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**LAMPS, LAMPS**  
**WEILER BROS.**

Piano Lamps,  
Banquet Lamps,  
Library Lamps,  
Table Lamps.

LATEST STYLES,  
NEWEST PATTERNS.

Come and See Our Assortment.

51 TO 55 FORT STREET,  
VICTORIA, - - B. C.

**E. G. PRIOR & CO.,**

Cor. Johnson and Government Sts.,

VICTORIA, B. C.

BRANCH AT KAMLOOPS.

IMPORTERS OF

**IRON AND STEEL,**

**HARDWARE,**

AGRICULTURAL IMPLEMENTS,

Wagons and Buggies,

LOGGERS AND CANNERIES SUPPLIED.

The Leading House in B. C.

ENQUIRIES SOLICITED.

**GOWAN & WILSON**

WHOLESALE GROCERS  
JUST RECEIVED.

First Shipments of Mediterranean  
and California Dried Fruits for  
Holiday Trade.

RAISINS. CURRANTS. SULTANAS.  
VALENCIAS.

PEACHES. APRICOTS. PRUNES.  
NECTARINES.

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

8 & 10 YATES STREET,  
VICTORIA, - - B. C.

**J. A. SKINNER & CO.**  
WHOLESALE

Crockery, Glassware,  
Lamp Goods, Etc.

VANCOUVER, B. C.

MAIN OFFICE AND WAREHOUSES:  
HAMILTON, ONT.

Special attention to mail orders.

**BAKER BROS. & CO.**  
LIMITED.

Wholesale Importers—  
and Shipping Agents.

WINES, LIQUORS & IMPORTED GROCERIES

342, 344 WATER ST., VANCOUVER, B. C.

HEAD OFFICE:

6 Chapel Walks, Liverpool, Eng.

**TURNER, BEETON & CO**

Commission Merchants

—AND—

Importers

H. C. Beeton & Co., 33 Finsbury Circus,  
London.

Indents executed for any description of  
European or Canadian Goods.

AGENTS FOR

GUARDIAN ASSURANCE CO.,  
NORTH BRITISH AND MERCANTILE  
INSURANCE CO., FOR MAINLAND.

**BELL-IRVING & PATERSON**

VANCOUVER]

**SHIPPING AGENTS**

Wholesale & Commission Merchants.

AGENTS FOR THE

Anglo-British Columbia Packing  
Company, Limited.

North China (Marine) Insurance  
Company, Limited.

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

**BANK OF BRITISH COLUMBIA**

Incorporated By Royal Charter, 1862.

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

LONDON OFFICE:

60 LOMBARD STREET, E. C., LONDON.

Branches at

San Francisco, Cal.; Portland, Or.;  
Victoria, B.C.; New Westminster, B.C.  
Vancouver, B.C.; Kamloops, B.C.;  
Seattle, Washington, Nanaimo, B.C.;  
Tacoma,

Agents and Correspondents:

IN CANADA—The Bank of Montreal and branches, Canadian Bank of Commerce, Imperial Bank of Canada, Molsons Bank, Commercial Bank of Manitoba and Bank of Nova Scotia.

Correspondents throughout the United Kingdom and in India, China, Japan, Australia and South America.

UNITED STATES—Agents Bank of Montreal, 59 Wall Street, New York; Bank of Montreal, Chicago.

Telegraphic transfers and remittances to and from all points can be made through this bank at current rates.

Collections carefully attended to and every description of banking business transacted.

**THE BANK OF BRITISH NORTH AMERICA.**

Incorporated by Royal Charter.

Paid up Capital... £1,000,000 Stg.  
Reserve Fund..... £265,000

LONDON OFFICE:

CLEMENTS LANE, LOMBARD ST. E. C.

COURT OF DIRECTORS:

J. H. Brodie, E. A. Hoare.  
John James Cater, H. J. B. Kondall,  
Gaspard Farrer, J. J. Kingsford,  
Henry R. Farrer, Frederic Lubbock,  
Richard H. Glyn, George D. Whatman.  
Secretary, A. G. Wallis.

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

P. R. GRINDLEY, General Manager.

E. STANGER, Inspector.

Branches and Agencies in Canada.

London, Kingston, Fredericton, N.B.  
Brantford, Ottawa, Halifax, N.S.,  
Paris, Montreal, Victoria, B.C.,  
Hamilton, Quebec, Vancouver, B.C.  
Toronto, St. John, N.B., Winnipeg, Man.  
Brandon, Man.

Agents in the United States.

NEW YORK—H. Silkman and F. Brownfield, Agents.

SAN FRANCISCO—W. Lawson and J. C. Welsh, Agents.

Have facilities for collection and exchange in all parts of the world.

**BANK OF MONTREAL.**

ESTABLISHED IN 1817.

INCORPORATED BY ACT OF PARLIAMENT.

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

HEAD OFFICE, MONTREAL.

Hon. Sir D. A. SMITH, K.C.M.G., President.

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

E. S. CLOUSTON, General Manager.

BRANCHES AND AGENCIES IN CANADA.

Montreal, H. V. Meredith, Manager.  
West End Branch, St. Catherine St.  
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.  
Chatham, N.B. New Westminster, St. Mary's, O  
Chatham, O ster, B.C. Toronto, O  
Cornwall, O Ottawa, O Vancouver, B.C.  
Goderich, O Perth, O Victoria, B.C.  
Guelph, O Peterboro, O Wallacburg, O  
Halifax, N.S. Pictou, O Winnipeg, Man

AGENTS IN GREAT BRITAIN—London, Bank of Montreal, 22 Abchurch Lane, E. C.; C. Ashworth, Manager. London Committee—Robert Gillespie, Esq., Peter Redpath, Esq.

AGENTS IN THE UNITED STATES—New York, Walter Watson and Alex. Lang, 59 Wall street. Chicago, Bank of Montreal, W. Munro, Manager; E. M. Shadbolt, Assistant Manager.

Buy and sell Sterling Exchange and Cable Transfers. Grant Commercial and Travelling Credits available in any part of the world.

Drafts issued. Collections made at all points.

**CARESCHÉ, GREEN & CO.,**

(ESTABLISHED 1873.)

BANKERS.

Government Street, Victoria, B. C.

A GENERAL BANKING business transacted.

DEPOSITS received on liberal rates of interest.  
DRAFTS, ORDERS, TELEGRAPH TRANSFERS and LETTERS of CREDIT issued direct on over 10,000 Cities in the United States, Canada, Europe, Mexico and China.

COLLECTIONS made at every point.

GOLD DUST purchased at highest market rates.

AGENTS FOR

Wells, Fargo &amp; Company.

**CASEMENT & GREERY BANKERS**

And Financial Agents.

A General Banking business transacted. Drafts issued on all points in Canada. Dealers in Foreign and Domestic exchange. Money loaned on Notes, Real Estate, Chattel Mortgages and all kinds Of Negotiable Securities. Interest allowed On time Deposits

Bankers: Bank of British Columbia.

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

+ FOR +  
Real Estate, Insurance,

Exchange, Mortgages,

Stocks and Shares,

—GO TO—

**A. W. MORE & CO.,**

TURNER BLOCK, DOUGLAS STREET

VICTORIA, B. C.

**HALL, GOEPEL & CO.,**

AGENTS:

The Liverpool &amp; London &amp; Globe Fire Insurance Co.

The California (Marine) Insurance Co.

The Traveler's Life &amp; Accident Insurance Co.

—O—

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

**Findlay, Durham & Brodie****COMMISSION MERCHANTS**

AGENTS FOR

The Northern Fire Assurance Company of London,

The British and Foreign Marine Insurance Company of Liverpool,

The Royal Mail Steam Packet Company of London,

The British Columbia Canning Company (Limited) of London.

CANNERIES:

Deas Island, Fraser River,

Maas River Fishery,

WindSOR Cannery, Skeena River,

Rivers Inlet Cannery,

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

London Office:

43 to 6 Threadneedle Street.

**ROBERT WARD & CO.,**

VICTORIA, B. C.,

**Merchants & Importers,**

Represented in London by H. J. Gardiner &amp; Co., Gresham Buildings, E. C.

ROYAL SWEDISH AND NORWEGIAN CONSULATE.

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

**SHIPPING AND INSURANCE AGENTS.**

CHARTERS EFFECTED.

GENERAL AGENTS:

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

SOLE AGENTS:

Curtis' & Harvey's Sporting and Blasting Powder.  
Joseph Kirkman & Son's Gold Medal, Inventions Exhibition, 1885, Pianofortes.

J. &amp; W. Stuart's Patent Double-Knotted Mesh Fishing Nets, Twines, Etc.

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

Agents for the following brands of British Columbia Salmon:

Ewen &amp; Co., "Lion"; Bon Accord Fishery Co., "Consuls"; A. J. McLellan's "Express."

**NOTICE OF REMOVAL.****H. CARMICHAEL & CO.**

VICTORIA,

**Financial and Real Estate****BROKERS,**

Have removed from 52 Government St.

—TO—

32 GOVERNMENT STREET

OFFICE OF THE

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

**THOMAS EARLE,**  
**IMPORTER**  
 -AND-  
**Wholesale Grocer.**

AGENT FOR  
 ALERT BAY CANNING CO.  
 NIMPKISH BRAND.

Pioneer Steam Coffee and  
 Spice Mills.

