Dominion Government for increased mail service subsidy to northern points, requested that the requirements of the service be definitely stated in order that the matter could be laid intelligently before the department.

Mr. Bullen, chairman of the committee on manufactures, reported upon letters received from Wm. Scott, of Rosa, India, asking for information with reference to the possibilities here for the manufacture of sugar from beet root, also the distillation of spirits from molasses.

Mr. Earle reported that in response to a request telegraphed by him and his colleague, Mr. Prior, the Minister of Marine had appointed Captains Lewis and Gaudin to hold an official enquiry into the loss of the San Pedro. He also notified the board that the Government, on the 7th of September last, appointed Major Dupont and Mr. C. G. Major to act in conjunction with the fisheries inspector, Mr. Wilmo, in enquiring into the subject of the fisheries and fishery regulations of British Columbia. Both gentlemen named declined to act, but did not notify the minister to that effect. Mr. Earle then suggested that Mr. Higgins take the place of Mr. Dupont, but Mr. Corbould, who was acting with the Victoria member, could find no one to replace Mr. Major until the middle of December, when he prevailed upon Mr. W. J. Armstrong to act. The names of Messrs. Higgins and Armstrong were at once forwarded, and Mr. Earle doubted not that they would very soon proceed with the enquiry.

The representation of the board at the second session of the Imperial Chamber of Commerce, and a pile of untouched communications still claiming their attention, though two hours had been devoted to work, the Council decided to adjourn, to meet again at the call of the president, and rose at 1 o'clock.

## DEEPENING THE CANALS.

The advisability of deepening the St. Lawrence canals has been attracting some attention lately and it would appear as if the question was likely to receive the attention of the government if it has not already done so. The vessels found most economical in transportation work on Lake Superior are beyond the accommodation furnished by the canals, says the *Shareholder*, and the question of their enlargement presents itself if we wish to retain the carrying trade of the upper lakes. There is, however, a feature connected with the improvement which is a serious one, and that is the financial feature. The deepening of all our St.

Lawrence canals so as to permit of the passage of vessels drawing twenty feet of water would call for a large expenditure of money, which, in the present condition of the Dominion debt, would meet with strong opposition. We are living in an age of inventions and if any means can be devised by which the expenditure could be reduced it should receive a fair attention. In a lecture before the Society of Civil Engineers, on Tuesday evening last, Mr. H. G. C. Ketchum, C. E., described the hydraulic lifts and pontoons as designed for the Ship Transport Railway, and suggested that such a scheme might be used in all the canals of Canada to convey vessels having any draught, say up to twenty feet. "There is no necessity," said he "of deepening the existing canals at immense expense, when, by using pontoons, you may so easily and safely convey ocean vessels at twenty feet draught and more through the present canals. All it requires is a lift at or near each terminus at a convenient place where the water is deep enough for the purpose. The pontoon should be opened at the top and provided with blocking gear to receive the vessel on the hydraulic lift. When lifted the pontoon can be towed away with the vessel upon it to the other end of the canal, in the vicinity of which, another lift would be erected and ready to receive the vessel and release her from the pontoon, when she could continue her voyage to her destination. The simplicity and economy of this method is beyond question." Continuing, he said, "The system of pontoon floating may also be applied to the river shallows of the St. Lawrence in many places. The pontoons, which may be called 'iron rafts,' would draw from six to eight feet of water, according to their size and the load of the vessel carried upon them. They are largely used at Malta, in the Mediterranean, for vessels of 3,000 tons in cargo." Such a paper read before such an audience must set men to think, if they have not already done so, upon such an important subject, the result of which may yet be that the expense of deepening the canals may be avoided by adopting the scheme above referred to.

## INSOLVENCY.

The *Canadian Journal of Fabrics*, the organ of the Canadian manufacturers, has the following to say regarding the movement now being made in the direction of a new insolvency law:—

We are glad to see the Montreal and Quebec Boards of Trade taking up the question of reform in the insolvency laws of the province, the defects of which have been pointed out more than once in these columns. The Montreal board recently appointed a committee to deal with the question; and this committee, through their chairman, Mr. J. P. Cleghorn, have urged the following amendments to the provincial Act:—

That clause 4 should read as follows:—  
"The judge shall appoint as curator the party or parties nominated by the majority in value of the creditors present or represented at the meeting."  
That any restriction on the right of a

creditor to vote, on the ground that his claim was partly or wholly secured, would often necessitate vexatious delays, and the expense of a contestation to decide whether and to what extent the claim in dispute was secured.

That although the delay of 48 hours, specified in clause 7, was approved by the Council last year, experience convinces us that the present delay of 24 hours is ample, and in numerous cases even that period is detrimental to the interests of creditors.

