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Elegant Oak Sideboards,
Artistic Oak Hall Stands,
Beautiful Oak Secretaries,

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Nice Variety of Curtain Pongee
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Silky in Appearance, at a
Low Price.

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HARDWARE,

AGRICULTURAL IMPLEMENTS,

Wagons and Buggies,

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ENQUIRIES SOLICITED.

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*Rolled Oats, Oatmeal, Pearl
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J. A. SKINNER & CO.
(ESTABLISHED 1850.)

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Lamp Goods, Etc.
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North China (Marine) Insurance
Company, Limited.

BELL-IRVING, PATERSON & CO.,
NEW WESTMINSTER.

BANK OF BRITISH COLUMBIA

Incorporated By Royal Charter, 1862.

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

LONDON OFFICE:

60 LOMBARD STREET, E. C., LONDON.

Branches at

San Francisco, Cal.; Portland, Or.;
Victoria, B.C.; New Westminster, B.C.
Vancouver, B.C.; Kamloops, B.C.;
Seattle, Washington; Nanaimo, B.C.;
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from all points can be made through this bank
at current rates.Collections carefully attended to and every
description of banking business transacted.

THE BANK OF

BRITISH NORTH AMERICA.

Incorporated by Royal Charter.

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Reserve Fund..... £265,000 "

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John James Cater, H. J. B. Kendall,
Gaspard Farrer, J. J. Kingsford,
Henry R. Farrer, Frederic Lubbock,
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New York—H. Stikeman and F. Brown-
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Welsh, Agents.Have facilities for collection and exchange in
all parts of the world.**BANK OF MONTREAL.**

ESTABLISHED IN 1817.

INCORPORATED BY ACT OF PARLIAMENT.

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

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Hon. G. A. DRUMMOND, Vice-President.

S. CLOUSTON... General Manager.

BRANCHES AND AGENCIES IN CANADA.

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Almonte, O Hamilton, O Quebec, Q
Belleville, O Kingston, O Regina, Ass'a
Brantford, O Lindsay, O Sarnia, O
Brookville, O London, O Stratford, O
Calgary, N.W.T. Moncton, N.B. St. John, N.B.
Athabasca, N.B. Nelson, B. C. St. Mary's, O
Chatham, O New Westminster, Toronto, O
Cornwall, O St. Catharines, O Vancouver, B.C.
Fort William, O Ottawa, O Victoria, B.C.
Goderich, O Perth, O Wallaceburg, O
Guelph, O Peterboro, O
Halifax, N.S. Pictou, OAGENTS IN GREAT BRITAIN—London, Bank
of Montreal, 22 Abchurch Lane, E. C.; C. Ash-
worth, Manager. London Committee—Robert
Gillespie, Esq., Peter Redpath, Esq.AGENTS IN THE UNITED STATES—New York,
Walter Watson and Alex. Lang, 59 Wall
Street. Chicago, Bank of Montreal, W. Munro,
Manager. E. M. Shadbolt, Assistant Manager.
Buy and sell Sterling Exchange and Cable
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Credits available in any part of the world.
Drafts issued. Collections made at all points.**GREEN, WORLOCK & CO.,**

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GARESCHE, GREEN & CO.,

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BANKERS,

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A GENERAL BANKING business trans-
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DEPOSITS received on liberal rates of interest.

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GOLD DUST purchased at highest market
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JOHN EARSMAN.

A. M. LEITCH

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Sole Agents for British Columbia for

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Davenport Syrup Co., Davenport, Ia.
J. D. Nordlinger, Groceries, New York.
Eildon Mills, Galashiels, Scotland.
Munroe Brand Pure Condensed Milk.**CHIPMAN, MORGAN & CO.,**
SHIPBROKERS

—AND—

COMMISSION AGENTS.

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Dick's Patent Gutta Percha and Canvas Belting,
Hosendale Belting Company (Hair Belting),
Merryweather & Co., Fire Hose, Engines, Etc.**The Nanaimo Realty and Invest-
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COMMERCIAL STREET, NANAIMO.

REPRESENTING

The Federal Life Assurance Co'y.
The Pacific Coast Fire Insurance Co'y.
The British America Fire Insurance Co'y.Nanaimo Property—both city and suburban
—especially.

OUTSIDE CORRESPONDENCE INVITED.

THOMAS RYAN,

—DEALER IN—

BOOTS AND SHOES

ALSO AGENT FOR THE CELEBRATED

Lycoming American Rubbers,

EVERY PAIR WARRANTED.

Letter orders will receive prompt attention.

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Findlay, Durham & Brodie
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The Royal Mail Steam Packet Com-
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London Office:

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(LIMITED.)**BANKERS,****Financial, Real Estate, In-
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Bills discounted, Checks collected, Exchanges
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and all other Company Shares bought and
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SOLE AGENTS FOR B. C.

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Max Sultain Champagne, Reims
Extra quality. Extra dry.
Messrs. Phillips & Co's London,
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4 prize medals.**Johannis Brunnen Natural Min-
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It is most gratifying, pure or mixed with
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Manufacturer and Dealer in

ISLAND LUMBER AND SPARS.

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

CONSTANTLY ON HAND A GOOD SUPPLY OF BUILDING LUMBER.

Prepared to Cut Lumber to Order at Short Notice.

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Manufacturers' Agents.

Upton Line of Steamships

CHINA AND JAPAN.

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Shelf and Heavy Hardware, Crockery, Glassware, Lamp Goods,

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Catalogues and prices sent on application. Special attention paid to interior orders.

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M. R. SMITH & CO.,

WHOLESALE AND RETAIL

CRACKER BAKERS.

VICTORIA, B. C.

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

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Manufacturers of Clothing,

OVERALLS, : SHIRTS, : &c.

Salesroom and Factory:

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VICTORIA, B. C.

NICHOLLES & RENOUF

—DEALERS IN—

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

Coach, Car & House Painters Supplies

S. E. COR. YATES AND BROAD STS.

TELEPHONE 82.

P. O. BOX. 80.

VICTORIA. - B. C.

JAS. COLLCUTT & CO.,

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Ports, Sherries, Burgundies, Clarets, Chablis and Sauternes shipped direct by the following well known firms:

GONZALEZ, BYASS & CO.—SHERRIES, Jerez de la Frontera.

HUNT, ROUPE, TEAGE & CO.—PORTS, Oporto.

J. CALVET & CO.—CLARETS, BURGUNDIES, CHABLIS AND SAUTERNES, Bordeaux.

—:O:—

Other descriptions of wines, brandy, whiskey, gin and foreign liqueurs at shipping prices.

Spanish brandy, equal in character and finish to French, but considerably cheaper, will shortly be quoted.

REPRESENTED BY Welch & Co., San Francisco.

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

R. P. RITHET & CO.,

(LIMITED.)

WHARF STREET, VICTORIA, B. C.

WHOLESALE * MERCHANTS.

SHIPPING AND INSURANCE AGENTS.

AGENTS FOR

- Queen (Fire) Insurance Company.
- Maritime (Marine) Insurance Company.
- Reliance (Marine) Insurance Company.
- New Zealand (Marine) Insurance Company.
- Thames & Mersey (Marine) Insurance Co.
- Straits (Marine) Insurance Company.
- Sun (Marine) Insurance Company.
- Sea (Marine) Insurance Co.

Moodyville Saw Mill Co., of Burrard Inlet.

SALMON CANNERY AGENCIES.

FRASER RIVER:

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

NORTHERN AND SKEENA RIVER:

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

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

Columbia Flouring Mill Co. of Enderby.

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

W. H. SOULE.

A. E. STEVENS.

ALEX. McDERMOTT

BRITISH COLUMBIA PIONEER STEVEDORING CO., LTD.

ESTABLISHED 1871.

Estimates Furnished for all Ports in B. C. Complete Appliances for all kinds of Stevedoring. Cash security given if required, and satisfaction guaranteed.

P. O. Box 507. Cable: Soule.

Vancouver.

British Columbia

INLAND REVENUE AND CUSTOMS.

INLAND REVENUE RETURNS

Victoria Division—Comprising all of Vancouver Island :

The Inland Revenue returns, for the month of May, at the port of Victoria, were as follows :

INLAND REVENUE.

Spirits.....	\$ 5,786 38
Malt.....	1,573 91
Tobacco.....	2,524 12
Cigars.....	1,106 10
Petroleum Inspection.....	129 90
Total.....	\$11,120 44

The customs collections at the port of Victoria for the month of May were as follows :

Duties collected.....	\$ 80,748 97
Chinese revenue.....	16,816 50
Other revenue.....	855 34
Total.....	\$ 98,420 81
Imports, dutiable.....	286,335 00
Imports, free.....	166,078 00
Total.....	\$452,413 00

Exports, the produce of Canada.....	\$61,215 00
Exports, not the produce of Canada.....	5,850 00
Total.....	\$ 72,065 00

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

INLAND REVENUE RETURNS.

The statement of Inland Revenue returns at the port of Vancouver for May, shows the following :

Spirits.....	\$ 3,683 53
Malt.....	1,280 12
Tobacco.....	2,418 25
Cigars.....	561 90
Licenses.....	25 00
Petroleum Inspection.....	4 50
Total.....	\$7,973 10

The custom returns for the Port of Vancouver for the month of May show :

Duties.....	\$19,968 70
Other revenues.....	4,053 34
Total.....	\$24,022 04

NEW WESTMINSTER.

Imports and exports for month of May, 1892 :

IMPORTS FOR THE MONTH.

Dutiable.....	\$29,233 00
Free.....	13,301 00
Total Imports.....	\$42,534 00
Duty collected.....	\$ 8,619 31
Other revenues.....	203 45
Total collections.....	8,822 76

The value of the exports for the month was \$8,880.