WHARF ST., VICTORIA,

**P. F. RICHARDSON,**

\* IMPORTER \*

—AND—

**MANUFACTURERS'**

---> AGENT. <---

42 YATES ST., VICTORIA.

**CAMPBELL & ANDERSON,**

Wholesale

Shelf and Heavy Hardware,  
 Crockery, Glassware,  
 Lamp Goods,  
 Stoves and Tinware.

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

616 Columbia Street, New Westminster.

**VICTORIA STEAM BAKERY.**

**M. R. SMITH & CO.,**

WHOLESALE AND RETAIL

**CRACKER BAKERS,**

VICTORIA. - - B. C.

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

**T. B. PEARSON & CO**

Manufacturers of Clothing,

OVERALLS, : SHIRTS, : &c.

Salesroom and Factory:

YATES ST., NEAR ORIENTAL HOTEL,

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. 86.

**VICTORIA. - B. C.**

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:**

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

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

Columbia Flouring Mill Co. of Enderby.

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

W. H. SOULE.

A. E. STEVENS.

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 307. Cable: Soule.

Vancouver, - - - - - British Columbia

**TRADE AND COMMERCE.**

COMMERCIAL JOURNAL OFFICE.  
Tuesday Morning, Nov. 24.

**VICTORIA.**

Business continues fairly active. Staple lines are steady. There are large shipments of fancy groceries, also fancy goods arriving for the coming holiday trade. The continued dullness of the lumber trade and the decrease of late in the coal shipments has much to do with the state of trade. There is every confidence, however, that the end of the year will show a very substantial increase over last year.

**FRUITS AND VEGETABLES.**

There is very little fruit coming in from California, and business is slackening off. Shipments are light, and consisting only of lemons, oranges and grapes. Prices are the same as last week. According to reports received, however, a reduction is expected in oranges and a rise in lemons. Local winter apples are being put into stock before the frosty weather sets in. A large quantity of Oregon apples are being imported for winter use. Fraser River potatoes are said to be turning out poorly. The majority have the dry rot this season. Good Island and up-country potatoes are liable to be high before long, but the plentiful supply in Manitoba will prevent farmers from getting extravagant prices. A car of Bonaparte potatoes arrived last week, and are selling at \$25 per ton.

Quotations are: Pears, (winter), \$1.40; grapes, Tokays, Black Ferrara in bxs, \$1.50, in crates, \$1.75. Oregon apples (greenings), \$1.00; Baldwin, bellflower, rose and blue permain, \$1.10; Santa Barbara oranges, \$5.25; California Messina lemons, \$5.75; silverskin onions, 1 1/2c. per lb.; island apples, \$1.25 per box; tomatoes, \$1 to \$1.25; sweet potatoes, 2 1/2c. per lb.; potatoes, island, \$20 per ton; Chilliwack, \$18 per ton; Fraser River, \$16 per ton; Bonapartes, \$25 per ton.

**GROCERIES AND PROVISIONS.**

Pickled eggs are quoted in barrels at 23c, and fresh in cases at 25c. Manitoba dairy butter in assorted sizes is quoted at 23c, Manitoba creamery, 30c. Ontario and Quebec creamery, 27 1/2c in round lots. Eastern Townships, 25c. A recent advice from Montreal says: "Our market is firm for butter. Our best brands cannot be bought at the creamery under 24c for large tubs." Canned meats have declined, but it is believed to be merely a cutting of rates among the packing houses. Prices are reported very unsettled, but it is stated that they cannot go any lower than they are at present. American meats are too high at present to compete in this market. Canadian meats are quoted: Hams, 15c, rolls, 12 1/2c. Dry salt sides, 11 1/2c to 12c per lb. Mediterranean dried fruits are quoted by local jobbers as follows: Currants in bbls. 8 1/2c, in half-bbls. 8 1/2c; valencias, 8 1/2c; sultanas, 13c; London layers, \$2.25 a box; California sultanas, \$2.25 a box; dates, 9c; prunes, 9c to 12 1/2c. California evaporated fruits in 25 lb. boxes are quoted as follows: Peaches, 12 1/2c; apricots, 14c; nectarines, 11c; 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 1 1/2 lb. size, \$3 per dozen; 3 lb. size, \$5 per doz.

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

**FLOUR AND FEED.**

Ogilvie's Hungarian and strong bakers' flour has advanced 15c a barrel, and is now quoted by local jobbers: Hungarian, \$6.25; strong bakers', \$6 a barrel. California oatmeal has also advanced 10c, and is now quoted at \$4.35 per gunny. It is reported that there are from ten to twelve car lots of Manitoba oats on the way to this city. Oregon flour is said to be a little stronger than last week, but no change has been made in prices by local jobbers. The Columbia Flouring Mills quote: Enderby flour for carload lots, Premier, \$5.60; XXX., \$5.30; Strong Bakers or XX., \$5.00; Superfine, \$4.00. Quotations to the trade are:

Delta, Victoria mills	5 50 @ 0 00
Lion, " "	5 50 @ 0 00
Premier, Enderby mills	5 85 @ 0 00
XXX., " "	5 65 @ 0 00
XX., " "	5 25 @ 5 50
Superfine, " "	4 25 @ 4 50
Ogilvie's Hungarian	6 25 @ 0 00
" Strong Bakers	6 00 @ 0 00
Snowflake	6 10 @ 0 00
Portland Roller	6 10 @ 0 00
Royal	6 00 @ 0 00
Oregon Superfine	4 25 @ 0 00
Wheat, per ton	40 00 @ 45 00
Oats	28 00 @ 35 00
Oil cake meal	32 50 @ 35 00
Chop feed	33 00 @ 35 00
Shorts	28 00 @ 30 00
Bran	26 00 @ 27 50
National Mills oatmeal	3 50 @ 0 00
California oatmeal	4 35 @ 0 00
California rolled oats	3 75 @ 4 00
Corameal	3 00 @ 3 25
Cracked corn	45 00 @ 50 00
Hay, per ton	18 00 @ 20 00
Straw, per bale	1 00 @ 1 25

**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

**LUMBER.**

There are no new charters to report. The bark Flora has cleared for Melbourne and the barkentine Wille R. Hume for Callao. There are four vessels loading at present at Burrard Inlet. The Nor. bark Dominion, 1,250 tons, Capt. Eriksen, for Australia; Am. ship Benj. Sewall, 1361 tons, Capt. Sewall, for Valparaiso; Chil. ship Atacama, 1,235 tons, for Valparaiso, owner's account. British bark Nineveh, 1,174 tons, Capt. Broadfoot, for Sydney, and the American schooner F. S. Redfield, 440 tons, loading for Sydney at the Chemainus mills. Quotations are as follows for cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association: Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, \$9 per M feet; rough deck plank, average

length 35 feet, \$10; 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

**VANCOUVER.**

There is nothing special to note this with but few changes in quotations. Potatoes, Fraser River, \$15; Ashcroft, \$22 per ton. Ontario eggs 22c to 25c. Butter, creamery, 27c to 29 1/2c; dairy, 20c to 27 1/2c. Manitoba cheese, 12 1/2c to 13 1/2c. British Columbia apples are worth 75c to \$1 per box; Oregon, 90c to \$1.25; British Columbia pears, \$1.25 per box; California, \$1.75; grapes, \$1 1/5; plums, \$1.25. Lard, 50 lb tubs, 13c; in pails, 13 1/2c; in tins, 13 1/2c to 14c; hams, 13 1/2c to 15c; breakfast bacon, 13 1/2c to 14c; roiled bacon, 12 1/2c. In flour and feed, Ogilvie's Hungarian is quoted \$6.00. Strong Bakers, \$5.60 to \$5.75; Portland Roller, \$6.25; Royal, \$6.25; Premier, (Enderby Mills), \$6.00; XXX, \$5.75; California rolled oats, \$1.00; California oatmeal, \$1.50; cornmeal, \$3.25; oats, \$32 to \$35; California chopped feed, \$35 to \$36; Manitoba chopped feed, \$31.50; bran, \$24 to \$25; shorts, \$26 to \$27; wheat, \$33; hay, \$15 to \$16; cracked corn, \$60.

**NEW WESTMINSTER.**

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

**PROVINCIAL TRADE NOTES.**

The stock and effects of the late G. H. Blakeway, druggist, of Nanaimo, will be sold by tender shortly.

Hull Bros., ranchers and butchers, of Kamloops and Calgary, have opened a meat and vegetable market on Victoria Crescent, Nanaimo.

E. G. Anderson & Co., commission merchants, Victoria, have just received a new line of sample brushes, manufactured from the latest American patterns by T. S. Simme & Co., of St. John, N. B.

The steamship Srta Pedro, coal laden, from Wellington to San Francisco, struck on Brothie ledge, off Beacon Hill, at 9:30 p.m. Nov. 22. She has filled and settled down aft and rolled over to port.