The committee make a further and much more important recommendation, which is that the Dominion Government should pass an act dealing with insolvency in all the provinces.

It has been shown that the laws of each province contain, among a number of useful and reasonable provisions, certain clauses which show glaring defects and give rise to gross abuses. There is no reason why an understanding should not be come to with the provincial governments, whereby one uniform law can be applied throughout the whole Dominion, superseding the provincial acts and leaving out their palpable defects. The present condition of our provincial insolvency laws is disgraceful.

The local law in British Columbia is said to be better than most of the others, and the B. C. COMMERCIAL JOURNAL suggests that the Premier of the province, who drafted it, should be asked to draw up an act for the Dominion House. One general act embodying the virtues and discarding the defects of the various provincial acts ought now to be a much easier task than when the old Dominion Act was passed.

DANGERS FROM IMPURE SOAP.

If there be any one thing physicians shrink from recommending, it is soap; and yet a pure, reliable soap is one of the greatest importance. In the treatment of many diseases and in giving advice on hygiene in general medical men are continually searching for a safe, non-poisonous soap. Adulteration in the manufacture and the admixture of chemicals to make up in appearance what is lacking in quality make this a subject well worthy of consideration.

For use in the bath room, and for general toilet purposes, a thoroughly reliable soap is of the greatest importance. Many cases of eczema have resulted from the use of a soap extensively advertised and recommended as absolutely pure. Physicians are frequently asked concerning the care of the hair. Many ladies have ruined a handsome head of hair and turned it permanently gray by using ammonia in the bathing water, or the suds of some much advertised soap containing dangerous ingredients. In the treatment of chronic eczema of children and especially that form known as "baby's sore head," a pure soap is positively requisite in effecting a cure. It would be well to remember this.

Many people purchase their soap at the counters of dry goods stores and of groceries, for the simple reason that they are being sold at reduced rates, and are therefore cheap. In many instances the result is that they are obliged to consult some physician for some skin disease or for

some "humor of the blood." Not infrequently medical men are perplexed in the treatment of skin disease by the obstinate continuance of the malady, and the cause is sought for without satisfactory result. It often happens that some apparently simple skin disease is aggravated by the use of impure and dangerous soap, the character of which has not been suspected by the patient, and is unknown to the medical attendant.

The abuse has reached such proportions that some legal protection against adulterated soap is unquestionably needed. Soap is very commonly used for injections, and this generally without medical advice. Where an inferior soap is used, containing injurious ingredients, the delicate mucous membrane of the bowel is injured; and, as a result, constipation is induced, perhaps obstinate rectal disease originated.

In general, it is safe to avoid perfumed soaps, and never to buy any kind except of some reliable druggist; and, if possible, the medical attendant's advice in this matter is well worth having.—Democrat.

Edmund Clarence Stedman of New York has been elected president of the American Copyright League.

The feeling at Washington is that the difficulty between the United States and Chili will be amicably adjusted.

It has been decided to close the Commonwealth National Bank in Philadelphia and adopt the plan of liquidation.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the month of December:

	TONS.
New V. C. Co.....	19,760
Wellington.....	16,898
East Wellington.....	2,720
Union.....	2,020
Total.....	41,398

RECAPITULATION FOR THE YEAR 1891.

	TONS.
New V. C. Co.....	377,561
Wellington.....	229,271
East Wellington.....	36,085
Union.....	94,990
Total.....	737,907

OUT-PUT AND SHIPMENTS.

The out-put and shipments for the New Vancouver Coal Company for the year 1891 were as follows:

	OUT-PUT 1891.	SHIPMENTS.
	TONS. CWT.	TONS. CWT.
Southfield.....	201,627 17	198,965 7
No. 3 Shaft.....	61,245 8	62,310 16
No. 1 Shaft.....	158,729 19	157,494 9
Northfield.....	108,006 10	104,528 15
Total.....	529,590 14	523,299 3

The total out-put of 529,590 tons is the largest yet attained by this company or, in fact, any colliery in British Columbia, says the Nanaimo Free Press, which should be the best authority on the subject. The New V. C. Co., in 1890, had a total out-put of 389,505 tons, which, in comparison, shows an increase of 139,085 tons in favor of the New Vancouver Coal Company for the year just closing. This speaks volumes for the energetic management of the Company, for the out-put has reached over half a million tons, representing an export value of \$2,114,300.

THE EXPORT OF COAL FOR 1891.

The total amount of coal exported from January 1, 1891, to December 31, 1891, ex-

ceeds the amount exported in 1890, by over a quarter of a million tons.

Export for 1891.....	758,309 tons
Export for 1890.....	690,270 tons
Excess for 1891.....	258,039 tons

The value of the coal exported this year is \$2,913,322.