The following are the Nanaimo customs returns for May, 1892 :

Duty.....	\$1,349 26
Steak Mariners' Dues.....	626 72
Oil Inspection.....	48 00
Total.....	\$5,023 98

FOREIGN COAL SHIPMENTS.

The following are the foreign coal shipments for the month of May :

New V. C. Co.....	28,775
East Wellington.....	3,461
Wellington.....	15,929
Union.....	9,240
Total.....	57,405

Fire clay, of an exceptionally good quality has been found near Nanoose Bay on the beach, in immense quantities. Samples are on view in Capt. Dillon's office, Northfield. A company will be formed to work the new find.

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.

Tuesday Morning, June 7.

VICTORIA.

There is little change in the general volume of business, and no special developments have occurred during the past week. Business has been of a moderate volume, and there is an encouraging steadiness in the general wholesale trade. There is usually a lessened activity at this time of the year, the early spring demand being satisfied. The trade, for a time, will be principally sorting-up orders. The past season has shown the folly of overstocking and crowding the market, and dealers are becoming quite conservative, especially in the dry goods and clothing lines, and also to a considerable extent in the hardware business. Collections are reported very fair.

FRUITS AND VEGETABLES.

The following are the receipts of fruit and vegetables from San Francisco by ss. City of Puebla June 1. For Victoria—183 bxs oranges, 30 bxs apricots, 5 pkgs containing 10 bxs strawberries, 133 pkgs containing 520 bxs cherries, 1 bx gooseberries, 1 bx peaches, 1 bx green almonds, 20 crates bananas, 1 pkg containing 2 bxs currants, 20 crates cabbage, 1 cs beans, 3 bxs squash, 23 cs peas, 12 bxs tomatoes, 101 sacks potatoes, 80 sacks onions, 3 cs vegetables; total, 708 packages. For Vancouver—90 bxs oranges, 2 sacks coconuts, 3 cs pineapples, 54 pkgs containing 217 bxs cherries, 21 crates cabbage, 90 sacks potatoes, 120 sacks onions, 6 crates cauliflower, 6 bxs beans, 6 bxs asparagus, 1 cs horseradish, 5 bxs tomatoes; total, 410 pkgs. Grand total, 1,129 packages. The receipts by SS. Walla Walla June 6 for Victoria were, 119 cs oranges, 49 cs apricots, 48 crates bananas, 4 bxs peaches, 1 cs dates, 12 cs pine apples, 4 sacks coconuts, 18 bxs plums, 127 pkgs containing 483 bxs cherries, 1 bx artichokes, 5 cs tomatoes, 2 crates cabbage, 1 cs cauliflower, 2 bxs beans, 16 bxs peas, 311 sacks potatoes, 112 sacks onions; total, 832 pkgs. For Vancouver—27 bxs oranges, 5 bxs lemons, 13 bxs apricots, 1 bx pineapples, 47 crates bananas, 67 pkgs containing 201 bxs cherries, 139 sacks potatoes, 70 sacks onions, 18 crates cabbage, 5 cs cauliflower, 4 bxs asparagus 7 bxs beans, 3 bxs tomatoes, 1 cs horseradish; total, 413 pkgs. Grand total, 1,245 packages.

Fruit business is reported good, by all the dealers. Oranges continue firm, but are not in active demand; sales are dropping of slightly. The small fruits are taking the trade. Cherries are arriving in splendid condition; some of the finest and largest received this season came up on the last boat. Prices have also dropped to \$1 a box, although some of the finest keeping qualities sell at \$1.25. Apricots are coming forward more freely, and the quality is improving, although they are still small. The price has declined 25c. The first plums were received and sold at \$1.50 to \$2 a box. They are not quite ripe. A few boxes of new peaches also came in and sold at \$2.75. Bananas are in good demand, and the price has advanced 25c a crate. Silverskin onions are quoted this week, 2c per lb. being the price asked. There were no old potatoes on the market

toward the end of last week, and consignments of new potatoes received by steamer on Monday found a ready sale at 1½ per lb. Supplies of old potatoes will be received early in the week from the Sound. These potatoes are said to be superior to those grown on the Fraser River, and they can be laid down, duty paid, about as low as the native grown potatoes. The first strawberries from the Sound were received by express from Tacoma last Friday and sold at 18c for lb. boxes, of which there are two dozen in a crate. They are of very fine quality. Local berries have also come on the market, but in small quantities as yet. Quotations are:—Oranges—Riverside seedlings, \$3 to \$4.25; navels, \$5.50 to \$6; Mediterranean sweets, \$4.00; California Highland oranges, \$4; California lemons, \$3.50 to \$4.75; Sicily lemons, \$4.50 to \$5.50; bananas, \$3.75 to \$4; cabbage, 2c per lb.; potatoes, \$17 to \$18 per ton; new potatoes, 1½c per lb.; strawberries, 18c per lb. box; cherries—white, \$1 to \$1.25 per box; black, \$1 per box; Royal Anns, \$1.25; red California onions, 1½c per lb.; silverskins, 2c; pineapples, \$6 a doz.; coconuts, 90c a doz.; peas, 5c per lb.; beans, 20c; apricots, \$2; plums, \$1.50 to \$2; peaches, \$2.75.

FLOUR AND FEED.

Since the last drop in quotations of Oregon flour there are no changes to note. There will be no more Oregon Snowflake on this market for a time, as Isom, Laning & Co. have shut down their mill. It was a popular brand and held a good trade.

The Columbia Flouring Mills quote: For Enderby flour in carload lots, Premier, \$5.40; XXX., \$5.30; Strong Bakers or XX., \$5.00; Superfine, \$4.00. Quotations to the trade are:

Delta, Victoria mills.....	\$ 5 25 @ 0 00
Lion, ".....	5 25 @ 0 00
Premier, Enderby mills.....	5 75 @ 0 00
XXX, ".....	5 50 @ 0 00
XX, ".....	5 25 @ 5 50
Superfine, ".....	4 25 @ 4 50
Oglivie's Hungarian.....	5 85 @ 0 00
" Strong Bakers.....	5 50 @ 0 00
H. B. C. Fort Garry Hungarian.....	5 85 @ 0 00
Benton County, Oregon.....	5 50 @ 0 00
Snowflake.....	5 75 @ 0 00
Portland Roller.....	5 50 @ 0 00
Royal.....	5 35 @ 0 00
Wheat, per ton.....	35 00 @ 40 00
Oats.....	30 00 @ 32 50
Oil cake meal.....	35 00 @ 00 00
Chop feed.....	30 00 @ 00 00
Shorts.....	28 00 @ 30 00
Bran.....	25 00 @ 27 50
National Mills oatmeal.....	3 50 @ 0 00
" " rolled oats.....	3 50 @ 0 00
" " split peas.....	3 50 @ 0 00
" " pearl barley.....	4 50 @ 0 00
" " Chop feed.....	30 0 @ 0 00
California oatmeal.....	4 35 @ 0 00
California rolled oats.....	3 85 @ 4 00
Comm meal.....	2 75 @ 3 00
Cracked corn.....	45 00 @ 50 00
Hay, per ton.....	18 00 @ 20 00
Straw, per bale.....	1 25 @ 0 00

RICE.

The Victoria Rice Mills quote wholesale :

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

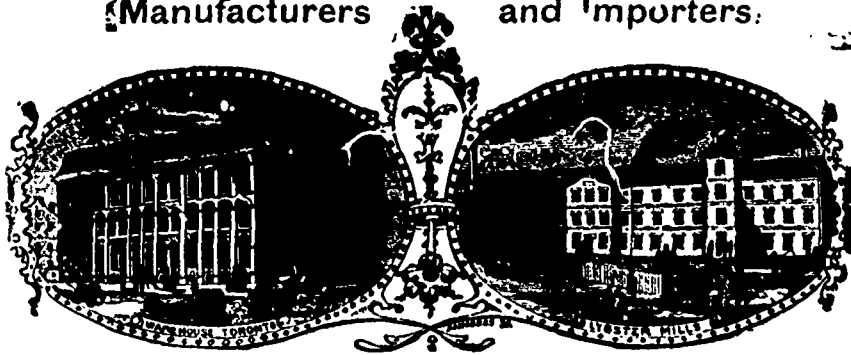
GROCERIES AND PROVISIONS.

The following are the receipts of California butter by the SS. City of Puebla, from San Francisco June 1. For Victoria—34 cases, 3,780 lbs, 10 tubs, 500 lbs—total, 4,280 lbs. For Vancouver—10 cases, 1,500

GORDON, MACKAY & CO.

TORONTO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

lbs, 40 tubs, 1,000 lbs, 10 kegs, 500 lbs—total, 3,900 lbs; grand total, 8,240 lbs. The receipts by SS. Walla Walla June 6, for Victoria were: 23 cs, 2,020 lbs; 8 kegs, 900 lbs—total, 3,580 lbs. For Vancouver: 3 boxes, 350 lbs; 80 tubs, 4,200 lbs—total, 4,610 lbs; grand total, 8,220 lbs. The first car of New Manitoba creamery (Barres) was received last week, and other shipments are on the way. This will cause the imports of California butter to drop off considerably during this month.

The S. F. Commercial News says: Owing to the hot weather, a good deal of the stock arriving has been soft and in poor order, and consequently hard to dispose of. There is a good deal of butter now in the market, but good fancy roll is not in over-supply, and in some instances sales have been made above quotations. Fancy roll butter, 10c; fair to choice, 17½@18½c.

The Montreal Trade Bulletin says: To the retail trade, sales of creamery have been made at 10c to 20c in single tubs, but if it be true that factorymen have sold to grocers at 18c, the above prices will be no longer obtainable. In dairy butter, Eastern Townships have been placed in jobbing lots at 16c to 17c, and a lot of fresh Western comprising 22 tubs was sold at 15c. The market has ruled generally in buyers' favor.