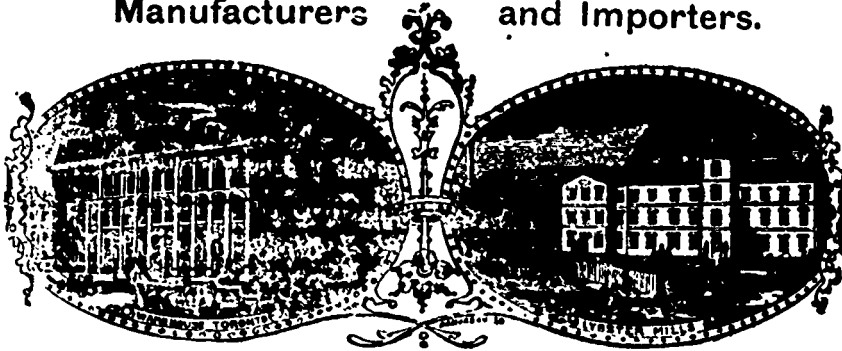
R. D. Warburg & Co., mantle manufacturers and general dry goods, of Berlin, London and Paris, are now represented by E. G. Anderson & Co. in British Columbia through Hermann H. Wolf & Co. of Montreal.

Memorandum of Association of "The Pacific Coast Lumber Company, Limited Liability," has been filed. The amount of the capital stock is \$100,000, divided into 1,000 shares of \$100 each. Edward Hartley Vort, John Reid and James George Scott, all of New Westminster, are the promoters.

# GORDON, MACKAY & CO.

## TORONTO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

### BUSINESS CHANGES.

Fred. Weldon has bought out the Senate saloon, Victoria.

J. Schmidt, men's furnishings, etc., Nanaimo, is selling out by auction.

The Vancouver Steamship Co. have received letters of incorporation.

F. H. Smith & Co., real estate brokers, Victoria, have retired from business.

John Craig is opening undertaking parlors in Vancouver, on Granville street.

H. G. Walker has opened a real estate office at 100 Government street, Victoria.

J. Douglas has purchased the Boulder Saloon, Vancouver, from J. B. Simpson.

Hewitt & Goddyn are starting a coal yard at the foot of Bridge street, Victoria.

MacPherson & Thompson, druggists, of New Westminster, contemplate opening a branch in Nanaimo.

E. W. Whiffin & Co., auctioneers, of Nanaimo, contemplate opening in Vancouver in the same line.

C. B. Lockhart & Co., funeral directors and embalmers, of Victoria, are going to open an establishment in Vancouver.

Andrew E. Lees has been admitted a partner to the clothing business of D. J. McLean, Vancouver, under the firm style of D. J. McLean & Co.

J. W. Harvey, general dry goods, New Westminster, is closing out his line of men's furnishings. He will move into his new premises early next month.

Chas. Dempster & Co., real estate, Nanaimo, have dissolved. C. Potts retires. The business will be continued under the old style by Chas. Dempster.

### A RUMORED CHANGE.

It is again announced that the Puget Sound & Alaska Steamship Company and the Northern Pacific Railway have got hold of the Union Pacific boats. It is said that E. Dickenson, the assistant general manager of the Union Pacific, who visited this coast last spring and made several trips over the routes with Capt. Jackson, manager of the Puget Sound Company, made an offer then to sell the boats. It is said that this offer has now been accepted

and that the Puget Sound Company practically controls all of the large boats on the Sound. It is well known that none of the U. P. boats have been making money lately. Railway and steamboat men in this city have heard the rumor, but have received no official notice of any change.—*Times.*

### CARGO OF THE ROTHESAY BAY.

The British bark *Rothesay Bay*, 750 tons, Capt. Partridge, cleared from New Westminster Nov. 18 for Liverpool, with the following cargo. She sailed from Victoria Nov. 21. She was loaded at English's cannery on account of Bell-Irving, Paterson & Co., agents of the Anglo-British Columbia Packing Co. Her cargo consists of the following canned salmon:

A. B. C. Co., Skeena Cannery.....	5,161
P. X.....	3,491
P. X.....	2,000
Flats.....	2,500
Trident Brand.....	2,500
Phoenix Brand.....	2,000
Flats.....	1,000
Phoenix Brand.....	1,426
Ewen & Co's Lion Brand.....	5,000
Fisherman's Brand.....	7,161

Total cases.....32,179  
Value \$159,553.

She also carried 127 cases preserved fruit, value \$750; 17 cases merchandise, value \$500; 1 case photo plates, value \$30; 2 cases labels, value \$60. Total value of cargo, \$160,893.

The Canadian Pacific Railway Company have granted to members of the Northwest Commercial Travellers' Association residing on the Pacific coast the rate of 3½ cents per mile for transportation on the Pacific division of the road.

The Southern Pacific R. R. Co. gives the following excellent advice to its agents and other employees: "In dealing with the public it is often necessary that you should observe much patience and self-restraint, always endeavoring to follow the dictation of good sense and prudence in order that you may make the most favorable impression upon your patrons.

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For correct glasses and proper fitting frames go to the only opticians in British Columbia.

## F. W. NOLTE & CO.

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Treat them as any other good business man would deal with his customers, with the view of making the road popular."

It is proposed to erect a building on the World's Fair grounds at Chicago entirely of materials to illustrate the progress of fire-proofing, the structure to be 50 by 100 feet and three or four storeys high. It is to contain all the appliances mechanical, chemical and electrical used in the protection of property, and fire escapes will be attached to and connected with the building of all known devices. One or two rooms are to be fitted up for the reception of insurance men from all parts of the world.

The Queen Insurance Company of Liverpool no longer exists, the arrangements having been formally ratified for its amalgamation with the Royal. The result is a giant institution offering insurance indemnity world-wide, backed by long experience and nearly forty millions of assets. In Great Britain and in the United States, however, the business will be carried on under two distinct organizations as before, the Queen Insurance Company of America, having been incorporated to continue the work of the former "Queen," well manned by the same corps of managers and agents. With a cash surplus of a cool million of dollars and half a million of paid-up capital, the new organization takes the field further backed by the Royal's forty millions of assets. The Queen of Liverpool was a strong company, and did a business of which any company might well be proud; but the Queen of America is even stronger.

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**COAL PRODUCTION.**

From the returns of the working of Indian collieries during the official year ending in March last, it appears that the total production during the year was 2½ million tons, and that there is a progressive increase. In 1886, the production was

a little over 1½ million tons; in 1887, 1½; in 1888, 1½; and, in 1889, just over two million tons. The imports of coal by sea have diminished from 810,000 tons in 1886, to 460,000 in 1890, and most of the railways which formerly used imported coal now use the native product only. In Burmah, the import in 1888-89 was 78,000 tons, while in 1889-90 it had fallen to 47,800 tons; the consumption of Indian coal in Burmah rose from 70 tons in 1887-88 to 16,000 in 1888-89, and to 53,000 tons in 1889-90. Bengal is, at present, the chief coal producing district in India. In 1889, the total produce of the Bengal collieries was 1,611,000 tons, out of a total of 2,000,000 tons; the Central Provinces gave 144,000 tons; Assam, 117,000; the Punjab, 23,000; and the Nizam's dominions, 60,000 tons. The Karharbari mines, in Bengal, claim the deepest pit in India. It has already been sunk 450 feet, and must go still deeper before coal is reached. In every case, save one, the output of the mines has increased, in some instances, very largely. The exception is the Mohpani Mina, in the Central Provinces, where a "faut" occurred, which restricted the workings to a very limited area. Most of the Indian mines appear to pay about 10 per cent. on the capital outlay, and the loss of life and the casualties are comparatively few.—*The Celestial Empire.*

**A FLOATING LOGGING CAMP.**

There has just been turned out what may be considered a novel and useful craft, by the B. C. Iron Works Co., Vancouver. It is a complete floating logging outfit and camp. They were first used in San Francisco, about two years ago, and have given such satisfaction to the lumbermen that there is now 150 of them in use north of the Bay city. Mr. J. M. Stewart, hearing of the work they were reported to be able to do and the great saving over present methods, sent a man down the Sound to investigate and see them at work. The advantages were so great over the present system of handling logs that he decided at once to get one and placed his order with the B. C. Iron Works Co. The work has just been completed, and may be briefly described as follows: A 20x50 foot scow is used. The forward part is covered in and fitted up as a cabin, with bunks for fifteen men, kitchen, etc. The rest of the deck holds the machinery, which consists of a boiler (an upright one) and a 10-horse power

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engine and capstan, geared to 80-horse power, and a coil of steel cable. The scow is fitted with side paddles, and the shafting can be changed to propel her at a speed of from 5 to 6 miles an hour. A trial trip was made across the Inlet, and she worked satisfactorily. She was then anchored near shore and 700 feet of cable taken ashore and attached to a 4,000 foot log, and hauled down to the water's edge, through rough gravel and boulders, quite easily. With this logging outfit, a strip of 1,000 feet along a stream can be cleared up at a trifle of what it cost under the old system of having to buy oxen, pay for transportation and feed and build stables for them and houses for the men. Now when a patch is cleared up, they can move from place to place without any expense. The whole cost, including boat, boiler, engine and capstan, cables, etc., does not exceed \$3,500. The outfit has left to work at Secret Cove. If she proves as satisfactory in general work as she did on her trial trip, it will not be long until they drive the old style of logging outfits to the wall.

There is now a rumor that the Japanese naval authorities have in contemplation the establishment of iron works, and that some millions of yen will be asked for with that view in the coming session of the Diet. The *Jiji Shimpō* does not think it absolutely necessary to establish iron works at present; but if the authorities are determined to have shipbuilding carried on in Japan, our contemporary advises them to follow the example of Italy and Spain. These two countries have entered into a contract with English shipbuilding firms to establish a branch factory within their territories on condition that the national orders shall be given to the factory. It would be the best policy for Japan to invite the Armstrong Company or some other suitable shipbuilding firm to establish a branch in this country. After a number of years, when things are ripe for the management of the industry by Japanese, the Japanese Government should buy the factory and either work it under its own control or sell it to some private company. Should the orders of the Japanese Government prove an insufficient inducement to English shipbuilders, then a certain percentage of profit may be guaranteed. The Liberal organ, the *Fiyu*, expresses similar views in the course of a long essay on the Navy.—*Japanese Mail.*

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**COMMERCIAL SUMMARY.**

H. M. Stanley has arrived at Sydney, N. S. W.

The population of the State of Ohio is given as 3,672,316.