Of the amount of coal exported, the United States received 737,062 tons; Mexico..... 1,621 " ; Hawaiian Islands..... 5,780 " ; Hong Kong..... 5,405 " ; Japan..... 3,242 " ; Australia..... 1,793 "

The increase in the export of coal from British Columbia, may be seen by the following statement of exports from the year 1857:

YEAR.	EXPORT.
1857.....	331,889 tons
1858.....	365,714 "
1859.....	443,675 "
1890.....	508,270 "
1891.....	758,300 "

The export for 1891 is more than double the export of 1857 or 1858.

COMMERCIAL SUMMARY.

The village of Aurora, Iowa, has been wiped out by fire.

In Milan, Italy, there were 73 deaths in one day from influenza.

Lord Vivian has been appointed British Ambassador to St. Petersburg.

Of the 13,000,000 inhabitants of Mexico, it is said 10,000 own all the land outside the cities.

Hartman & Mendelshon, cloak manufacturers, of New York, are financially embarrassed. Liabilities \$50,000; assets unknown.

The Trades and Labor Council of Hamilton have passed strong resolutions against municipalities granting bonuses to industries, especially when it results in the removal of a business from one municipality to another, and decided to take steps towards urging an amendment in the law. The council will ask the co-operation of the Dominion Trades and Labor Congress, the trades and labor councils of other cities and labor organizations. The action of this body is certainly fully justified. The Ontario Government, seeing the evil caused to the province by the depraved habit of bonus hunting by manufacturers, who made a business of moving from town to town, simply living on bonuses, passed a law to remedy this specific evil; but for some reason it has failed to operate. Unfortunately the disease has spread to other provinces besides Ontario. The bacteria of this disorder, to use a medical term, finds a more fruitful soil in the ignorance and simplicity of municipal councillors, and, until there is more enlightenment among municipal boards as to the true nature of the evil, there is little chance of permanent improvement. If councillors would bring to bear in the governing of a town the same common-sense they show in conducting their own business affairs, the professional bonus hunter would soon be killed off. There are occasions and circumstances where bonuses may be granted with advantage, under proper securities; but corporations of marshy and stagnated towns cannot always lift themselves out of the mud by their own boot straps.

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## BRITISH COLUMBIA SALMON FLEET 1891-2.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Serica	913	Smythe	Sept. 29	Victoria	London	38,623	\$200,782	
Br bark	Callao	978	James	Oct. 6	Victoria	London	41,640	\$212,000	
Br bark	Lebu	736	Worrall	Nov. 16	Victoria	Liverpool	30,800	161,424	
Br bark	Rothsay Bay	750	Partridge	Nov. 18	Westminster	Liverpool	32,179	159,553	
Br bark	Wanlock	745	Cooper	Nov. 18	Victoria	Liverpool	29,916	157,743	
Br ship	Titania	879	T. W. Selby		Westminster	London			
Br bark	City of Carlisle	823	Kendall		Victoria	London			