Quotations are: California fancy roll, 26c per lb; California, in kits, 27c; Manitoba creamery, 20c in large tubs, and 30c in small tubs; Canadian cheese, 14c; new California cheese, 16c; eggs, 18 to 20c.

The meat market is reported strong. The market always stiffens on the approach of the summer months. American pork is very strong, the supply not being up to the demand. American canned meats are reported firmer. The packing houses report that at present they have not a sufficient supply to meet the demands upon them. The local market has not yet felt the effect of the rise in prices, but, should they be maintained in the east, local quotations will be advanced. Covered meats are now on the market and bring ½c over quotations. Lard is strong in sympathy with pork and an advance in price is probable.

Quotations are: Hams, 14c per lb.; breakfast bacon, 14c; backs, 13c; short roll, 11½c; long clear, 11c; pure kettle lard,

50 lbs, 13c; pure steam do., 12c; lard compound, 10½@11½c; lard tins, 12½@13½c.

Sugar quotations by jobbers are as follows: Granulated, 5½c; extra C, 5½c; yellow, 4½c; golden C, 4½c.

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.

SALMON.

The Titania, from Westminster, with 22,360 cases, shipped by the Anglo British Columbia Packing Co., Ltd., arrived at London May 16, and will go into warehouse on an already overstocked market. The cable advices mentioned a week ago have been confirmed by mail, and the English market continues depressed. The effect of curtailing the pack by the British Columbia canners and the Alaska Packers Association will eventually have a strengthening effect on the market, and better prices should naturally follow the restrictions on this season's pack of the canneries on the coast.

The canneries are all prepared for the season. The tins are all made, and some of the northern packers will commence this month, although the heaviest run of fish there is not expected until July. Word has been received of the arrival of the consignment shipped to London by steamer via Hong Kong. The fish arrived in good condition, but the freight rates by this route are too high to compete with sailing ship via Cape Horn.

LUMBER.

There have been no arrivals or charters during the past week. Three vessels have cleared for foreign. The Thermopylae sailed June 2 with 328,576 feet rough and 85 spars, valued at \$8,949 for Yokohama and Nagasaka. The Burma sailed from Moodyville June 2 for Valparaiso with a total cargo of 1,284,094 feet lumber, valued at \$9,883, composed of 64,187 feet T & G flooring, 9,809 feet deck plank, 1,210,053 feet rough and 31,860 laths. The Ursus Miner cleared at Westminster May 31 for Sydney with about 500,000 feet. There are three vessels loading lumber at B. C. ports for foreign. Quotations are as follows for cargo lots for foreign shipment,

C. F. WALLIS,

MANTELS,
TILE FLOORING,
TILES,
GRATES,

Low Prices!

Prompt Work!

Latest Designs!

18 BROAD STREET

being the prices of the Pacific Pine Lumber Association: Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, \$9 per M feet; rough deck plank, average length 35 feet, \$19; dressed flooring, \$17; pickets, \$9; laths, 4 feet, \$2.

There is considerable satisfaction expressed among the local dealers since the schedule prices came into force. The different local associations have agreed not to make shipments to other cities and cut the prices, so there is every indication that the trade will get into better shape. Before the association was formed, lumber sold for whatever it would bring. The Rock Bay Saw Mill quotes the Island Association prices as follows:

Rough merchantable lumber, per M.....	\$12 00
Best quality dressed lumber, per M.....	22 25
Second " " " " " " " " " " " " " " " "	18 00
Laths, per M.....	2 25
Shingles, " " " " " " " " " " " " " " " "	2 25

BUSINESS CHANGES.

W. G. Judge, saloon, Vancouver, has sold out.

Page & McGregor, real estate, Victoria, have dissolved.

F. F. Madill, butcher, Vancouver, has been succeeded by Geo. Hayes.

T. Alice & Co., fruit and commission, Victoria, has admitted F. Ord. Mickel.

Alfred Hardman, tinsmith, New Westminster, has assigned to J. C. Chamberlin.

P. McAllister, confectionery and cigars, Vancouver, has sold out to Mr. Sturgeon.

A. Munn, confectionery and cigars, Westminster, has removed to Vancouver.

E. C. Cargill & Co., general store, Lansdowne, have opened a branch at Armstrong. Mr. McMurchie has opened in gents' furnishings, boots and shoes, at Wellington.

Wm. Urquhart, wholesale liquors, Vancouver, is adding retail groceries and provisions.

Mickel & Grice, grocers, Victoria, have dissolved. Joseph Grice & Co. continue the business.

T. L. Browne, Nanaimo, will probably compromise with his creditors at 50 cents on the dollar.

H. E. Croasdale & Co., real estate, have dissolved, the partners continuing on separate accounts.

Hammill & McLeod, general store, Lansdowne, have opened a sash and door factory at Lansdowne.

Wm. Blair, grocer, James Bay, Victoria, has admitted a Mr. Gordon from Peru, under firm name of Blair & Gordon.

J. M. Hughes, late of Munro & Hughes, and Harry O'Brien, with Weller Bros., have formed a partnership and will open a grocery business on Yates street near Broad, early in July.

DALBY & CLAXTONReal Estate, Insurance,
Mining & Financial**AGENTS.**

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The Yorkshire Guarantee and Securities Corporation, England.

Alliance Assurance Company (Fire), England.

The British Columbia Fire Insurance Company, Victoria.

The Royal Canadian Packing Company, Skeena.

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J. & T. BELL.

MANUFACTURERS OF

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**THE SUB-AQUEOUS
MINING MACHINE,**

(Patented in Canada and U. S.)

Has been constructed and is now offered
FOR SALE.**H. T. SCURRY,**

Inventor and Patentee,

2 ABBOTT STREET, VANCOUVER.

NANAIMO SAWMILLRough and Dressed Lumber,
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COMMERCIAL SUMMARY.

The B. C. Tannery and plant of Nanaimo is offered for sale. Proposals will be received up to July 1st.

The trouble between the Chicago Board of Trade and the telegraph companies in reference to market quotations has been settled.

The U. S. Inland Revenue Department estimates that 386,000,000 pounds of sugar were produced in the United States during the season of 1891-92.

The exports of wheat and flour from the United States, according to the official report, for ten months ending April 30, were equivalent to 192,880,000 bushels, against 85,000,000 bushels for same period last year.

It is rumored that all of the companies in which Andrew Carnegie is interested will be combined under the name of "The Carnegie Steel Company, Limited." It will be backed by about \$40,000,000, and will employ from 12,000 to 15,000 men.

According to the British trade returns, Canada exported £381,439 worth of produce to the Mother Country during the first four months of 1892, compared with £216,502 worth in the first four months of last year. It is gratifying to note that our exports of lumber are beginning to grow larger.

The Brackman & Ker Milling Co. have just issued an attractive six-color lithographed show card, which should find a place in every business office. It is an object lesson on the rapid advance in milling methods during the past century, the picturesque but antiquated wind mill of other days being made one illustration, while in comparison is placed an excellent picture of the National mills near the outer wharf.

It is a common expression of merchants "that business is so dull it will not pay to advertise." What would we think of the working man who, when work is scarce, would not try all the harder to find it? The duty of the merchant or manufacturer at such times is to create business by offering new and attractive styles, by seeking new customers and pushing beyond usual neighborhood limits. He should not sit down and wait for trade to come to him, but seek it on every side and through the use of every lawful instrumentality. When trade is dull a more active exertion must be made to secure it than when business is brisk.

The traveling salesman who understands his business quickly acquires the knack of approaching merchants in the way which will lead soonest to an easy discussion of purchases. It requires little tact or blimp to sell goods to a customer who is bent on getting all he can on credit, without due consideration of the matter of making payments when due. It is essential that a salesman, especially in the wholesale trade, should be posted as regards the financial standing of his customer. Upon this point, to a great extent, his success in the art of selling goods depends. If your customer is worthy of credit up to a limit which you do not wish to pass, avoid pushing goods upon him. Endeavor to furnish him with what he really needs, and to satisfy him without going beyond the limit fixed for his credit.

Coal is mined in twenty-nine of the forty-four states of the American Union and the coal product has almost doubled in the last decade.

A combination of the leading houses in all branches of the Bohemian glass industry has been formed at Vienna with the object of regulating output and prices.

Samuel Drake Barnes, who devised the first stove used for the burning of coal, died recently in New York, of a complication of diseases incident to old age. He was in the 92nd year of his age.

There appears to be more real work going on at Pilot Bay than at many other points in the Kootenay District. Dr. Hendryx's smelting works are materializing in very palpable form; the saw mill is in full swing, working overtime daily, while the Galena Trading Company's store is unexcelled in Kootenay.

Competition for upriver produce being likely to grow keener than it now is, as between New Westminster and Vancouver producers, the farmers of Langley, Chilliwack and other districts on the Fraser should ere long be assured of a more satisfactory choice of markets. So anxious are, naturally and properly, the Vancouver people to secure permanently the upriver farmers' trade, that the council of the Terminal City is enquiring of the Union Steamship Company as to the terms on which a steamboat may be got to run regularly from Vancouver as far up river as Chilliwack. Then if the terms proposed seem reasonable, a municipal subsidy will be granted.—*B. C. Commonwealth.*

Fish dealers in Toronto propose that the Government should place an export duty on fish. They complain that a British fish company, in order to comply with the terms of the McKinley Act, which permits the importation of fish free of duty from Canada when caught with American boats and nets every season, makes a nominal purchase of all the boats and nets along the Georgian Bay, and so controls the whole of the products at the ports there, to the exclusion of Canadian fish dealers. Large quantities of fish are sent to Buffalo, but the Canadian dealers are unable to purchase fish unless at the pleasure of the Buffalo company. Instances are related where Canadian dealers have gone to the United States, bought Canadian fish and shipped them back to Canada, paying duty to get them here.