Grain is accumulating at Port Arthur for lack of vessels.

The customs officials in New York have unearthed a gigantic opium smuggling scheme.

M. Constans, the French statesman, very much resembles Mr. Blaine in personal appearance.

The argument in the U. S. Supreme Court, in regard to the constitutionality of the McKinley bill, will take place November 30.

There are now 65 chartered and 3 private banks doing business in Manitoba and the territories. In 1885, there were only 19, twelve of which were in Winnipeg.

A director of the Erie railroad says the finance committee, at its last meeting, voted to recommend the directors to pay a dividend of 3 per cent. on the preferred stock.

A Cincinnati travelling salesman for a jewellery house left \$20,000 worth of diamonds in a car at Dayton, O., the other day while he went to lunch, and the gems were stolen.

Joseph Mulhatten, known as "Orange Blossom," the writer of some of the most marvellously untrue stories ever printed, has been arrested at Pittsburg, charged with stealing money from a room-mate.

A merchants' exchange was inaugurated at St. John, N.B., last week.

It is said the corn product of the United States this year is 2,000,000,000 bushels.

The inter-state rain makers in Texas have sold out their privilege for \$50,000.

Instructions issued to the Civil Service Commissioners are very complete, and cover a wide range.

Real estate transfers to the amount of \$917,360.78 took place during the month of October in Montreal.

The coal combine in Kingston, Ont., is said to have been broken, and coal is selling at \$5.25 per ton.

The Provincial Natural Gas Company has struck another flow near Dunnville, Ont., at a depth of 780 feet.

It is said the ancient Romans voted by ballot, and that the system was the same as that now known as the Australian system.

A farmer near Harrietsville, Ont., is said to have recently dehorned 35 dairy cows, with the result of a largely increased yield of milk.

The Detroit Board of Trade has resolved to communicate with Secretary Blaine in regard to alleged vexatious regulations of the Canadian Government in the matter of canal tolls.

The Western Counties Railway, of Nova Scotia, won the suit against the English syndicate, necessitating a deposit by the latter of five million dollars with the Dominion Government for the purpose of wiping off their liabilities and improving the road.

Hundreds of islands have appeared in the Bay of Quinte, in consequence of the low water.

Tobacco manufacturers are asking permission to supply tobacco in bond to ocean vessels as ships' stores.

Over 2,000 barrels of Canadian flour were shipped from St. John and Halifax for West India ports last week.

The veterinary inspector of the Northwest ranching district reports that animals are in the best of health.

The arbitrators are investigating the claim of the Canadian Pacific overcharge for rails on the Pembina branch.

According to the census just taken by the police authorities, the population of Toronto on November 1 was 188,914.

A popular clerk whom everybody deems to be a good fellow, has a greater hold upon the community than the man whose main plea for support is that "I sell cheapest."

The United States Supreme Court had before it the other day the case of the American sealing schooner Sylvia Handy, which is similar in all respects to the Sayward case, and the same arguments were used by the same counsel.

Notwithstanding the McKinley bill, the export of eggs from St. John, N. B., to the United States, this year, have exceeded those of last year. This year, 640,000 dozens have been sent, nearly all Prince Edward Island eggs, and the prices are higher to the producer than last year or the year before.



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VICTORIA, TUESDAY, NOV. 24, 1891.

## A SIGNIFICANT MOVE.

We observe by a telegram in the *Daily Colonist* from Montreal that a number of cars have been built for the Canadian Pacific Railway expressly for the purpose of transporting troops across the Dominion for the Imperial Government. The first trip will be made this week, when 300 marines will be sent by the C. P. R. Since this matter has been in contemplation it has given rise to considerable discussion as to what bearing it will have on the future policy of England in dealing with China. The *Celestial Empire*, an English paper published at Shanghai, in a lengthy article on the arrangements between the Imperial Government and the Canadian Pacific Railway, says that it embodies and implies a very distinct threat, in so far as China is concerned. Some such prognostic virtue seems to underlie the demand made on the Canadian Pacific Railway, for if the troops which it is intended to convey, according to a previous announcement, are wanted anywhere at the present moment, it can only be on the coast of China. A London dispatch says that it is learned, upon the authority of an attaché of the British Foreign Office, that the position of affairs in China, in regard to the outrages on Europeans and the negligence of the Chinese authorities to take efficient measures for the punishment of those concerned in them, will shortly have a new and startling development. It will be remembered that in August a joint note, signed by every diplomatic representative in Peking, was addressed to the Chinese Government. It demanded the publication of the Imperial decree, denouncing the outrages and demanding the punishment of those concerned. Not one of these has been fulfilled, and the time given for the purpose is coming rapidly to an end. The Chinese Government has now, it is said, been made acquainted with the decision, and has been informed that, at the termination of the period of grace, the city of Shanghai and the river from it down to Woo Sung, including the latter town, will be occupied by foreign fleets until satisfaction is obtained. The aim of the movement will be the seizure of the customs, and all expenses of the measure will be defrayed out of the money thus obtained. Next to the occupation of Peking, which would of course mean war, nothing more striking and effective than the occupation of Shanghai could be accomplished. This, taken in connection with the fact of

the arrangements referred to between the Imperial Government and the C. P. R., leads to the belief that the Home Government has made up its mind to take drastic measures to bring China to her senses; that it is not considered the operations can be effectually carried out by the fleet alone; and that it is incited the campaign, if there is to be a campaign, shall be short, sharp and decisive. It is hoped, in short, that by the co-operation of military and naval forces the effect aimed at will be produced within the limits of the cool weather. Otherwise we should have expected to hear of the proposed employment of Indian native troops, rather than of British regiments sent straight out from the United Kingdom.

## TARIFF AND QUARANTINE.

Under the McKinley tariff, there has been a decline in several products which Canada grows, as follows: In barley, \$3,500,000; in eggs, \$1,250,000; in horses, nearly \$1,250,000; and in live stock, a gradual decline. Canada has lost a market to a large part of the extent indicated by these figures. On the other hand, our farmers have substituted other crops for barley, and we have made some experiments in growing barley for the British market. The price of Canadian eggs has, moreover, been maintained, though there may have been a lessened production. Still more Eastern eggs have come this way than previously, and this is, no doubt, of considerable benefit to consumers, who have, heretofore, been compelled to pay much higher prices. So long as we are not producers of all the articles that we require, the more of them we obtain from the sister provinces the better, as it induces a greater feeling of interdependence and mutual relation. Still we are not for a moment prepared to quietly allow ourselves to be sat upon by the Calgary and Northwest provinces, and forced into buying their cattle at their own exorbitant figures, by means of Orders in Council obtained from the Ottawa authorities, on what some have declared to be false representations. The thinness of the device is too transparent.

We are not allowed to import live stock for butchering purposes and slaughter them on landing, but must, forsooth, have them kept for some months in quarantine, eating their heads off; while, in addition, the government have not provided anything for the purpose in the shape of a cattle quarantine station. In the Mother Country, places are provided at certain seaports at which cattle, from countries whose animals are not allowed to be taken into the interior alive, are at once slaughtered; but, for us here, there is nothing of the kind, an iniquitous and infamous Order in Council obtaining, which places us entirely at the mercy of the Northwest graziers.

## POST-OFFICE LIFE INSURANCE.

It has been amusing to note the various explanations made both by the friends and opponents of the system of Post Office life insurance in Great Britain to account for its steady decline. One person thinks the system still too young (it is 26 years old) to be appreciated. Another thinks failure comes because of vacillation and unstable ideas on the part of the officials, who are

described as "having to obtain Parliamentary authority for their personal opinions." Sir Arthur Blackwood, the secretary of the Post Office, has written a letter to explain the decline, which he attributes to the fact that "the companies tout and advertise very largely, and remunerate their agents highly for the business brought them, whereas the Post Office is precluded from adopting these practices." In this connection it is currently stated that, under the direction of the department of labor, the United States Government has sent, or is about to send, a representative to Germany, where he is to spend two years investigating the government scheme, now in operation there, for the compulsory insurance to working men. If a competent man, his report will be very interesting.

## THE BEHRING'S SEA CONTROVERSY.

A point in connection with the Behring's Sea controversy was, a few days since, emphasized before the U. S. Supreme Court by Mr. Calderon, who represented the Dominion Government. While admitting that whatever decision the Court might give, it would not prevent Congress passing a law declaring that the whole of Behring's Sea was under American jurisdiction; he urged that though this would bind the Court, it would not confer the jurisdiction, since that could only be done by the consent of the civilized world. Russia, he contended, could not of herself have ceded any portion of the sea to the United States. Solicitor-General Taft replied that the question had not been before the Alaska Court, which tried the case, and that the Supreme Court could not reverse or qualify the decision of the Government, which was in its nature political. That was somewhat of a peculiar declaration to make; the issue is not, according to the Solicitor-General to be governed by law or by the comity of Nations, but by politics. This declaration would appear to be the more significant since the U.S. Solicitor-General subsequently announced that the United States and Great Britain have agreed to submit the question of the jurisdiction of Behring Sea to arbitration. A little more bulldozing and a little more hollowness and insincerity may, possibly, lead the British authorities to understand the characteristics of the people with whom they are dealing, who, in their political and international concerns, are prepared to stoop to actions of which all honest individuals would be terribly ashamed.