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

## BRITISH COLUMBIA LUMBER FLEET 1891-2.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRI VED.	RATE
Br ship	Stamboul	1218	Weston	Jan 3	Vancouver	Callao	960,300	\$ 9,600	April 2	50s
Chil bark	India	433	Funke	Feb 1	Moodyville	Valparaiso	751,386	8,348	April 20	65s
Br bark	Nineveh	1174	Broadfoot	Feb 25	Vancouver	Sydney	855,352	9,335	April 24	owners ac
Br bark	Formosa	915	Kain	Mar 21	Vancouver	Africa	744,000	6,000	July 5	55s
Am bkt	Catharine Sudden	368	Thompson	Mar 31	Moodyville	Tientsin	497,539	5,177	June 19	77s 6d
Am ship	Geo F Manson	1353	Crack	May 14	Moodyville	Sydney	868,151	9,752	Aug 5	55s
Br ss	Eton	1746	Newcomb	May 15	Moodyville	Port Pirie	1,765,714	15,891	June 26	Private
Am sch	Olga	478	Atwood	May 22	Moodyville	Shanghai	531,133	5,990	Aug 7	65s
Am sch	Golden Shore	961	Henderson	June 3	Moodyville	Sydney	799,658	8,063	Aug 7	55s
Br ship	Forest King	1602	Morris	June 3	Vancouver	Callao	1,224,846	14,224	Sept. 1	47s 6d
Am ship	Exporter	1312	Kezer	June 7	Vancouver	Melbourne	839,132	8,802	Oct. 2	65s
Am bark	Spartan	749	Anderson	June 14	Vancouver	Melbourne	562,000	5,276	Sept. 27	60s
Am bark	Hesper	661	Sodergren	July 4	Moodyville	Shanghai	688,544	8,365	Aug 27	62s 6d
Swed bark	Svea	603	Afzelius	July 5	Vancouver	Callao	438,913	4,709	Sept. 17	47s 6d
Am ship	Great Admiral	1497	Howell	July 18	Vancouver	Melbourne	919,586	9,596	Oct. 9	52s 6d
Chil bark	Luisa Marta	715	Meyer	July 19	Westminster	Sydney	554,780	5,705	Oct. 6	60s
Chil bark	Leonor	801	Harken	July 22	Westminster	Melbourne	600,335	6,000	Oct. 6	65s
Nor bark	Borghild	757	Haugeland	July 25	Vancouver	Melbourne	564,556	5,913	Oct. 6	62s 6d
Br ship	Duke of Abercorn	1060	McDougal	July 29	Vancouver	Adelaide	688,333	6,917	Nov. 12	47s 6d
Ger bark	Cassandra	733	Stehr	July 31	Vancouver	Iquiqui	545,619	8,435	Oct. 27	60s
Br ship	Leading Wind	1280	S B Savory	Aug 6	Moodyville	Melbourne	763,443	9,681		owners ac
Chil bark	Antonietta	925	Stack	Aug 8	Moodyville	Valparaiso	613,214	6,546		50s
Br bark	Ordovic	825	Austin	Aug 9	Vancouver	Callao	613,300	6,546		owners ac
Chil ship	Hindostan	1513	Welsh	Aug 14	Moodyville	Valparaiso	1,300,419	11,869		50s
Br bark	H B Camm	1220	Footo	Aug 24	Moodyville	Sydney	1,011,172	12,214	Nov. 2	50s
Nor ship	Saga	1413	Aftedahl	Sept. 3	Moodyville	Sydney	960,254	8,777	Nov. 19	50s
Nor bark	Lotos	718	Salvesen	Sept. 25	Vancouver	Adelaide	528,824	5,435	Dec. 26	65s
Per bark	Pisagua	980	Benvenuto	Oct 10	Moodyville	Pisagua	483,583	4,618		owners ac
Am bark	Newsboy	559	Johnson	Oct 1	Westminster	Sydney	615,732	6,540	Nov. 21	52s 6d
Nor ss	H. W. Jarlsberg	1958	Huguo	Sept. 20	Moodyville	Port Pirie	2,043,269	18,389	Oct. 29	Private.
Chil ship	Ena Luisa	1480	Beaseco	Oct. 9	Moodyville	Valparaiso	909,868	8,187		58s 6d
Br bark	Alfred Hawley	412	Lejewellyn	Oct. 2	Westminster	Port Pirie	300,931	2,858		62s 6d
Nor bark	Flora	766	Anderson	Nov. 21	Vancouver	Melbourne	557,932	5,241		65s
Nor bark	Dominion	1256	Eriksen	Nov. 23	Vancouver	Adelaide	978,392	9,272		50s
Am bkt	Wille R. Hume	632	Brigman	Nov. 17	Vancouver	Callao	794,201	7,795		45s
Am ship	Benj. Sewall	1361	Sewall	Dec. 2	Vancouver	Valparaiso	755,687	10,250		44s
Am sch	Olga	478	Roblin	Nov 12	Moodyville	Sydney	512,658	4,413		owners ac
Chil ship	Atacama	1235	Caballero	Dec. 15	Moodyville	Valparaiso	180,001	9,453		owners ac
Br bark	Nineveh	1174	Broadfoot	Dec. 15	Vancouver	Sydney	710,995	9,025		45s
Am sch	F. S. Redfield	446	Birkholm	Dec. 10	Chenainus	Sydney	579,485	5,233		47s 6d
Br ship	Athlon	1371	Dexter	Jan. 5	Vancouver	Adelaide	330,793	8,265		
Nor ship	Morning Light	1316	Johansen		Vancouver	Melbourne				