There appears to be a general demoralization in the leather and hide business that is attracting more or less comment from all sides. One reason assigned is that prices of sole leather have been reduced by competition to such a low basis that hides must be purchased below the actual cost of production in order to meet the ruling prices on this particular grade of leather. It happens that the supply of raw hides at this time is much in excess of the market requirements and for this reason tanners are able to purchase practically at their own figures. Dealers in hides are not seriously alarmed over the situation as they claim that the matter will adjust itself in a short time as shipments from producing points will be curtailed just as soon as the ruling low prices become thoroughly known throughout the country.—*Chicago Grocer.*

NO CAUSE FOR DESPONDENCY.

We do not think the holding of any variety of goods justifies a despondency in respect to them. There is not enough of any kind for that. If there was any section that seemingly had cause for such despondency it was California on her fruits. Not only were the packers loaded up last fall with all such, but they came face to face with a discovery in freights, viz.—that the lower priced the California goods were the greater, by per cent., did the freight become to bring them east. One cent per pound on a 65-lbs case of fine fruits at \$5 per case added 13 per cent. to the price, but 65 cents on a \$3 case of common, low priced stock, added about 22 per cent. to the price, and they cannot stand it. Hence, California found come true what we asserted last spring—that the fine quality of California fruits is due more to freight expense than to any extra honesty of the California air as compared with Atlantic air. A heavy crop of fruits in the Golden State at the same time that we had a heavy crop on the Atlantic seaboard, played havoc with the fast growing belief that the American people were becoming wedded to Pacific goods.

But we must not conclude, that because the low price of Atlantic fruits last year destroyed this growing idea, that California goods have lost favor or will permanently lack a market. Not at all. Nature overdid herself in the east in some fruits last year, people bought quantities of them at low prices, both fresh and canned, and freights being against the California holding what was canned had to be stored, and what was not canned had to be converted into dried or evaporated fruit. Dried fruits affect the value of canned goods more than any other fruit that is to be found, and these dried fruits have the past eight months held down the price of California canned stock all over the country, but, with all this disadvantage, the market is righting itself in favor of the Pacific goods, the stock there has been nearly cleared out, western buyers report heavy sales of what they had and before the new crop is ready for the packer the market will be back to old prices. But all this has caused a hesitancy among dealers in handling these goods, has made a slow, careful market, has cleaned up eastern fruits and gotten the dried goods out of the way.—*Baltimore Trade.*

BRITISH COLUMBIA ENTERPRISE.

Within the next day or two the incorporation of the Toronto Milling and Manufacturing Company, with a capital stock of \$1,000,000 in one thousand shares, will be announced through the *Official Gazette*.

The project which brings the new company into existence, and which was referred to several months ago in the *Colonist*, has been thus far developed mainly through the efforts and exertions of Mr. John White, ex-M.P., and T. J. Hammill, two gentlemen whose names will be found among those of the first trustees. The capital to be utilized is principally from Toronto and Barrie, Ont., and the capitalists chiefly interested Mr. White and Mr. Hammill, Mr. John and Mr. H. H. Strathy, and Mr. John Davidson. Of course, the head office will be in

Victoria; while the mills will be located, with the homes of the millmen, at the new city of Sidney, Saanich district.

The mill site has already been selected, close to the Sidney wharf, where the Isabel now calls regularly, on both upward and downward trips, and where there are 30 feet of water at dead low tide—a depth sufficient to accommodate the largest ships afloat. The mill grounds include 30 acres of the townsite land, and over 50,000 acres of magnificent timber will be made tributary to this mill.

The preliminaries of incorporation having been arranged, Mr. Hammill goes east to-night to select machinery of the latest and best design. This will be hurried westward with the least possible delay, and construction of the mill will be commenced during the present month. Within six months the first and smaller mill will be completed and ready for business. A second and more imposing mill building will follow with a capacity of 250,000 feet per day, and capable of giving employment to 250 or 300 loggers and millmen.

The advantages possessed by Sidney, and which doubtless attracted the projectors of the mills, were the excellent facilities for shipment both by rail and water that will be possessed when the new road is put in operation. The fame of Sidney harbor has already been heralded, and industries are beginning to cluster at the new city rising from it.

In addition to the Sidney mills, it is understood to be the intention of the Toronto syndicate to erect and equip a sawmill at Alberni. This project is as yet in its incipient stages, however.—*Colonist*, June 2.

RUINOUS COMPETITION.

One great problem which grocers' associations will have to deal with in the near future is that of ruinous competition. Nothing is doing more at the present time to demoralize business and to bring the retail trade into disrepute. It is a kind of competition that honest retailers cannot meet, and this abuse must in some way be regulated, or a great many good merchants will be compelled to go out of business.

There is a class of dealers who manage in some way to obtain credit. They will go to a locality where their antecedents are but little known and will open a store, advertise extensively and strive to attract custom by underselling all legitimate competitors. The public always seeks after low prices, and will patronize these men to the detriment of old and established storekeepers who have laboriously built up their establishments by years of patience, industry, and fair and square dealing. These unprincipled competitors convert their stock into cash as fast as possible, and secure it in such a way that it cannot be reached by their creditors when bills fall due, which are defaulted. They fail dishonestly, their establishments are closed out by the sheriff, and the jobbing houses which they have victimized realize what they can from the assets that are left and make the best of it by charging legitimate dealers more for goods, and in this way recoup themselves for their losses.

The dishonest competitors after awhile manage to settle with their creditors for a

few cents on the dollar, and with their ill-gotten gains go elsewhere to play the same act over again. These people move from place to place; they go from one end of the country to another, and demoralize trade wherever they locate their establishments. Some effective way should be devised for suppressing them. It is a wrong principle for jobbers to make compromises with such people. It lowers the character of the jobbing as well as the retail trade. It is an injustice to legitimate and honest grocers and general storekeepers. It is putting a premium on fraud, and making it more difficult for an honest grocer or storekeeper to do business in an honorable and legitimate way and acquire a respectable competency in the course of a lifetime.—*Grocers' Criterion*

SELLING GOODS A GIFT.

The power to sell is a gift. It cannot be acquired in full any more than can the power to write poetry or be an admitted genius. The belief that any one who will apply himself can become a salesman is a grievous error. There are men who have an ambition to be salesmen; who make extra exertions to increase sales; who strive in every way to invite sales, but fail. Beside them is a man in the same line, offering the same goods at the same prices, under the influence of the same surroundings, who does not make near the effort to sell, but who sells; who succeeds. The man who succeeds is no more talented than the one who fails, except in the one talent of the power to sell goods. This may be accounted for. Certainly it may and will be when some one divines the power to explain those hidden powers, peculiarly fitting one man for one position and another for a different position. The man is not yet born who is talented enough to explain the talents and their force or source.—*Texas Traveler.*

GOOD ADVICE.

The late Rev. C. H. Spurgeon preached a whole sermon in the following lines which as a pointer to the clerks would be well to commit to memory:

"Do not be above your business. He who turns up his nose to work quarrels with his bread and butter. He is a poor smith who is afraid of his own sparks. There is some discomfort in all trades. If sailors gave up going to sea because of the wet; if bakers left off baking bread because it is hard work; if plowmen would not plow because of cold, and tailors would not make our clothes for fear of pricking their fingers, what a pass we would come to! Nonsense, my fine fellow, there's no shame about any honest calling; don't be afraid of soiling your hands; there's plenty of soap to be had."

The Mainland and Nanaimo Steam Navigation Company will shortly commence a daily service between Nanaimo and Vancouver. The City of Nanaimo will be on the route.

China is in a political state bordering on a revolution. The government is friendly to foreigners, but there is a strong movement on the part of the population against all foreign intrusion.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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VICTORIA, TUESDAY, JUNE 7, 1892.

THE FRUIT INDUSTRY.

The appointment of Mr. Ernest Hutcherson, of Ladner's, as inspector of fruit pests in this Province, is a move by the Government in the right direction. There are numbers of pests by which what is destined to be an important industry—that of fruit-growing—in this Province is materially disadvantaged, and any endeavor to stop them by preventative or curative measures is a matter that is deserving of every attention. Mr. Hutcherson belongs to a family that have made fruit farming their speciality and from the point of view of experience—and of devotion to the subject as well—is fully qualified for the position. In connection with this subject, it may be observed that the Province is far from supplying the demand for home consumption. The City of Puebla, a few evenings since, brought for the Victoria market no less than sixty tons of California fruits—some of which, although it is yet early in the season, might certainly have been produced here. We note that at a meeting held on Saturday night the business of Okell & Morris, preserve manufacturers, has been formally taken over by an incorporated company bearing a similar name, and the new organization contemplate the construction of new buildings and the operation of a much larger plant, having all the latest improvements.

FISH PROTECTION.

It will strike most people as being very singular that, whether for fish or game, those who ought to know cannot agree as to what are the proper limits of the close season. Year after year, the question is fought out in our different provincial legislatures and at Ottawa, too, the subject, so far as it comes under the Federal purview, is given considerable attention. Mr. Wilmot was here only a short time ago, and we anticipate from him an elaborate, if not learned, disquisition on the subject. The latest developments in this direction are the complaints of Puget Sound fishermen against the State law of Washington which they say in prohibiting the catch of salmon on Puget Sound and its tributaries from March 1st to June 1st, works great hardships on the fishermen, and gives no protection to the fish; that the salmon come into the Sound in very small quantities during the closed period, going to the mouth of the streams and along the shores seeking food, but not to spawn, as the water is too cold. They contend that it would be all right to pro-

tect salmon in the fresh water streams from say October 15 to December 1, when they are spawning, but there is no occasion for protecting them at all in the Sound.

MORE WILMOT.