CANADA'S sixteen or seventeen million dollars of mineral products, annually, ought to and can be increased to fifty or sixty millions, with a perpetually growing tendency. We question whether the people of Canada appreciate at anything like its real value the immense wealth of our comparatively hidden resources. Coal in Nova Scotia and in British Columbia; copper, petroleum, phosphates, asbestos, gold, and last but not least, nickel, variously distributed over the Dominion, are, many of these, to be found in unlimited, and all in paying quantities. Only capital and enterprise are needed to double the wealth of the country in a brief period.

**MUNICIPAL REFORM.**

As has been the case in Victoria, they have been agitating for municipal reforms in Toronto. They have formed a Ratepayers' Association, and among the demands which have been formulated is one that the duties of aldermen be confined to legislation, and that the executive administration be in vested commissioners. It pointed by the Council. This at first sight strikes us as being very much the same thing. Then they ask for a check on the increase of the city debt, which people here would also like to see; but with all that they are not prepared to have a wet blanket put upon all improvements. They further desire that assessments of property should be allowed to stand for five years, but this would appear to be impossible here, since we are in a transition state in which values are continually changing. There are other proposals made in Toronto which may hereafter be discussed in the light of the developments of the Royal Commission, which is at present sitting in this city.

**PROTESTING INSURANCE POLICIES.**

Again has the unrivalled and almost immitable protestor of life insurance policies, the "Mutual Reserve Fund Life, of New York," been playing its favorite role. The *Insurance and Finance Chronicle*, of Montreal, in its last issue, says of this company: "One conspicuous case among several, lately, is that of refusing to pay \$10,000 under two certificates, issued in Sept., 1885, on the life of the late ex-Governor John B. Page of Vermont, although when proofs of death were received, in due course, the association on April 30, 1886, approved the claim, and, later on, included it in the deaths assessed for. In the meantime, however, one of the heirs of the deceased attached all the policies, of which there were several. When the attachments were soon after vacated, the executors were notified that the Mutual Reserve had annulled its former action and now refused to pay the claim." About the same time as the contestation of the case of ex-Governor Page, there occurred not a few transactions in Eastern Canada, in connection with the association whose Montreal agent, Major Hopper, was compelled to cross the lines—specially, it is true, on account of fraudulent transactions of his own. With the facts, the *Chronicle* is, no doubt, acquainted. Nevertheless, a good fat position was found for Hopper, by President Harper, in Boston, and, for aught we know to the contrary, he is carrying out sharp practices among the New Englanders for the advantage of the Mutual Reserve Fund.

**THE VICTORIA OUTER WHARF.**

A few days ago Captain Clarke, harbor master of the port of Victoria, officially surveyed the water at the outer wharf and reports that at the shallowest point there are 28 feet of water at dead low springs. This has been duly reported to Messrs. R. P. Rithet & Co., the owners of the wharf, who have in their turn notified the Canadian Pacific Railway officials that

there are ample provisions for the accommodation of their deepest draft India and China steamships. According to Captain Clarke, there can be no possible excuse for the line of Emperesses neglecting to dock here in the future, as the wharf and its approaches are in every way convenient and commodious. If the railway and steamship people are really sincere in their protestations of desire to carry out all they covenanted to do, then their course is perfectly clear. They must no longer give Victoria the go by, which is, and always has been, one of the principal objective points of the Government scheme for a transcontinental railroad line. Will it may be asked, the fact of leading C. P. R. officials having so much invested in the bricks and mortar of Vancouver be allowed any longer to influence that company from pursuing a policy which is really detrimental to the interests of that road, driving as it has done the most of the trade of this influential mercantile community into United States channels? The policy is that of Canada for the Canadians; but the tendency of Canadian Pacific administration has been to a great extent in a very different direction.

**THE B. C. BOUNDARY LINE.**

When the boundary line between the United States and this province was finally fixed, after the surveyors representing both countries had performed their function, by the intermediation of a great European potentate, it was loudly protested that the survey lines had not been run right, and, in consequence, the entire question was the subject of a long and heated controversy. After all this, however, it was allowed to simmer out, the rights of the colonists being allowed to be overborne by the imperious pretensions of our republican neighbors. In this case, the old adage of "convince a man against his will, he's of the same opinion still" continues to have full force and weight, as there are those who protest and will continue to protest against a crying and glaring injustice until the end of the chapter. Among others, Mr. Stevenson, an influential and intelligent resident of Chilliwack, who lived for many years in the territory now disputed, claims that this country has been robbed of some of the most valuable territory in the district, including the town sites of Blaine and other important settlements. The surveyors, it appears, ran their lines from opposite directions and did not come within several hundred yards of each other, the Americans going that distance to the north. All the intervening land was in consequence given up to the Americans with only a faint official word of protest. Will there be another arbitration, will there be a new survey, or must Canada and the United States continue to sit, figuratively speaking, on the same perch because, forsooth, the Canadian small bird has been, as it were, deposited in the capacious maw of the American eagle?

**EDITORIAL NOTES.**

It is announced that definite arrangements have been made in St. Paul for an excursion of Eastern lumbermen to the

Pacific northwest for the purpose of making a thorough inspection of the lumber resources of that country. These lumbermen are looking up new fields everywhere, and the vast magnitude of the timber resources of the Pacific Coast and its exceptionally fine quality have attracted general attention. It has been arranged that the excursion shall leave St. Paul on February 8 of next year, via the Northern Pacific Railroad, in a train of vestibuled Pullman palace cars, including a dining car, and all minor arrangements have been made for the ready handling of baggage, etc.

The *San Francisco Bulletin* contains the following:—"John Robson, Premier of British Columbia, says it will be difficult to run the boundary line between Alaska and British Columbia, following the windings of the coast at a distance of thirty miles inland, and he proposes to give us a strip of Canadian territory in exchange for the coast strip of Alaska, east and south or the 141st meridian. This is a very cool proposition. It would give Canada Sitka, Juneau, Wrangel, valuable mining country, and about 600 miles of coast line, not including the sinuosities of the shore. We are not giving away any of our frontage on the Pacific. On the contrary, we are looking forward to effecting a junction between Washington and Alaska, whenever the time comes right, so that we will have an unbroken line from the Arctic to San Diego." Our contemporary forgets the cheating in the boundary line which has already been carried into effect, and this we propose to have remedied, even should it dock off some territory from our neighbors. They have had their own way about long enough, and it is just about time to call a halt. What with fish, seal and territorial sharp practices on the part of our neighbors our cup is about full, and we don't want any more of it.

**FOREIGN COAL SHIPMENTS.**

The following are the shipmen's for the week ending November 21:

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
16—	Ericsson, shp. San Francisco	2,100
18—	Oregon, bk. San Francisco	2,108
18—	Sea Lion, ss., Port Townsend	30
19—	Rapid Transit, ss., Whatcom	256
19—	Wanderer, ss. Port Townsend	60
Total		4,614

**THE WANLOCK'S CARGO.**

The British bark *Wanlock*, 745 tons, Capt. Cooper' will sail early in the week for Liverpool, with a cargo of 29,916 cases of salmon, valued at \$157,743. Turner, Beeton & Co., consignors.

The shipments are as follows:

Inverness	8,146
Balmoral	9,270
Wannuck Packing Co.	990
Maple Leaf Brand	602
R. D. W., Liverpool	725
Harlock Packing Co.	603
Beaver Cannery	3,500
Richmond Cannery	2,000
Viceroy Brand	2,000
Robert Ward & Co.	2,000
Total	29,916

## THE SEAL FISHERY.

Notwithstanding the unexpected obstacles and difficulties which have occurred in connection with the prosecution, during the present year, of what has become a permanent as well as an important industry of British Columbia, the actual catch of seals has exceeded very considerably that of 1890, which was looked upon as a good season. In 1890, the catch of seal-skins, by the Victoria sealing fleet, amounted to 40,193 skins, while the number taken during the present year has been 49,498, an increase of 9,300 skins. But during the year now closing, there have been considerable additions to the number of schooners engaged in this industry, and it is probable, therefore, that an examination would show that the catch per vessel has not been so large as during last year. Vancouver has now several vessels engaged in sealing, and with the settlement of the questions which have disturbed the prosecution of the industry, the number of schooners belonging to Vancouver will doubtless be increased.

Judging from the preparations which are stated to be in progress or in contemplation, the persons engaged in the seal fishery appear to anticipate that there will be no obstacles to the prosecution of the business, next year. It would, however, probably be only a matter of ordinary prudence not to be too confident of this. The period, fixed upon by the British and American governments during which all fishing operations were to be suspended, will expire before the time when seal hunting in Behring Sea ordinarily commences. But it is almost impossible to foresee the questions which may arise to lead either to a prolongation of the present agreement. It is not probable, taking the present position of matters into consideration, that the Imperial Government would entertain any claims for damages that might be made by reason of owners having their vessels lying idle during the coming season on account of any further international arrangement.—*News-Advertiser.*

## CHOOSING A BUSINESS.

The question of choosing a business is a serious one. As a rule, a young man should adopt the calling for which he has a preference. If he has no particular choice, it would be well for him to try different occupations, until he finds one that suits him. I do not counsel changing about to satisfy a spirit of uneasiness, for once a young man is installed in the business that he is suited to, he ought to stick to it, writes Russel Sage to the *New York Herald*. I have known young men who entered employments reluctantly, and after a trial became fond of them. A young man must be determined to succeed. After all, there is one great lever, and that is will power. Without it very few men succeed.