A—Also 40,900 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 387,571 feet rough lumber, 39,638 feet dressed lumber, and 587 bundles laths. D—Composed of 23,355 feet dressed and 844,799 feet rough, also 22,916 feet pickets and 291,210 feet laths. E—Also 2,375 bundles laths. F—Composed of 1,141,281 feet rough, 80,560 feet t & g flooring, 21,000 feet box shooks, (5,000 boxes). G—Also 1,075 bundles pickets, 1,416 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 11,925 feet pickets and 2,094 bundles laths. L—Also 3,500 bundles laths. M—Also 1,033 bundles laths and 463 bundles pickets; deck load 72,632 feet. N—Also 90,411 feet dressed, 2,488 bundles pickets and 1,131 bundles laths. O—Comprising 182,638 feet t & g flooring. P—Also 2,500 bundles laths and 8,679 bundles pickets, deck load 76,879 feet. Q—Also 139,161 t & g flooring, 1,429 bundles laths and 47 spars, deck load 41,912 feet. R—Composed of 484,996 feet rough and 128,304 feet flooring; deck load 53,729 feet rough. S—Also 2,001 bundles laths, deck load 106,197 feet. T—Also 2,138 bundles staves and 1,131 bundles laths. U—Also 22,461 feet t. and g. flooring, 2,272 bundles staves and 1,414 bundles laths; on deck 111,437 feet rough. V—Deck load 245,866 feet; sailed from Nanaimo Sept. 21. W—Also 712 bds laths and 1,463 bds pickets. X—Also 315 bds laths and 1,780 bds pickets. Y—Also 21,757 feet pickets and 56,000 feet lath. Z—Deck load 32,396 feet rough. AA—Also 148,000 feet rough. BB—Also 332 bds laths. CC—Composed of 15,684 ft T G flooring, 159,453 ft clear and 619,064 ft rough. DD—Also 76,000 laths and 4,730 pickets. Sailed from Victoria Nov. 21. EE—Also 1047 bds pickets and 1606 bds laths; returned to Esquimalt Dec. 9 strained and leaking badly; being discharged for repairs. FF—Also 151,237 ft t and g flooring. GG—Also 167,555 ft t and g flooring and 3,596 bds laths. HH—Also 127 bds laths. II—Also 48 bds laths. JJ—Also 2,389 bds lath and 5,550 bds pickets.

### SHIPPING INTELLIGENCE.

The steamship *Batavia*, Upton line, will leave about the end of the month for Oriental ports.

The British steamship *Sussex*, 1,620 tons, Capt. Holt, of the Upton line, was expected to sail from Hong Hong on the 1st inst. and Yokohama about the 10th for Victoria.

The American schooner *W. H. Talbot*, 770 tons, Capt. Blum, is now on the way from San Francisco to load lumber at Burrard Inlet for Tientsin, China, under char-

ter to Messrs. R. P. Rithet & Co. (Ld).

Notice is given that a bell buoy, painted red without number, has been moored in 36 feet at low water, to mark the end of the spit about one-quarter nautical mile to the northward of Duwamish Head, Puget Sound, Washington.

### FREIGHTS.

In lumber freights, owing to complete absence of business, it is difficult to quote, but rates have not materially altered since last week.

Quotations are as follows: From Burrard Inlet or Puget Sound to Sydney,

35s to 37s 6d; Melbourne, Adelaide or Port Pirie, 42s 6d to 45s; Valparaiso, 42s 6d; Cork for orders, 65s, Shanghai, 50s. Grain freights have apparently touched bottom and may be quoted at 23s 6d from San Francisco for the United Kingdom with usual options. Coal freights are unchanged. Nanaimo or Departure Bay to San Francisco, \$2.25; from Puget Sound to San Francisco, \$2.00 per ton.

H. Gribble, toys, etc., Victoria, had his stock damaged by fire on the 10th inst.

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNERS.	DAYS OUT.
Br bark	Glenbervio	800	Groundwater	August 21	R London	Victoria	R. P. Rithet & Co. (Limited)	144
Br bark	Lizzio Bell	1036	Edwards	Sept. 23	A Liverpool	Victoria	R. P. Rithet & Co. (Ld. ad)	106
Br bark	Argyleshire	1208	Stevens	Sept. 16	I Glasgow	Victoria	C. Gardiner Johnson	118
Gr bark	Katinka	816	Kohler	Oct. 6	M La Plata	Moodyville	Moodyville Sawmill Company	98
Am bark	Colorado	1636	Gibson	July 2	P New York	(Chemainus)	Victoria Lumber and Manufacturing Co	172
Port bark	Quiteria	355	Leite	July 5	Rio Janeiro	Victoria	Victoria Lumber and Manufacturing Co	191
Br ss	Landana	987	Bales		Antwerp	Victoria		1
Nor bark	Czar	1314	Ch'stopherson	Oct. 15	T Rio Janeiro	Vancouver		81
Br ship	British India	1199	Lanes	Sept. 26	N Samarang	Vancouver		108
Br ship	Mount Carmel	1526	Livingstone	Nov. 17	S Samarang	Vancouver		56
Br bark	Arladne	1167	Croot	November 23	O London	Victoria	Robt. Ward & Co.	45
Nor bark	Orion	1231	U'strup	Oct. 20	K Newcastle	Vancouver		81
Br ship	Thermopylae	918	Winchester	Dec. 10	G Bangkok	Victoria	Victoria Rice Mills	33
Br bark	Irvine	665	Jones	Nov. 28	L Liverpool	Victoria	Turner Beeton & Co.	45
Br bark	Banffshire	820	McDonald	Dec. 18	E Liverpool	Vancouver	Bell-Irving & Paterson	25
Br ship	Mary L. Burrell	1156	Kinney	Sept. 15	B Bahia	Royal Roads		119
Br ss	Batavia	1628	Hill	Nov. 20	H Hong Kong	Victoria	F. C. Davidgo & Co.	53
Br schr	Mermuid	118	Crim	Nov. 11	S London	Victoria	Robt. Ward & Co.	61
Br bkt	Hiltorn	383	Stronach	Oct. 21	H Hong Kong	Royal Roads		82
Br ss	Bushmills	1588	Yennig		H Glasgow	Vancouver	Baker Bros. & Co., (ld)	
Br ship	Aristomene	1750	Jones	Sept. 21	J Sourabaya	Vancouver		
Br bark	Mistletoe	821	Smith	Nov. 23	F Buenos Ayres	Vancouver		50
Br ship	Bon Nevis	1061	Pike		G Glasgow	Vancouver	C. Gardiner Johnson	
Br ship	Augerona	1215	Anderson		O San Francisco	Royal Roads	R. P. Rithet & Co (Ltd)	
Am bark	Hesper	661	Sodregan		Q San Francisco	Vancouver	R. P. Rithet & Co (Ltd)	
Nor ship	Prince Edward	2180	Cornelissen	Oct. 20	Montevideo	Royal Roads		81
Br ss	Empress of Japan	3003	Lee	Jan. 5	H Hong Kong	Vancouver	C. P. S.S. Co	7
Br ss	Sussex	1620	Holt	Jan. 1	H Hong Kong	Victoria	F. C. Davidgo & Co	11
Am schr.	W. H. Talbot	776	Bluhm		W San Francisco	Vancouver	R. P. Rithet & Co (Ltd)	