Premier Abbott, as near as can be gathered from the meagre Ottawa despatches, has announced that the practice of throwing offal into the Fraser River shall, as far as possible, be stopped. In many quarters—indeed, among the greater number of the canners and many other people, too—the opinion prevails that there is no need for a rigid rule with respect to offal. The quantity of water passing the canneries is so great that it is not affected by the offal thrown into it which is carried away to the sea or eaten by fish before it has time to decompose. Moreover, it is claimed that if the water were polluted, the salmon do not remain long enough in it to be in the slightest degree injured by it. But Mr. Wilmot—the obstinate—self opinionated—Mr. Wilmot, who appears almost as if he owned the Fishery Department and ran the entire Government, in the face of all the facts and the experience of men who have been here all their lives, and have the greater part of their resources embarked in the salmon industry—holds a view contrary to theirs and insists that Government carry out his offal regulations. It is time Mr. Wilmot had his comb cut, and cut down pretty close, too.

GRANTS TO RAILWAYS.

It is announced from the capital that Premier Abbott took strong exception to a motion recently presented in the Senate that land grants to railways should, in the future, be done away with. Sir John Abbott has been a railway man and knows how much encouragement and solid backing has been given in this way to enter prizes which without the land grant would have utterly failed to commend themselves to investors and speculators. It is much easier to make a land grant than to raise the money which that land represents in value, while the lands, as a rule, being in the vicinity of a road, are opened up and given a demand which without the road they would not possess.

Naturally, in not a few instances, this land grant business has been done to death in some sections, and valuable charters have been locked up and made of no utility—but, on the contrary, a source of material disadvantage because they have been tied up for a certain period pending the good pleasure or the convenience of the company which had for the time being the right to them. The whole of this subsidy business—municipal and legislative—direct or indirect—whether for railway or other enterprises, requires to be looked into. That there is rottenness in it has been demonstrated by the experiences of the Baie des Chaleurs railroad and other roads in the Northwest and elsewhere, but with the Premier, we are inclined to think that, at any rate for the present, no hard and fast rule can be arrived at.

BLAINE'S RESIGNATION.

Apparently President Harrison prefers Mr. Blaine's room to his company, for the wily Secretary of State—the most potent factor in the Cabinet—has resigned, and the chief magistrate of the United States does not appear to be very much concerned about it. He may have known or suspected what was coming, but, like the brook, men may come and men may go, affairs of state go on. On the other hand, whether in or out of office, Mr. Blaine will, so long as he has health and strength, continue to be a leader, and if he and the President cannot agree, so much the worse for the latter. As experience has shown, the "plumed knight," as he is termed, can, if he does nothing more, sulk in his tent, and by doing so do an infinite amount of mischief to the Republican party—and they know it.

Will the next Presidential candidate be Harrison or Blaine? That is the question which is perplexing many people. Whether in or out of office, Mr. Blaine is bound to be a political power, either openly or by wire pulling, at which latter he has the reputation of being an adept. It has long been apparent that he has been "almost persuaded" to be a candidate for the next Presidential nomination, and may be that this his, so far, latest departure is but preliminary to another Blaine boom which he will not again have the face to affect to discountenance. Now is the time for Mr. Blaine to speak out and declare his intentions. He is strong, exceptionally strong. Both the home and the foreign policy, for which he is accredited with a big share of the responsibility, are generally acceptable, and the twisting of the lion's tail, in which he has indulged in order to capture the Irish vote, is gratifying to at least one influential element of the population. Indeed, the prowess of Tippecanoe and the public record of his grandson, the President, can hardly be expected to bring down the scale if the man from Maine be placed on the other side. As it is, there is a mystery about Presidential possibilities. Grover Cleveland and James G. Blaine have strong claims upon their respective parties.

In making calculations it must not be forgotten that it was the Republican Mugwumps who materially contributed to the success of the former, and so they may again, provided, as some already fear, any rivalry that may exist on the Republican side throws the influence of one or other over to the Democrats. A straight party fight between two straight party men upon a straight party platform would be extremely interesting, and we upon this side the lines might watch it with equanimity, for whatever the result it could hardly affect Canada, which only by way of diversion is occasionally taken into special consideration, and that in view of a Presidential contest, in connection with which it is striven to take some kind of an issue. We may rest assured that none of the politicians appreciate us very highly, except perhaps political specialists of the stamp of Erastus Wiman, who are always expecting that the public anticipate that they will do some great thing. Meantime American politics proper are getting somewhat animated, if not sensational.

LUMBER IN THE EAST.

The existing depression in the lumber trade of Canada is one of those subjects that possesses a considerable amount of significance as well as importance. Down in New Brunswick lumber mills and limits have been disposed of at forced sale at remarkably low prices, while in Ontario the same dullness prevails. It is announced that at Midland, on Georgian Bay, all the mills have shut down. The reason of this is by some—and they are supposed to understand the matter—said to be that large quantities of our best logs are being taken across the line and converted into lumber by United States mills and United States labor. If this be really the case, one would suppose that the members of Parliament at present assembled would interrogate the Government on the subject and ascertain what, in their opinion, is the proper course to pursue, if there is any possibility of applying a remedy. There are those who say that the difficulty would be removed were the Government to reimpose the duty on saw logs.

PROSPERITY IN QUEBEC?

In Eastern Canada, they do not appear to have things in as satisfactory a condition as in the past they were accustomed to try to make us believe. It is not so long since we had the pleasure of announcing on the authority of a traveller of experience and reliability that nowhere throughout the Dominion were business matters in so satisfactory a condition as they are here—everything considered. Now, we find that the city of Montreal is asking the provincial legislature, among other things, for power to tax bank and financial shares, one per cent., to tax merchants' stocks, and even household furniture and effects. This, moreover, comes right on top of the announcement of Treasurer Hall that so far as the provincial matters of the province are concerned there is nothing for it than recourse to direct taxation. Quebec has a total debt of \$35,849,000, with assets of \$11,561,000, which reduce it to \$24,288,000. In four years, \$12,808,371 have been added to the liability.

EDITORIAL VISITORS.

A number of editors from various parts of the United States have recently visited Victoria; but their stay was an exceedingly short one and that presumably not because they were Americans and had no interest in anything British Columbian or Canadian, but because they had been misinformed as to the beauties and not the beauties, alone but the importance of Victoria and, we may add, the other cities of the province. There can be no fear that, in the future, we shall be given the absolute go by, should they ever again visit the coast. As it is, they cannot fail to advertise us in the east, for every one of these people writes up and gives to the world his or her impressions and experiences. These they have already expressed in a sort of impromptu manner in the resolution of thanks which, on their departure, they passed to the mayor and other people

of Victoria by whom they were shown some attentions. The portion of their resolution of thanks referring to this subject is as follows:

"The members of the National Editorial Association, who have this day enjoyed a visit to the beautiful city of Victoria, express their sincere thanks to the citizens for the delightful and hospitable manner in which they have been entertained. We take this occasion to testify our admiration of the enterprise and culture of its people, and to accept the cordial treatment tendered this association as an earnest token of the kindly relations existing between British America and our own country."

We have here a recognition of the hospitality, culture and enterprise of our people, a tribute to our citizens and an affirmation of international kindly relations. There can be no doubt that Victoria has created a good impression, and it is certain that this is not the last that we have heard of it. Victoria has also had a visit from the well known and philanthropic Philadelphia newspaper proprietor, George William Childs, and it is certain that in the *Ledger* and other journals which take their cue from him there will be nothing but good said of us. This is the sort of advertising that a city and province like ours require. It is far better than all the catch penny articles that can possibly be given by people who have been here and given us brief but costly "writes-up" in publications whose perambulating representatives live upon the communities which they, in the course of their travels, find it convenient and profitable to occasionally visit.

EDITORIAL NOTES.

THE Insurance Company of North America has recently issued a perpetual policy on a brick dwelling at Hannibal, Missouri, the rate being three per cent. It is not stated how, or where, if ever, the policy is terminable.

THE establishment of an extensive paper mill at Alberni would appear to be almost *un fact accompli*. A large quantity of the plant has already arrived from England and Eastern Canada. Some of it is on the ground and by July 1st it is expected that an established complete in every detail will be in full running order.

A GENTLEMAN recently returned from England observes as the conclusion to which he has arrived, after a close survey of the situation, that there they are going through a period of depression, largely owing to the crisis in South America and the financial panic in Australia, where many of the leading banks have been forced to close their doors.

"THE Endowment Graveyard" is the title the Insurance Commissioner of Massachusetts gives to the chapter of his report dealing with the operations of the make you rich for a dollar-a-month societies. The appropriateness of the term is shown in the fact that under the caption is chronicled the demise of 27 out of the 51 orders which formerly did business in the state, the survivors being in a more or less tottering condition.

THE Victoria City Council has declared itself to be almost unanimously in favor of

the local improvement system, the adoption of which is made optional by the last cost of paving and repairing streets, con-Municipal Act. This system would place the structing sidewalks, boulevards, etc., and the putting down of sewers and drain connections, on the property directly benefited by such works. There can be little doubt that the endorsement of the rate-payers will be freely given when the subject is thoroughly understood. One great argument in favor of the system is the success with which it has met in other cities both in Canada and the United States.

THE Bank Statement for April shows the increase of a million dollars in public deposits, bringing the total up to the sum of \$155,177,600, a gain of \$100,000,000 in less than fourteen years. The net foreign balances due to Canadian banks have fallen off by \$2,730,000, as compared with the previous month. At the close of April they amounted to \$14,802,600. Current loans have increased by \$1,350,000 and advances at call by \$1,100,000. In the note circulation, there occurred a contraction to the extent of a million dollars. The available resources of banks in the Dominion show a decrease of over two millions, which is partly accounted for by the reduction of circulation and partly by an increase in loans and discounts. The reserves of the banks, however, as a whole, are ample for all their requirements.