It depends on the circumstances whether failures betray incapacity in a man. If a failure is due to a cause not general, then it may be attributed to a lack of foresight and understanding. A shrewd merchant will not stock up with unsaleable things; a shrewd farmer will not plant his ground to raise unsaleable crops. Both the merchant and the farmer must find out what

is saleable, and act accordingly. There are exigencies, to be sure, like contagions, disasters, combinations, strikes and boycotts, that cannot be foreseen. The prudent man of business has prepared himself to stand losses from such causes, and when the troubles have passed the fact of his having weathered them makes his financial position in the community stronger than ever. The present condition of the coal trade well illustrates the uncertainty of things. The mild, open winter could not be foreseen, and has caused great dullness and loss in the trade. Then there is the march of improvement. This is an age of competition, and it requires energy and perception to meet it. It used to take 90 days to find out the condition of the tea crop in Japan or the coffee crop in Brazil. Now an inquiry can be sent and an answer secured in a single day.

The young man should start out in the world by the time he is 21. If he is qualified to begin life at an earlier age, he should do it. I began as a clerk when I was 12. At 18, I was in business for myself, and I have kept my sign up ever since. I should say that the average boy could take a clerkship at the age of 16 or 18. A wrong start may not mean a permanent failure. Many of the most successful men have started wrong and afterward righted themselves. There are many instances where men educated for the pulpit have gone to the bar and been conspicuous successes. Then, again, men educated for the bar have gone to the pulpit and achieved success.

## FINANCIAL.

Reports from eastern financial centers still present the same encouraging features that have been noted and have been the subject of favorable comment for some weeks past. The improvement in general conditions which began with the crop movement still continues. Gold is coming back from abroad in the settlement of trade balances, and the increase in the volume of funds in circulation and available for commercial uses is establishing a much easier feeling in finances, encouraging greater activity in trade and more freedom in the operations of leading manufacturers. With these improvements in broad general situations, has come easier markets for money. Commercial loans are made at moderate rates and to a very great extent, the rigid scrutiny of credits which has been of a hypercritical character, is being relaxed, and bankers and borrowers are getting on friendly terms again. It is quite possible that the coming winter may bring a firm money market, but anything like the pinch of last year is not anticipated, and, to all appearances, the East is now on the way to an easy restoration of normal conditions.

On the Pacific Coast, there is no change in general conditions. Money is plentiful, and loaning rates are fairly satisfactory between lenders and borrowers. There has been a large addition to the floating capital of the state, this Fall, which would suggest still easier situations were there not so many avenues open to the profitable employment of money. Speculative trading is not of large volume, but permanent investments absorb a great deal of money and give employment for

the larger share of accumulating capital. Altogether, the local situation presents many satisfactory features, principally among which are the indications of still further improvement through the Fall and Winter season.—*S. F. Herald of Trade*

## POINTS FOR RETAILERS.

Make your store present a cheerful and attractive appearance.

Never buy simply because a low price is offered; let quality stand first, price second.

Never increase your indebtedness unless you have a sufficient reserve to meet such increase of liability.

Keep a correct record of your business; keep it in such a way that you can tell at any time approximately how you stand.

All goods for which there is a demand and in which there is a reasonable profit should be kept in stock and not allowed to run out.

A customer should never be persuaded to buy an article that he does not want, and in the recommendation of goods candor is preferable to exaggeration.

Never make a distinction as to society in your store; use the poor customer the same as you would the rich one; and be just as polite and accommodating.

Look after your business yourself and do not trust too much to employes unless you are satisfied that they are as capable of managing affairs as you are.

## A GUTTAPERCHA FAMINE.

How will it fare with us in these days of submarine cables when no more guttapercha is to be had? That this state of things must come about, and that at no distant period, unless something is done to replant the Malayan forests, which are practically the only source of this valuable product—or at least of the fine quality required for telegraphic insulation—is evident from the notes and correspondence in the *Kew Bulletin* on this important subject. Fifty years ago guttapercha was in Europe absolutely unknown. Now the consumption is estimated by the enormous quantity of pounds annually, and the demand is constantly increasing. Hence the destruction of this interesting zone of Malay forests is proceeding at an alarming rate. The natives, it is stated, cut every available tree, and repeat the process as fast as the trees spring up again. It is not surprising to learn that, little by little, the exportations are beginning to cease from the Malay ports. The scanty plantations in the East Indies are not of the special quality which the telegraphic cable manufacturers require. Unfortunately, the tree is of slow growth, and is confined to a limited district. Some gleam of comfort is found in an alleged invention by which the gum can be economically extracted from the twigs and leaves of the trees, but it is clear that systematic replanting of the Malayan forests has become a matter of urgent and world wide importance. *London Daily News.*

A British Columbia gentleman, who has recently returned from the east, says that the B. C. exhibit at the Industrial fair at Toronto, was no credit to the Province.

THE SEALING FLEET—VESSELS IN PORT.

VICTORIA.

ARRIVED.	NAME.	TONNAGE.	AGENT OR OWNERS.
July 11	Maggio Mac	71	R. P. Rithet & Co. (Limited)
July 27	Ainoko	75	Capt. Grant
July 27	E. B. Marvin	114	E. B. Marvin & Co.
July 27	Walter L. Rich.	79	C. N. Cameron
July 28	Annie E. Pault.	82	Robert Irving
July 29	Mary Ellen	69	Capt. Victor Jacobson
August 1	Thistle (steamer)	147	A. Manson
August 1	Sea Lion	50	Geo. Collins
August 3	Minnie	46	Capt. Victor Jacobson
August 5	Triumph	98	E. B. Marvin & Co.
August 11	Winnifred	13	C. Spring
August 11	Aurora	46	Thos. Harold
August 13	C. H. Tupper	99	Capt. C. J. Kelly
August 14	Honrietta	31	C. Spring
August 21	May Bell	58	Capt. Douglas
August 22	W. P. Sayward	60	Morris Moss
August 24	Laura	19	J. B. Jones
August 25	Labrador	37	Stovenson
August 29	Mary Taylor	43	Carno & Munsie
August 29	Mountain Chief	16	Nawasson
August 29	Rosio Olsen	39	Andrew Gray
August 30	Carlotta G. Cox	76	E. B. Marvin & Co.
August 30	Annie C. Moore	113	C. Hackett
August 30	Geneva	32	Hall, Goeppel & Co
August 31	Boreal	37	Thos. Hendry
September 2	Walter A. Earle	68	Thos. Earle
September 2	Sapphiro	124	E. B. Marvin & Co
September 2	Carmolite	99	J. W. Peppett
September 7	Ariel	91	J. C. Prevost
September 9	Umbrina	96	J. W. Peppett
September 14	City of San Diego	46	Carno & Munsie
September 15	Viva	93	Carno & Munsie
September 17	Pioneer	56	Carno & Munsie
September 17	Wanderer	25	Harry Paxton
September 17	Venture	48	Morris Moss
September 18	Favorito	80	Chas. Spring
September 22	Oscar and Hattie	81	J. L. Penny
September 23	Ocean Belle	83	Hall, Goeppel & Co
September 24	Katherine	81	J. L. Penny
September 25	Maud S	97	Brown Bros.
September 27	Bettrice	66	Capt. Wm. Grant
September 27	Terisa	63	P. A. Habbington
September 27	Otto	87	Walter Bornes
September 28	Kato	58	C. Spring
October 3	Penelope	63	Morris Moss
November 16	Muscot	40	Hall Goeppel & Co.

VANCOUVER.

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

MARINE INSURANCE.

Attention has already been called to the fact the retirement of marine companies doing business on this coast would make it difficult to place a large risk here, and the same is true in both Boston and New York regarding fire insurance. It is said in New York brokers find it difficult to procure all the insurance they want on first class risks. When it is remembered that fifteen companies, whose writing capacity on single risks aggregated in the neighborhood of \$60,000, have either withdrawn from that city or retired from business altogether, the scarcity of insurance is fully explained. In Boston the following companies have retired since January 1, 1891:—Buffalo German, Buffalo; California of San Francisco, City Fire of New York, Commercial of San Francisco, Jefferson of New York, New York Fire of New York, Peoples of New York, Prudential of New York, Peoples of Pittsburgh. Referring to this state of affairs the Commercial Bulletin of Boston says: These companies in the aggregate would carry some \$45,000 or \$50,000 on good risks, and as there have been practically no new companies come into the State this year to make up for the deficiency, it is becoming increasingly difficult for merchants carrying large stocks to protect themselves. The concentration of the insurance business does not to any degree affect the amount the surviving companies will carry. When a company re-insures

another, it promptly proceeds to get rid of its surplus lines, and as the case of larger risks all re insurance outlets are choked, it cancels the excess insurance with dispatch. Of course the smaller risks on which generally the companies own lines is not full are retained.—S. F. Commercial News.