K Via San Pedro, chartered to load lumber at Burrard Inlet for Melbourne wharf at 57s 6d. L—Passed Torrhead Sept. 17. M—Chartered for M., A. or P. P., rate 62s 6d, option Sydney 52s 6d. P—Arrived Bahia Sept. 16 and sailed Oct. 2. Cargo of blacksmiths' coal for San Francisco, thence to load lumber for Valparaiso. T—Chartered for M., A. or P. P., at 57s 6d, option Sydney 47s 6d. A—Spoken Oct. 8, lat. 46° N, long 10° W. H—via Liverpool, to sail in February. N—Passed New Aujer Oct. 2. D—For orders. G—Cargo of mt rice. R—Spoken Sept. 25, lat. 11° N, 26° W. S—Cargo of salt and sealing outfit, passed Deal Nov. 17. B—Via Honolulu. C—Dec. 8, towed into Gravesend. She lost two anchors and chains in the Downs, and damaged windlass. E—to load lumber for the Delaware ship yard, U. S. Navy. F—arrived at Holyhead Dec 19, sailed 2. J—via Pasaroctin. O—Chartered to load lumber from Burrard Inlet or Puget Sound to Valparaiso at 42s 6d. Q—Chartered to load lumber for Shanghai at 50s. W—Charterer to load lumber for Tientsin, China.

### BUSINESS CHANGES.

Geo. J. Cook, tailor and clothing, sheriff in possession.

Anderson, fruits and produce, Government Street, has gone out of business.

A Vancouver druggist is reported making arrangements to remove to Nanaimo.

It is reported that Hayes & McIntosh, butchers, Vancouver, contemplate making a change.

Johns Bros., grocers, King's Road, Victoria, are opening a store in the Turner Block.

A. Sproat, formerly purser on the St. Isabel, is going into business on his own account at Nanaimo.

A. E. Planta & Co., real estate and insurance agents, Nanaimo, have opened a branch office at Northfield.

Geo. Bevilockway is making arrangements to take over the business of A. Mayer & Co., general merchants, Nanaimo.

Mr. Mayer, who has conducted business as a grocer and dry goods merchant in Nanaimo for about thirty years, is retiring.

F. G. Richards, Jr., and Hubert Cuthbert have entered into partnership as real estate, general auctioneers and commission agents.

I. E. Atkins, druggist, etc., of Vancouver, has sold the cigar business which he recently purchased from A. W. Draper to a Mr. Robinson.

Inkster, Anderson & Marymont have entered into partnership, and propose going into the Japanese curio and fruit store business in Nanaimo.

R. F. Daly, paying teller in the Victoria office of the Bank of British Columbia, will be in charge of the branch to be opened at Nelson in the spring.

H. Marymont is retiring from the dry goods business in Nanaimo, and is going to open up a dry goods business in Victoria in partnership with Jacob Smidt.

A company, under the Joint Stock Company Act, is being formed for the erection and operation of a soap factory at Northfield. The company is capitalized at \$5,000, in 100 shares of \$50 each.