UNDER the new insurance code of the State of New York the assessment life associations are requested to specify in their policies a definite amount for which each one is issued, and in case of the death of the assured to pay the full amount within ninety days. They will also be required to keep on hand a reserve fund equal to the amount realized from one assessment upon all members. This will necessitate, in many cases, a double assessment as soon as the law goes into effect, and it is anticipated that many members will drop out in consequence. Accident companies, whose maximum policies are \$5,000 or over, must maintain a reserve fund of at least \$8,000, or if their policies are for less than \$5,000, the reserve fund must be at the rate of \$2 for each \$5,000 insured.

J. L. BOWEN, agent for Messrs. I. G. Baker & Co., of Calgary, recently wrote to a correspondent: "I shipped to British Columbia last year in March, April and May, cattle that were wintered on the range without any feed, only what they could get themselves, and after being driven 100 miles and a railroad travel of 450 miles, they weighed from 1,250 to 1,450 lbs. gross—three and four year old steers." Mr. Bowen does not give the nett weight of these animals, or how they were killed up and made to weigh immediately before they were slaughtered. It is only their winter stock that these Calgary friends of ours care to impose upon British Columbia. Moreover, were their animals of such excellent quality they would not have sought to impose them upon us under Orders in Council and special legislation. British Columbia consumes this Alberta beef not because she likes it, but because the law says she must use it.

PREFERENTIAL TRADE.

While it is greatly to be desired that preferential trade should be established between Canada and the Mother Country we should not be over sanguine that that event lies in the near future. We know that a sentiment adverse to that of free trade has crystallized in Great Britain into what might be called a political party, but we should not ignore the fact that the adherents to it are comparatively few in numbers, and that there is a long road, toilsome marching and fierce fighting to be encountered before any change can be hoped for in the fiscal policy of that country. No doubt the McKinley tariff in the United States and the newly inaugurated tariffs of other countries, together with Mr. Blaine's new system of reciprocity with the States of South America, are telling heavily against British mercantile and manufacturing interests, but these interests are not yet in a condition of collapse, and it may be a long, long time before Britain will abandon her present system. We believe that that change will come—that it is inevitable—but the progress of it will be marked by demands for concessions from the colonies which we are not now prepared to recommend to Canada. We are convinced that Canada's best interests do not lie along lines which lead in the direction of free trade with any country, and that for many years to come it will not be to our advantage to abate in any degree the policy of protection which we have adopted. We cannot imagine any terms which Britain might be willing to adopt in consideration of Canada discriminating in her favor to the extent of twenty or even ten per cent. in tariff charges, which would really be to our interest; and the only practicable scheme for us would be to retain our present tariff substantially as it now is, against Britain, and increase it against the rest of the world. In other words, it would never do for Canada to sacrifice her manufacturing industries even for preferential trade with Great Britain. We do not hear the advocates of Imperial Federation suggesting increasing our tariff duties against all the rest of the world as an inducement to Britain to grant us preferential trade, the idea being rather that Canada should either greatly reduce her duties, or abandon them entirely as her concession to bring about this change of British policy. As far as Canadian manufacturers are concerned, if they are to be slaughtered and destroyed, it would matter but little to them whether the destruction was in the interests of British or of American manufacturers. But any material reduction in our tariff in favor of Great Britain would produce this very result. With some few exceptions, our imports from Great Britain are of classes of goods which are manufactured largely in Canada. The domestic goods are equal in all respects to the imported, and they are quite as cheap in price, the N. P. giving the home market to the home producer, the imports being generally of finer and more expensive goods intended for the use of the wealthy. A reduction in duties, therefore, would destroy our manufacturing industries and force us to become the producers of raw materials for British

manufacturers; and this is a condition which Canadian manufacturers will resist to the last. On the other hand, a great need of Canadian manufacturers is an increase of duty upon such manufactured articles as are imported from the United States. An increase of these duties would stimulate their production in Canada, a thing to be most devoutly wished for; and it would transfer a very large portion of our import trade from the United States to Great Britain, a thing which our Imperial Federation friends tell us they wish for most devoutly. Therefore, if Imperial Federation or preferential trade is to be desired, it can only be accomplished by increasing our tariff duties against the rest of the world, not by decreasing them in favor of Great Britain.—*The Canadian Manufacturer.*

THE SHIP-RAILWAY SCHEME.

The work on the construction of the Chicecto ship-railway has come to a standstill. Lack of funds is the cause. This is the more to be regretted since about three-quarters of the whole work has been completed. The stockholders will be under the necessity of advancing more money, or of losing all that they have already invested. The railway was estimated to cost \$5,000,000. There have been advanced to the contractors securities to the face value of nearly \$1,000,000. What these securities realized in cash we have no means of knowing, but quite a large sum of money must have been raised on them, else the work would not have made the great progress which it has. The contractors are in arrears with the interest due in January last on the £300,000 preference capital. What makes matters worse is that there is very little prospect of the road's paying more than its working expenses. Many who believed in the ship-railway when it was projected have lost faith in it, although its promoters believe in it still. The only redeeming feature of the enterprise in its present condition is the subsidy of \$170,000 per annum to be granted it by the Dominion. This sum, if the road were finished and paid its working expenses, would be available to divide among the stockholders, and thus prevent their investment being entirely barren.—*Canadian Trade Review.*

CANADA'S MINERAL WEALTH.

As an illustration of Canada's mineral wealth and an unintentional proof of the advantage of which a moderate, fair reciprocity in natural products would prove to the United States, we quote the following from a speech at Detroit, delivered by Erastus Wiman, August 27, 1887:—

"In the matter of coal both in the Territories and throughout Canada the deposit is something remarkable. Throughout the Northwest there is hardly any place more than 100 miles from a coal bed. The whole coal area of Canada is very extensive, an approximate estimate placing it at no less than 97,000 square miles. The magnitude of the interests involved in this question of supply of coal, its contiguity and economy of handling, are of enormous importance to the United States, and it is a significant testimony to the important position which Canada holds on

that question when it is recalled that away down on the Atlantic the manufacturing coal of Nova Scotia should, without doubt, supply the manufacturing centres of New England at a minimum of cost, while away out on the Pacific the great anthracite supplies of British Columbia are an absolute necessity for San Francisco and contiguous cities, and which they are now absorbing at the rate of \$300,000 a year."

WINDOW DISPLAYS.

As an advertising medium for a retail establishment, a good window display is second only to newspaper space, says a writer in an eastern exchange.

By a good window display, I do not mean a miscellaneous lot of merchandise jumbled together indiscriminately, but something original, something which will attract the attention and cause people to stop for a closer inspection. It is not at all necessary that the display should be of merchandise; in fact the most attractive window exhibits I ever saw had nothing in them to indicate the nature of the business of the establishments, but it is a good plan, when you have a special exhibit, to have in the adjoining window a tastefully arranged display of merchandise.

It is not always the most expensive or elaborate exhibit which attracts the most attention. The most attractive display I have ever seen was very simple and inexpensive, costing less than \$10 actual outlay. It was a representation of a coasting scene, and can be easily constructed in any window of twelve or fourteen feet in width, the wider the better, as the wider it is the longer slide you can have.

You first build an incline about two feet from the front, to extend nearly across the window; it should be about four or five feet high at one end, and at the point where it touches the floor there should be an opening or trap door about two feet square and a corresponding one at the other end.

Paint the top of the incline white and fill in the space in front and at the ends with cotton batting plentifully sprinkled with diamond dust to represent snow. Put in the necessary pulleys and an endless belt, to which is fastened a sled with a dummy of a boy upon it in the position called "belly-whopper;" attach a small electric motor, and the sled will slide down the incline as naturally as on a snow-covered hill, will disappear through the trap-door and the belt will bring it up again at the other end as regularly as clock work.

The pulleys, belting, shafting and motor can be hired at small expense from any electrical supply company, and the cost of the other items is insignificant.

This is only one of many ways in which you can make your windows attractive, and no matter what your exhibit may be you will find that anything animate in the window will more than double the attraction and cause people to comment upon it, all of which is good advertising, for if you get people to talking about you they will, sooner or later, remember you when in need of goods in your line.

Good progress has been made on the construction of the Nanaimo and Comox telegraph line.

ATTRACTIVE CANNED GOODS LABELS.

The next thing to a good name is a good appearance, remarks the *Canadian Grocer*. It is doubtful, indeed, if the majority of people give second place to appearance. At all events, it is very frequently made to do service in default of a good name, and often with success. The part that attractive labels play in business is an important one. Manufacturers recognize this to a very great extent, and usually mark their packages with wrappers that appeal strongly to one's sense of beauty. The demand for any given class of goods may have its fundamental basis on another sense entirely, yet the sight is sought to be captivated, as it is well known to be an important selecting influence. The relation between the taste and the sight is close and made the most of. Hence manufacturers of edibles put up in packages rarely neglect to dress up the exterior with a captivating label. Our canners go in for handsome labels, and the development of labels in this country has made quite satisfactory progress in the main, though there is still room for improvement. Some very appetizing designs are embodied in labels now in use, while others are defective in this quality. The canner should take a leaf out of the variety show manager's book. The latter advertises by means of pictures that are suggestive in a certain way; they are objectionable, to be sure, but they suggest feelings that are the basis on which such concerns are maintained. The canner ought to aim to have pictorial labels as seductive to the appetite, labels that suggest a longing to eat of the contents of the package. The goods will seem tempting, esculent, toothsome, mouth watering, if labels are made the most of. Thus will they promote business, and the grocer as well as the canner will appreciate that effect of art in labels.

In another way will they minister to trade. The packages bearing such taking wrappers will differ with different brands. The goods of one manufacturer, the peaches, tomatoes, peas, corn, etc., will bear different labels, and constitute a varied series of themselves, and the assorted goods of two or three canners will give a rich source of diversity, which the grocer can turn to account in making his store attractive. Canned goods, well labelled, are beautiful shelf goods, as the material is sufficiently diverse to engage a tasteful storekeeper's study after varied effect. Not only in shelf array, but also in ornamental pile, as a centre piece to the space between centres, or as a background at the end of a store, do the canned goods packages offer a resource of very considerable possibilities to the stock dresser.