THE COUNTRY MERCHANT.

As matter of fact the task with which the average country storekeeper is confronted is quite as difficult as any which puzzles his city brother. At best his constituency is limited, and it is hard to increase it. Trade there is not naturally of a floating character. Everybody has a preference or an antipathy. Everybody being acquainted, thinks he must be given credit. It is hard to collect, hard to work off odds and ends, hard to satisfy the people, who are all the time getting posted on city styles and bargain day prices. To please and stimulate one's customers, to get new ones, to keep close enough to popular demand, yet to avoid accumulation of unsaleables, to turn one's capital fast enough to earn a living profit—these are some of the conundrums the successful solution of which mark the merchant, and should enlist for him the admiring appreciation of the mercantile community everywhere.

The Washington Bureau of Agriculture reports a somewhat unfavorable fruit yield.

THE GOVERNMENT SHOULD INVESTIGATE.

Once or twice during the past six or nine months we have printed paragraphs referring to the prevalence of a disease among the swine of Chilliwack, Sumas and other Fraser River settlements. The disease so far has not amounted to what might be called an epidemic, but nevertheless a good deal has been lost to the farmers and stock growers on account of it. The disease has been described as "hog cholera," but that is said to be a misnomer. It does not seem to break out with any marked violence in any particular locality or herd, but is widely dispersed, and it will take off one or two inmates of a sty and leave the rest apparently sound and healthy. This fact would indicate that the disease, if contagious at all, is only mildly so. It is possible that the fatality is the result of conditions apart altogether from contagion, and it might be a thing easily avoided if fully investigated and the proper remedies or preventatives prescribed. With the latter object in view, the Provincial Government should not delay the sending of a commission of capable veterinarians into the affected localities to thoroughly investigate the disease. The Government in the past has been acting in matters of this kind, and speedy action now would not only be well appreciated by the farmers, but would probably be the means of saving many thousands of dollars worth of valuable swine during the coming winter months.—Westminster Ledger.

DISHONORING DRAFTS.

Many tradesmen injure themselves irreparably by refusing to honor drafts which are drawn upon them for bills that are due. There are few things more calculated to arouse the feelings of a wholesale merchant against a customer than to have a draft which has been honestly drawn returned to him unpaid. An account is overdue, and a statement is sent saying that unless a remittance is made before a certain date a draft will be drawn for the amount. No attention is paid to this, which the wholesaler takes as meaning that the draft will be honored; and consequently when the time allowed has elapsed the draft is drawn, only to be returned in too many cases without any remark whatever. It is not only unbusiness-like, but it is a positive insult to the wholesaler to treat his request in such a manner. Frequently the most absurd and trivial reasons are given for dishonoring drafts, such as that excessive freight had been charged or that a portion of the goods delivered were damaged, etc. But even if the excuses were well-founded, would it not be much better and more honorable to pay the full amount of the draft, notify the house of whatever rebate or discrepancy has been overlooked or whatever damage was done, and politely request an adjustment? No reputable firm would refuse to recognise such a claim. Besides, prompt payment of drafts insures confidence on the part of the wholesale firm, and may stand the retailer in good stead should he find himself in an embarrassed situation.—Canadian Trade Review

# THE COMMERCIAL JOURNAL'S SHIPPING LIST. BRITISH COLUMBIA SALMON FLEET 1891.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark	Serica	913	Smythe	Sept. 29	Victoria	London	38,023	\$200,782	
Br bark	Callao	978	James	Oct. 6	Victoria	London	41,610	\$212,050	
Br bark	Lehu	726	Worrall	Nov. 16	Victoria	Liverpool	30,800	161,421	
Br bark	Rothsay Bay	750	Partridge	Nov. 18	Westminster	Liverpool	32,175	159,553	
Br bark	Wanlock	715	Cooper		Victoria	Liverpool	29,916	157,733	
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.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE
Br ship	Stamboul	1218	Weston	Jan 3	Vancouver	Callao	900,300	\$ 9,600	April 2	50s
Chil bark	India	353	Funko	Feb 1	Moodyville	Valparaiso	751,396	8,318	April 20	65s
Br bark	Nineveh	1174	Broadfoot	Feb 28	Vancouver	Sydney	855,352	9,335	April 24	owners ac
Br bark	Formosa	915	Kain	Mar 21	Vancouver	Arica	744,000	6,000	July 5	55s
Am bkt	Catharine Sudden	368	Thompson	Mar 21	Moodyville	Tientsin	427,539	5,177	June 19	77s 6d
Am ship	Geo F Manson	1333	Craek	May 14	Moodyville	Sydney	868,154	9,732	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	534,133	5,590	Aug 7	65s
Am sch	Golden Shore	961	Hendersson	June 3	Moodyville	Sydney	799,638	8,063	Aug 7	55s
Br ship	Forest King	1692	Morris	June 3	Vancouver	Callao	1,221,816	11,221	Sept. 1	47s 6d
Am ship	Exporter	1312	Kezer	June 7	Vancouver	Melbourne	890,132	8,802	Oct. 2	65s
Am bark	Spartan	749	Anderson	June 11	Vancouver	Melbourne	502,000	5,276	Sept 22	60s
Am bark	Hesper	661	Sodergren	July 1	Moodyville	Shanghai	688,544	8,365	Aug 27	62s 6d
Swed bark	Svea	603	Azelius	July 5	Vancouver	Callao	438,913	4,709	Sept 17	47s 6d
Am ship	Great Admiral	1197	Howell	July 19	Vancouver	Melbourne	919,586	8,716	Oct. 2	63s 9d
Chil bark	Luisa Marta	715	Meyer	July 19	Westminster	Sydney	551,780	5,596	Oct. 9	52s
Chil bark	Leonor	801	Harken	July 22	Westminster	Melbourne	600,333	5,705	Oct. 6	60s
Nor bark	Borghild	757	Haugeland	July 25	Vancouver	Melbourne	561,556	6,000	Oct. 6	65s
Br ship	Duke of Abercorn	1696	MelDougall	July 29	Vancouver	Adelaide	683,393	8,213	Oct. 10	62s 6d
Gr bark	Cassandra	733	Stehr	July 31	Vancouver	Iquiqui	545,619	6,917		47s 6d
Br ship	Leading Wind	1230	S B Savory	Aug 6	Moodyville	Melbourne	763,443	8,430	Oct. 27	60s
Chil bark	Antonietta	955	Stack	Aug 8	Moodyville	Valparaiso	613,214	9,681		owners ac
Br bark	Ordovic	825	Austin	Aug 9	Vancouver	Callao	613,300	6,516		50s
Chil ship	Hindustan	1513	Hindostan	Aug 14	Moodyville	Valparaiso	1,200,419	11,829		owners ac
Br bark	H B Cann	1239	Footo	Aug 24	Moodyville	Sydney	1,041,172	12,214	Nov. 2	50s
Nor ship	Saga	1113	Aftedahl	Sept. 3	Moodyville	Sydney	960,251	8,777		50s
Nor bark	Lotos	718	Salvesen	Sept. 25	Vancouver	Adelaide	528,824	5,035		65s
Per bark	Pisagua	160	Benvenuto	Oct. 10	Moodyville	Pisagua	A A 483,583	4,618		owners ac
Am bark	Newsboy	559	Johnson	Oct. 1	Westminster	Sydney	V 615,792	6,510		52s 6d
Nor ss	H. W. Jurlsborg	1938	Hague	Sept. 20	Moodyville	Port Pirie	V 2,013,269	18,389	Oct. 29	Private
Chil ship	Emma Luisa	1180	Beascoe	Oct. 9	Moodyville	Valparaiso	Z 909,868	8,187		52s 6d
Br bark	Alfred Hawley	412	Llewellyn	Oct. 2	Westminster	Port Pirie	300,431	2,838		57s 6d
Nor bark	Flora	743	Anderson	Nov 21	Vancouver	Melbourne	DD 537,932			62s 6d
Nor bark	Dominion	1236	Eriksen		Vancouver	M. A. or P. P.				
Am bkt	Willie R. Hume	632	Brigman	Nov. 17	Vancouver	Callao	CC 794,201	7,735		50s
Am ship	Benj. Sewell	1361	Swallow		Vancouver	Valparaiso				45s
Am sch	Olga	478	Rodin	Nov	Moodyville	Sydney	BB 512,658	4,413		44s
Chil ship	Atacama	1235	Caballero		Moodyville	Valparaiso				owners ac
Br bark	Nineveh	1174	Broadfoot		Vancouver	Sydney				owners ac
Am sch	F. S. Redfield	446	Bukholm		Vancouver	Sydney				owners ac
Br bark	Titania	879	Selby		Vancouver	London				45s

A—Also 360,900 laths. B—Composed of 45,000 feet telegraph poles, 440,000 feet rough lumber, 151,000 feet flooring, and 108,000 feet ties. C—Composed of 387,871 feet rough lumber, 39,668 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 231,210 feet laths. E—Also 2,875 bundles laths. F—Composed of 1,144,289 feet rough, 80,560 feet t & g flooring, 21,000 feet box shooks, (5,000 boxes.) G—Also 1,078 bundles pickets, 1,446 bundles laths. H—Also 1,715 bundles laths. I—Also 68,078 feet t & g flooring. J—47,039 feet is on deck. K—Of which 78,615 feet is on deck, also 11,925 feet pickets and 2,691 bundles laths. L—Also 3,500 bundles laths. M—Also 1,053 bundles laths and 163 bundles pickets. 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 47 spars, deck load 41,912 feet. R—Composed of 484,906 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 22,161 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 Napaimo Sept. 21. W—Also 712 bds laths and 1,463 bds pickets. X—Also 315 bds laths and 1,780 bds pickets. Y—Also 21,737 feet pickets and 56,000 feet lath. Z—Deck load 32,366 feet rough. AA—Also 148,000 feet rough. BB—Also 932 bds laths. CC—Composed of 15,631 ft ft G flooring, 158,433 ft clear and 619,064 ft rough. DD—Also 76,000 laths and 4,720 pickets.