Messrs. MacPherson & Thompson, chemists and druggists, New Westminster, have bought out the business and stock-in-trade of Messrs. Hill & Coatham, druggists, and have added the stock of the latter firm to their own stock.

Geo. L. Matthews, representing Geo. Matthews, pork packer, of Peterboro, Ont., is opening in the provision business in Vancouver, and conditions being favorable, the firm may open a packing house in Vancouver.

The manufacturing business of Ramsay Bros., of Victoria, and the Vancouver Candy Co. have consolidated under the style of Ramsay Bros. & Co. (Ld.). The Messrs. Ramsay Bros. will remove to

Vancouver and take the management of the business. C. D. Rand, of Vancouver, and Dr. Milne, of this city, are the other members of the company.

### FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending Jan. 9:

Date.	Vessel and Destination.	Tons.
2.	Sea Lion, ss., Port Townsend	58
5.	Rapid Transit, ss., Whatcom	259
8.	Bundalcer, bark, San Francisco	1,404
Total		1,721

J. R. Kerr, of the firm of Kerr & Begg, booksellers and stationers, has been appointed the representative of the Northwest Commercial Travellers' Association for British Columbia, for the issue of certificates to travellers.

Last Wednesday afternoon the adjourned meeting of the Vancouver Sealing, Shipbuilding and Trading Company, Limited, was held in the office of Mr. John Rounsefell, the secretary, Vancouver. Mayor Oppenheimer, the president of the company, occupied the chair, and there was a large attendance of shareholders present. It was decided to fit out their schooner, the Vancouver Belle, for this season's operations, and Capt. Copp expects to have her ready by about the beginning of February.



REGISTERED TRADE MARK.

The Largest Factory of its Kind  
in the Dominion.

## LION 'L' BRAND Pure Vinegars,

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

—PREPARED BY—

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Established 1849. Gold, Silver  
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Prizes.

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A COMPLETE STOCK OF ENGINEERS' AND MILL SUPPLIES.

Estimates for Marine and Stationary Engines furnished on application.

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1st Vice-Pres.CAPT. JAS. CARROLL,  
Pres't.J. P. BEITTS, VANCOUVER, B. C.  
2nd Vice-Pres.

## PUGET SOUND AND BRITISH COLUMBIA STEVEDORING COMPANY.

INCORPORATED.

Doing business at all Puget Sound and British Columbia Ports. The only concern  
with a complete stevedoring plant. Head office: Port Townsend, Washington.

Capt. John Barneson, Sec'y, Manager, Port Townsend. R. Chilcott, Manager Seattle and Port  
Blakely. F. M. Yorke, Manager Victoria, Chemainus and Cowichan, B. C.

All communications to be addressed to the Sec'y at the head office, Port Townsend, Wash.  
Cable address: Barneson, Port Townsend.

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

OF PETERBOROUGH.

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

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COLONIAL

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The very best moderate priced Hotel in the City

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## THE WAVERLEY HOTEL,

Cor. Seymour and Georgia Sts.,

Close to New Opera House, VANCOUVER.

PRIVATE AND FAMILY HOTEL.

Choice Wines, Etc. JOHN WHITTY, Prop

## A. E. PLANTA & CO

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AND INSURANCE AGENTS,

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

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

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

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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 Agents, Melbourne,  
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CORRESPONDENCE SOLICITED.

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Telephone 357

## 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, insisting 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.

# Esquimalt & Nanaimo R'y

**TIME TABLE NO. 12,**  
 Totake effect at 8.00 a.m. on Tuesday, Octo-  
 ber 20th, 1891. Trains run on Pa-  
 cific Standard Time.

GOING SOUTH HEAD UP		STATIONS		GOING NORTH HEAD DOWN.	
No. 1 Passenger Daily	No. 3 Passenger Saturdays Sundays	VICTORIA A.	RUSSELL'S Vic. W.	No. 2 Passenger Daily	No. 4 Passenger Saturdays Sundays
Ar 12.24	Ar 5.58	VICTORIA A.	RUSSELL'S Vic. W.	De 8.00 A.M.	De 2.30 P.M.
" " " "	" " " "	ESQUIMALT.	ESQUIMALT.	" " " "	" " " "
" " " "	" " " "	GOLDSTREAM.	GOLDSTREAM.	" " " "	" " " "
" " " "	" " " "	SHAWNIGAN L.	SHAWNIGAN L.	" " " "	" " " "
" " " "	" " " "	COBBLE HILL.	COBBLE HILL.	" " " "	" " " "
" " " "	" " " "	MCPHERSON'S.	MCPHERSON'S.	" " " "	" " " "
" " " "	" " " "	KOKSILAH.	KOKSILAH.	" " " "	" " " "
" " " "	" " " "	DUNCAN'S.	DUNCAN'S.	" " " "	" " " "
" " " "	" " " "	SOMENOS.	SOMENOS.	" " " "	" " " "
" " " "	" " " "	CHEMAINUS.	CHEMAINUS.	" " " "	" " " "
" " " "	" " " "	NANAIMO.	NANAIMO.	Ar 11.50	Ar 6.20
" " " "	" " " "	WELLINGTON.	WELLINGTON.	De 11.50	De 6.20
" " " "	" " " "			Ar 12.14 P.M.	Ar 6.20

**On Saturdays and Sundays**

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

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

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

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

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

# Union Steamship Co.

B. C., (LIMITED.)

HEAD OFFICE: VANCOUVER, B. C.