There are, as was said above, some attractive labels now on Canadian goods, but there are others that fail to interest the eye for a moment. Colors are badly assorted, a staring, naked void of green or yellow yawns round a picture of this vegetable or that, the background is unrelieved, life is lacking, the design is not striking. These are faults in some labels now used. They have conventionalized forms upon them instead of natural ones. The full, rich rotundity of life is not aimed at, voluptuousness of effect seems to be

absent from the intention, and it ought not to be. Such labels look melancholy and sombre and out of date. Exposure to flies a few days would complete the look of desolation that hangs over them. If they were bright and got up in a style calculated to impress the epicure, there would be an increase of sales that would soon justify the improvement. But quality ought always to be behind attractiveness of appearance.

CHEAP EXCURSIONS.

Cheap excursions to central trading points play havoc with the trade of provincial towns. They are got up for pleasure, but are usually taken advantage of by a very hard-headed lot of pleasure seekers, who contract their purse strings for days ahead that they may be able to bring home a lot of bargains. In this way, a single day will often affect local trade for weeks both before and after it. Special passenger rates on market days also work against the welfare of small towns. The interests of the railway companies are not always identical with those of the towns along their line. Of course, the larger the commerce of the smaller interior trading points, the more they are a source of revenue to the railways, as they yield a big freight income if they have a big distribution. The railway companies, however, are willing to forego the slight increase in their freight returns for the sake of the greater increase in their fare returns that popular excursions can produce. A correspondent in the *Times* of Port Hope refers to an excursion from that town to this city, and estimates at \$2,000 the purchasing power transferred from Port Hope to Toronto by that excursion. The church which got it up, he considers, made about \$50. Here is a great deal of mischief done to local and substantial interests for a very small benefit. If the concerns which get up these excursions would make an estimate of what they consider the net returns derivable from a popular excursion should be, and then assess the local merchants for this, it would often be more profitable for the latter to pay it than let the excursion go on. Thirty dollars is far short of the profit the local trade should make upon an outlay of \$2,000. The business men who are members of bodies that get up excursions ought to use their influence against any that are likely to be in the interests of buyers. The main point, the great drawing card nowadays with these excursions, is not solid pleasure, but solid business. A destination is not always picked out for its picturesqueness, but often for its price attractions.—*Toronto Hardware*.

PRINCE EDWARD ISLAND LOBSTER.

A Prince Edward Island correspondent writes about the lobster fisheries there situated: "At present, we have hardly got started on anything but the lobster fisheries. They are making great preparations for these, which are by far the most important fishing industry of Prince Edward Island. There are over 100 factories, each of which will put out from 1,500 to 3,000 lobster traps, and probably

3,000 men, boys and girls will be employed in fishing, boiling and canning.

"I cannot just now give you the statistics of the catch, but I do not doubt that this is the largest and best lobster fishery in the world.

"Located as the island is in the clear, cold waters of the Gulf of St. Lawrence, the fish must always be of the best quality, and the shoal, rocky bottom extending to such a distance from its shores, give them the best possible feeding grounds.

"The field of ice which surrounds it from December to April, ensures a protection and gives a permanence to the business not obtainable elsewhere. The fishing season commences with the opening of navigation, say about May 1, and continues to July 15th when the close season (established by law) commences, so that with the intervention of the ice you can call the close season 9½ months at least.

"Lobster, being a localized fish, will not stand long continued and heavy fishing, and they have been so completely fished out along the whole coast from Massachusetts to Nova Scotia, that it is difficult and expensive to supply the demand of the Atlantic cities for fresh lobsters alone, and the canning business is unable to secure large supplies of good fish. I think the catch last year was valued at something between three and four hundred thousand dollars."

REQUIRED IMPROVEMENTS.

A wagon road up the North Thompson has heretofore been sufficient to accommodate all the business on the river. One was completed last year to Lewis Creek, 35 miles, but from there on the pack trail has to be used. An extension of the road as far as Mosquito Flat is urgently needed. But this will not long suffice, if the silver and coal mines prove to be what is expected of them.

Navigation of the river by steamers is the most feasible means of transport into that region. An expenditure of a few thousand dollars by the Dominion Government would remove many obstructions which now interfere with navigation at low water. Several steamers which have descended from railway construction times are now tied up to the river bank, and have been without employment since the making of a few desultory trips through the Sushwap Lakes to Enderby were discontinued.

The farmers who are settling along the river and adjacent creeks, as well as the miners, deserve to have less expensive ways of getting in supplies and bringing out ore than by trail and wagon road. The Dominion Government cannot refuse so reasonable a request as the making of an appropriation for the improvement of the North Thompson, when presented in connection with the improving prospects for business in that direction. We trust our steamboat owners will take measures to second the movement for an appropriation in some prompt and effectual way, so that during the next period of low water the work can be done.—*Inland Sentinel*.

The rates on sixth-class freight from Chicago to New York are to be advanced from 20 to 25 cents per 100 pounds.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TONS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE.
Br ship	Athlon	1371	Dexter	Jan. 5	Vancouver	Adelaido	A 459,793	8,265	March 18	47s 6d
Nor ship	Morning Light	1316	Johansen	Jan. 22	Vancouver	Melbourne	B 942,386	9,133	March 25	60s
Am bark	Hesper	661	Sodergren	Feb. 20	Vancouver	Shanghai	C 716,183	7,781	April 23	50s
Br ship	Angerona	1521	Christophersen	March 1	Vancouver	Valparaiso	F 834,437	7,025		42s 6d
Nor bark	Czar	811	Hofgaard	Feb. 20	Cheminaus	Antofagasta	E 441,333	10,470		57s 6d
Nor ship	Kathinka	1153	Klevenberg	March 12	Vancouver	Melbourne	G 1,142,232	6,413		40s
Chil. bark	India	933	Funke	Feb. 22	Vancouver	Valparaiso	D 787,490	7,018		60s
Br bark	Glenberrie	800	Groundwater	March 21	Vancouver	Valparaiso	I 429,897	7,039		owners ac
Br ship	British India	1129	Lines	March 31	Vancouver	Valparaiso	J 680,372	7,353		37s 6d
Am schr	W. H. Talbot	776	Bloom	March 11	Vancouver	Tientsin	H 459,805	10,272		37s 6d
Am schr	Reporter	333	Dreyer	March 3	Cheminaus	San Pedro			March	67s 6d
Br bark	Riversdale	1433	Finlayson	April 25	Vancouver	Sydney	K 1,079,156	9,873		Private..
Br bark	Mastetoe	821	Smith	April 21	Vancouver	Wellington	L 64,275	7,986		47s 6d
Br bark	Craigend	2218	Lewthwaite	April 18	Vancouver	Inuquill-Callao	M 1,616,000	19,351		\$16.00
Br bark	Toboggan	676	Porter	May 20	Vancouver	Wellington	N 605,328	9,330		27s 6d & 30s
Br bark	Thermopylae	918	Winchester	June 2	Vancouver	Yokohama	P 328,576	8,949		\$15.00
Nor bark	Fritzoe	1078	Rolfson	May 29	Cheminaus	Valparaiso				Private..
Br ship	Burmah	1617	Newcombe	June 2	Moodyville	Valparaiso	O 1,281,019	9,833		45s
Br ship	Crown of Denmark	2023	Smith		Vancouver	Melbourne				37s 6d
Nor bark	Ursus Minor	605	Johnson	June	New Westminster	Sydney				37s 6d
Br ship	Earl Granville	1149	Flack		Cowichan	S. K.				62s 6d
Chil. bark	Antonietta	990	Stack		Cheminaus	Valparaiso				owners ac

A—Also 2,389 bbls lath and 5,530 bbls pickets. B—Also 41,130 ft pickets and 913 bbls laths. C—Also 38,741 ft t and g flooring. D—Also 1,033 bbls laths. E—Also 137,070 ft t & g flooring and 59 bbls laths. F—Also 8,263 ft pickets and 127,170 laths. G—Also 61,633 feet pickets and 23,029 feet laths. H—Also 49,546 feet t & g flooring and 1,015 bundles laths. J—Also 183,491 feet t & g flooring. I—Also 201,913 feet t & g flooring. K—Also 77,530 laths and 73,100 feet pickets. L—Also 60,000 shingles. M—Also 192,000 feet t & g flooring. N—Also 275,000 shingles. O—composing 61,187 feet t & g flooring, 9,869 feet deck plank, 1,210,033 feet rough and 31,800 laths. P—Also 85 spars and 300 tons coal.

SHIPPING INTELLIGENCE.

The Empress of India sailed June 5 for Yokohama.

The British bark Banffshire, 893 tons, has sailed from Westminster for the Columbia River.

The Norwegian ship Kathinka, from Vancouver March 12, arrived at Melbourne May 28.

The American schooner W. H. Talbot, from Vancouver March 11, arrived at Ta Kow, prior to May 28.

The Br. SS. Mascotte will sail from Kobe June 26, for Victoria and Portland. F. C. Davidge & Co., agents.

The Norwegian bark Ursus Minor, 605 tons, Capt. Johnson, cleared at Westminster May 31, with a cargo of lumber for Sydney.

The British SS. Palmas, 1,560 tons, Capt. Taylor, sailed from Kobe May 30, via Honolulu, for Portland, and is due June 22. F. C. Davidge & Co., agents.

The British ship Titania, 879 tons, Capt. Selby, from Westminster with salmon, and Vancouver January 15 with part cargo lumber, arrived at London, May 16.

The Merchants' Steamship Co., owning the Wellington, has purchased the Haytien Republic, and will put her on the Vancouver, Seattle and Portland route.

The British bark Chili, 678 tons, Capt. McKenzie, sailed from London May 27 for Victoria, with a cargo of general merchandise consigned to Turner, Beeton & Co., who will load her with a return cargo of salmon.

The British bark Thermopylae, 918 tons, Capt. Winchester, sailed from Vancouver June 2, with a cargo of 328,576 feet rough lumber and 85 spars valued at \$8,919, for Yokohama and Nagasaki. She also has 300 tons coal for Hong Kong.

The British ship Burmah, 1,617 tons, Capt. Newcombe, sailed from Moodyville, June 2, for Valparaiso, with a total cargo of 1,281,019 feet lumber, valued at \$9,833. The cargo is composed of 1,210,033 feet

rough, 9,809 feet deck plank, 64,187 feet T & G flooring, and 31,860 laths.

INCREASED EXPORT OF COAL.

In another column we publish the foreign shipments of coal from this port and from Union for the month of May, amounting in all to 57,405 tons, of which the New Vancouver Coal Co. alone exported 23,775 tons. The export for this month is very much larger than for April last, when the total export amounted to 43,736 tons, almost 14,000 tons difference. The New Vancouver Coal Co. this month has exported nearly 10,000 tons more than it did last month. There is an increase in the export of the Wellington collieries of about 2,500 tons, and the East Wellington Coal Co. has made about the same increase.

During the closing month the New Vancouver Coal Company shipped more than the three other collieries combined.

Large as this increase is, there is every prospect of their being still heavier exports during the coming month. There are at present 10 ships in the harbor, here and at the Bay, either loading or waiting to load, and there are also a number of vessels on their way up here.—*Nanaimo Free Press.*

SIXTY-FOUR mining companies in the United States have declared dividends of nearly five million dollars since January 1, or an average of \$76,591 each in four months, or about \$19,150 profit each per month. There are, however, many mining companies, according to an American financial journal, existing on the assessments of stockholders, and others that are unable to declare dividends because the profits are absorbed in paying large salaries to officers.

PROVINCIAL TRADE NOTES.

The Westminster woollen mill will be sold at auction, June 15, by the mortgagee.

There are now 17 men at work in the quicksilver mine in the Alberni district on Vancouver Island.

The Maclaren-Ross Lumber Co. have decided to do no cutting this year. The lumber trade is too dull.

The British Columbia Tannery Company offer for purchase or lease their tannery and boot and shoe factory at Nanaimo.

The machinery for the paper mill at Alberni has arrived, and no time will be lost in putting the mill in running order.

The West Bay saw mill, at Gambier Island, at Howe Sound, will be sold by auction, July 2, at Vancouver, by the mortgagees.

J. H. McMillan & Son are opening in groceries at Nanaimo. They were formerly in business at Northfield and sold out to the French Syndicate.

Mr. Thomas Kitchin has purchased a third interest in the Nanaimo Realty and Investment Agency. The firm will now consist of Messrs. C. C. Dempster, E. E. Potts and T. Kitchin.

In our issue of May 31 two items—one referring to a quarterly Board of Trade report and the other a letter from Mr. G. A. Corbould, M. P.—should have read the New Westminster Board, instead of Vancouver.

Messrs. Forin & Morrison, lawyers, of New Westminster, have opened an office in Vancouver. Mr. Boyd, son of Chancellor Boyd of Toronto, has been admitted into the firm, and will manage the business in Vancouver.

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	Feb. 23
Br bark	Cullao	978	James	Oct. 6	Victoria	London	41,640	\$212,090	March 17
Br bark	Lebu	726	Worrall	Nov. 16	Victoria	Liverpool	30,900	161,424	April 6
Br bark	Rothsay Bay	750	Partridge	Nov. 18	A Westminister	Liverpool	32,690	159,533	April 5
Br bark	Wanlock	745	Cooper	Nov. 18	Victoria	Liverpool	29,916	157,743	April 19
Br ship	Titania	879	T. W. Selby	Jan. 15	B Westminister	London	22,366	107,919	May 16
Br bark	City of Carlisle	823	Kendall	Feb. 13	Victoria	London	21,574	113,885	

A—Sailed from this port Nov. 21; also 127 cs preserved fruit, \$750, 17 cs merchandise, value \$500. B—From Vancouver with part cargo of lumber

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br ss	Bushmills	1183	Denning	April 13	H Liverpool	Vancouver	Baker Bros. & Co. (ld)	55
Br ship	Ben Nevis	1161	Elldell	Feb. 13	H Glasgow	B. C. ports	R. Ward & Co. and C. G. Johnson & Co.	115
Br bark	Martha Fisher	1111	Lee	Feb. 27	Liverpool	Victoria	R. P. Rithet & Co (L'd)	102
Br bark	Fernbank	1130	Boyd	April 24	A Glasgow	Vancouver	Hell-Irving & Paterson	43
Br bark	Chilli	1778	McKenzie	May 27	E London	Victoria	Turner, Beeton & Co.	11
Chil. bark	Eritrea	1069	Serra	Dec. 7	P Iquiqui	Hurrard Inlet	R. P. Rithet & Co., Ltd.	183
Ger bark	Palawan	967	Van Heuvel	May 23	M San Francisco	Vancouver		15
Br ss	Empress of Japan	3103	Lee	May 28	D Hong Kong	Vancouver	C. P. S. S. Co.	10
Br ss	Batavia	1628	Hill		Hong Kong	Victoria	R. P. Rithet & Co., Ltd.	
Chil ship	Hindustan	1543	Welch	May 7	Valparaiso	Moodville	R. P. Rithet & Co., Ltd	31
Br bark	River Ganges	612	Budgo		F Rio de Janeiro		Findlay, Durham & Brodie	
Chil. bark	Guinevere	930	Glennie	April 13	Antofagasta	Royal Roads		55
Br SS	Palmas	1560	Taylor	May 30	G Kobe	Victoria	F. C. Davidge & Co.	8
Br SS	Phra Naug	1640	Watton	May 21	H Hong Kong	Victoria	R. P. Rithet & Co., Ltd	15
Chil. ship	Atacama	1233	Caballero	May 13	Valparaiso	Moodville	R. P. Rithet & Co., Ltd	25
Chil. bark	Leonor	801	Harken	May 9	Antofagasta	Moodyville	R. P. Rithet & Co., Ltd.	29
Br SS	Mascotto				J Kobe	Victoria	F. C. Davidge & Co.	
Br bark	Lebu	726	Worrall		Liverpool	Vancouver		

M—Lumber to Iquiqui at 33s 9d. P—Via Lebu. To load lumber for Valparaiso on owners' account. A—Chartered to load grain on Puget Sound. E—Chartered for salmon to London. F—Chartered for salmon to London. To arrive in September. H—Via Corinto Nicaragua. G—Via Honolulu, due Victoria June 22 for Portland. I—Due Victoria June 11, for Tacoma. J—To sail June 26.

VESSELS IN PORT.

(June 6, 1892.)

VICTORIA.

British bark Lizzie Bell, 1,036 tons, Capt. Lewis, arrived April 24 from Liverpool, laid up. R. P. Rithet & Co., Ld., consignees.

Br. bark Ariadne, 1,167 tons, Capt. Croot, from London, arrived May 4, laid up. Robert Ward & Co., L'd, consignees.

Br. bark Irvine, 605 tons, Capt. Jones, from Liverpool, arrived May 8, laid up, Turner, Beeton & Co., consignees.

VANCOUVER.

Br. ship Crown of Denmark, 2,029 tons, Capt. Smith, arrived April 25, loading for Melbourne.

CHEMAINUS.

Chil. bark Antonietta, 909 tons, Capt. Stack, arrived May 18, loading lumber for Valparaiso.

COWICHAN.

Br. ship Earl Granville, 1,149 tons, Capt. Plack, arrived April 23, lumber for U. K.

NANAIMO.

NEW V. C. CO'S SHIPPING.

Am. ship Kennebec, 2,025 tons, Capt. Reed.

Am. ship Oriental, 1,025 tons, Capt. Parker.
Am. bark Sea King, 1,436 tons, Capt. Pierce.
Am. bark Carrollton, 1,390 tons, Capt. Lewis.
Am. ship J. B. Brown, 1,473 tons, Capt. Cameron.
Am. ship Commodore, 1,975 tons, Capt. Davidson.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	3	2,868
Vancouver	1	2,029
Nanaimo	6	9,925
Chemainus	1	909
Cowichan	1	1,149
Total	12	10,970

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending June 4:—

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
28.	Tacoma, str. Port Townsend	50
31.	Glory of the Seas, ship. Port Townsend	3,402
2.	Queen, str., Port Townsend	751
4.	Rufus J. Wood bk. San Francisco	2,351
Total		6,554

FREIGHTS.

Rates are purely nominal, in the almost entire absence of business. Tonnage is plentiful, but there is no demand for it.

Lumber freights from British Columbia or Puget Sound are without change. Quotations are:—Sydney, 30s; Melbourne, Adelaide or Port Pirie, 40s; West Coast South America, 32s 6d to Valparaiso for orders; United Kingdom, calling at Cork for orders, 57s 6d; Shanghai, 47s 6d; and Yokohama, 42s 6d, both nominal.

Grain freights from San Francisco to the United Kingdom, in the absence of business, entirely nominal. Rates may be quoted to Cork, for orders, at 25s for immediate loading and 30s for September loading. From Portland, 30s; Tacoma, 25s immediate loading and 32s 6d September loading.

Coal freights are quoted: Nanaimo or Departure Bay to San Francisco, \$2 to \$2.25; to San Diego or San Pedro, \$2.25 to \$2.50.



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
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Michel Lefebvre & Co
MONTREAL.

Established 1849. Gold, Silver
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Prizes.

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Full supply of Artist's Goods, Mouldings, etc
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Towing and Freightling of all kinds.
Scows from 25 to 250 tons.

Tugs—Vancouver, 90 h. p.; Swan, 20 h. p.
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Estimates for Marine and Stationary Engines furnished on application.

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(Steam Fuel.)

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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.

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