**VANCOUVER-NANAIMO ROUTE.—**

SS. CUTCH leaves Vancouver daily at 1:00 p. m., arriving at Nanaimo at 6 p. m. Leaves Nanaimo 7 a. m., daily, arriving at Vancouver 10:30 a. m.

**VANCOUVER AND PORTLAND, (OR.)—**

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

**VANCOUVER AND LADNER'S LANDING—**

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

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

William Webster, Manager.

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

# VICTORIA RICE MILLS,

STORE STREET, VICTORIA, B. C.

—MILLERS OF—

## CHINA AND JAPAN

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

VICTORIA

## ROLLER FLOUR MILL.

Delta Brand Family Flour,  
 Superfine Flour, Bran & Shorts

NOS. 64 & 66 STORE ST.  
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## BRUSHES, BROOMS

—AND—

## WOODENWARE!

Our Standard Brushes are hand ed by all the leading houses, and are guaranteed to be as represented

## Chas. Boeckh & Sons

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G. F. & J. GALT, AGENTS.

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## SIMMS BRUSHES ARE THE BEST.

## T. S. SIMMS & CO.,

MANUFACTURERS OF  
 BRUSHES, COR BROOMS AND WHISKS  
 ST. JOHN, N. B

Special lines made for the Paint-  
 ers' trade of B. C.

HOUSEHOLD BRUSHES A SPECIALTY.  
**E. G. ANDERSON & Co.**

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(ESTABLISHED 1858.)

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## 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

## Puget Sound and Alaska Steamship Co

### TIME CARD.

### STEAMSHIP CITY OF KINGSTON. Victoria Route.

8:00 a.m. .... Lv Tacoma Ar..... 5:15 a  
 10:15 a.m. .... " Seattle Lv..... 3:00 a m  
 1:30 p.m. .... " Pt Townse'd "..... 11:45 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 Townse'd "..... 11:30 a m  
 2:45 a.m. .... " Anacortes "..... 9:15 a m  
 7:45 a.m. .... Ar Fairhaven "..... 8:00 a m  
 6:10 a.m. .... " Sehome "..... 7:30 a m  
 4:30 a.m. .... " Whatcom "..... 6:00 a m

#### Snohomish River Route.

7:00 a.m. .... \* Lv Seattle Ar..... 2:00 p m  
 8:45 a.m. .... " Edmonds Lv..... 12:30 p m  
 10:30 a.m. .... " Muckeltee "..... 10:45 p m  
 12:00 p.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..... 6:00 p m  
 p.m. .... " Kingston Lv..... 2:30 p m  
 12:30 a.m. .... Lv Pt Madison "..... 4:10 p m  
 3:00 a.m. .... " Pt Gamble "..... 1:00 p m  
 4:00 a.m. .... " Pt Ludlow "..... 12:00 m  
 6:00 a.m. .... Ar Pt Townsend† "..... 10:00 a m  
 \* Daily ex. Sunday. † Daily ex. Saturday.

For further information apply to  
 G. G. CHANDLER,  
 G. F. & P. A., Tacoma, Wash.  
 E. E. BLACKWOOD, Agt., 79 Gov't Street.



# 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**

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

**THE "SOUTH FIELD" COAL**

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

**THE "NEW WELLINGTON" COAL,**

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

**SAMUEL M. ROBINS, Superintendent.**

# OGILVIE MILLING CO.,

WINNIPEG, - - - MANITOBA.

(REPRESENTED BY G. M. LEISHMAN.)

Daily Capacity.....		7,500 Barrels.
ROYAL—Montreal.....	2,500 Barrels	SEAFORTH—Seaforth, Ont..... 500 Barre
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,  
Glassware and General

**HOUSE FURNISHING GOODS.**

WHOLESALE AND RETAIL. CORRESPONDENCE SOLICITED.

OFFICE AND SALESROOM:

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FACTORY:

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Rough and Dressed Lumber,

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And all kinds of Wood Finishing.

ALL ORDERS EXECUTED PROMPTLY.

**ANDREW HASLAM, PROPR.**

NANAIMO, . B. C.