### SHIPPING INTELLIGENCE.

The SS. Empress of China, Capt. Tillet, sailed from Yokohama Nov. 19 for this port.

The British ship Athlon, 1,371 tons, Capt. Dexter, from Iquiqui, arrived in Royal Roads Nov. 19, seeking.

The British bark Mermaid, 401 tons, Capt. Niemann, is reported to have sailed from London on Nov. 12 for this port.

The British ship Gov. Wilmot, 1,611 tons, Capt. Morris, now on the way from Acapulco to Royal Roads for orders, will go to Manilla in ballast.

The steamship Zambesi, 1,560 tons, Capt. Edwards, which sailed from Hong Kong Oct. 17 and from Kobe Nov. 10, is expected to arrive Dec. 5.

The SS. Empress of Japan, 3,003 tons, Capt. Lee, R. N., sailed Nov. 19 for Yokohama and Hong Kong. She had a fair passenger list but little cargo.

The Norwegian bark Flora, 743 tons, Capt. Anderson, sailed from Vancouver Nov. 21 for Melbourne, with 357,932 feet rough lumber, 76,000 laths and 4,720 pickets. She put into Esquimalt, on account of the sickness of Captain Anderson.

The British ship Mount Carmel, 1,360 tons, Capt. Livingstone, sailed from Macassar, Java, November 16 for Vancouver, with a cargo of 2,000 tons raw sugar.

The British bark City of Carlisle, 823 tons, Capt. Kendall, from Liverpool June 13, arrived in port Nov. 22, 162 days out. She has a general cargo consigned to R. P. Rithet & Co., (ld). Her manifest and list of consignees appeared in THE COMMERCIAL JOURNAL of Oct. 27. She is under charter to Robert Ward & Co. to load a return cargo of salmon and naval stores to London.

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES.	DAYS OUT.
Br bark	Glenbervie	800	Groundwater.	August 19	London	Victoria	R. P. Rithet & Co. (Limited)	97
Br bark	Lizzio Bell	1036	Adam	Sept. 28	A Liverpool	Victoria	R. P. Rithet & Co. (Limited)	57
Br bark	Argyleshire	1208	LePage	Sept. 15	Glasgow	Victoria	Jas. Crawford and C. Gardiner Johnson	70
Chl bark	India	953	Funke	July 30	J Valparaiso	Moodyville	Moodyville Sawmill Company	117
Am bark	Katinka	816	Kohler	August 21	M Rio Janeiro	Moodyville	Moodyville Sawmill Company	95
Nor bark	Colorado	1036	Gibson	July 25	P New York	Chemainus	Victoria Lumber and Manufacturing Co	123
Port bark	Quiteria	355	Loito	July 5	Rio Janeiro	Victoria		142
Br ss	Laudium	1985	Bales	September 3	Liverpool	Victoria		83
Nor bark	Czar	1314	Cl' stopherson	July 1	T Cardiff	Vancouver		146
Br ship	Aristomeno	1750	Jones		G Sourabaya	Vancouver		
Br bark	British India	1199	Lines	Sept. 26	N Samarang	Vancouver		59
Br ship	Mount Carmel	1596	Livingstone	Nov. 10	Maccassar	Vancouver		
Br bark	Ariadne	1167	Croot	November	B London	Victoria	Robt. Ward & Co.	
Nor ship	Morning Light	1310	Johansen	Sept. 7	O Melbourne	Vancouver		78
Nor ship	Orion	1234	Westrup		K Port Pirie	Vancouver		
Br ship	Thermopylae	948	Wilson		G Bangkok	Victoria	Victoria Rice Mills	
Br bark	Irvine	665	Jones	Oct. 22	G Liverpool	Victoria	Turner Beeton & Co.	33
Br ship	Celeste Burrill	1761	Haynes	Sept. 14	Rio Janeiro	Royal Roads		71
Br ss	Zambesi	1560	Edwards	Oct. 17	H Hong Kong	Victoria	F. C. Davidgo & Co.	38
Br ss	Empress of China	3003	Tillett	Nov. 10	O Hong Kong	Vancouver	Canadian Pacific Railway Company	
Br bark	Banishiro	859			F Liverpool	Vancouver	Bell-Irving & Paterson	
Br ship	Mary L. Burrell	1496	Kinney	Sept. 15	D Bahia	Royal Roads		
Br ship	Gov. Wilmot	1611	Morris		F Acapulco	Royal Roads		
Br ss	Batavia	1628	Hill	Nov. 20	H Hong Kong	Victoria	F. C. Davidgo & Co.	

B To sail in November with general cargo for Victoria direct. K—Chartered to load lumber at Burrard Inlet for Melbourne wharf at 5rs 6d. Q—Coming in ballast under charter to load for M., A. or P. P., at 6s., option Sydney 50s. L—Passed head September 17. 1—Via Melina to load a return cargo to Valparaiso on owners' account. M—Via Iquiqui, chartered for M., A. or P. P., rate 62s 6d, option Sydney 52s 6d. P—Sept. 16, put into Bahia leaking in upper works. Cargo of blacksmiths' coal for San Francisco, thence to load lumber. T—Via Rio Janeiro, chartered for M., A. or P. P., at 37s 6d, option Sydney 47s 6d. A—Spoken Oct 8, lat. 40 N, long 10 W. E—To sail about the end of November. N—Passed Auger Oct. 5. D—For orders. F—For orders, going to Manila in ballast. H—Sailed from Kobe Nov. 10, via Honolulu. G To sail about Dec. 1. Q—Sailed from Yokohama Nov. 19.

### SHIPPING INTELLIGENCE.

The American schooner Olga, 478 tons; Capt. Rodin, which sailed from Burrard Inlet Nov. 14 for Sydney, carried 512,058 feet rough lumber valued at \$4,443, also 932 bundles of laths.

The ship Thermopylae, 948 tons, Capt. Wilson, is expected to sail from Bangkok about Dec. 1 for this port, with a cargo of mat rice for her owners, Hall, Ross & Co., The Victoria Rice Mills.

The SS. Comox, of the Union Steamship Company's fleet, made a very satisfactory trial trip around Burrard Inlet, last week. Commodore Webster and Supt. Darling were highly pleased with the result.

The American barkentine Willie R. Hume, 632 tons, Capt. Bugman, sailed from Burrard Inlet Nov. 17 for Callao, with a cargo of 794,201 feet lumber, composed of 15,681 feet t & w flooring, 159,453 feet clear lumber and 619,064 feet rough lumber, valued at \$7,705.

The British bark Titania, 879 tons, Capt. T. W. Selby, will leave Victoria for Vancouver and New Westminster, early this week, to discharge cargo. She will load some 23,000 cases of salmon on the Fraser River, and go back to Vancouver and load two decks full of lumber for London.

The steamship Sussex, 1,620 tons, Capt. Holt, will sail for Yokohama and Hong Kong about Thursday. She will carry a full cargo, comprising:—1,600 tons of flour and 250,000 feet lumber from Portland, 1,000 tons of flour from Tacoma, 500 sacks of flour from the Victoria Mills, a quantity of Canadian rye whiskey, besides miscellaneous cargo. She also has 100 Chinese passengers from Portland and 110 Chinese from Victoria.

### VESSELS IN PORT.

(November 23, 1891.)

#### VICTORIA.

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

British bark Wanlock, 745 tons, Capt. Cooper, loading salmon for Liverpool, Turner, Beeton & Co., consignors.

British ss. Wellington, 1,207 tons, Capt. Salmond. Awaiting repairs.

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

British ship Athlon, 1,371 tons Capt. Dexter, from Iquiqui, seeking.

Norwegian bark Flora, 743 tons, Capt. Anderson, from Vancouver with lumber for Melbourne, lying in Royal Roads with captain sick.

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

#### VANCOUVER.

Norwegian bark Dominion, 1,250 tons, Capt. Eriksen, loading lumber for Melbourne or Adelaide.

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

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

British bark Hawthornbank, 1,288 tons, Capt. Porter, from Sourabaya, discharging sugar.

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

#### CHEMAINUS.

American schooner F. S. Redfield, 446

tons, Capt. Birkholm, loading lumber for Sydney.

#### NANAIMO.

##### NEW V. C. CO'S SHIPPING.

Am. ship Wachusett, 1,519 tons, Capt. Arey, waiting to load.

Am. bark Carrollton, 1,400 tons, Capt. Ryder, loading Northfield coal.

Nor. SS. Marie, 1,346 tons, Capt. Schjott, loading.

##### WELLINGTON SHIPPING.

Am. ship America, 1,952 tons, Capt. Harding, loading.

##### EAST WELLINGTON SHIPPING.

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

##### RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	7	6,554
New Westminster		
Vancouver	5	6,314
Nanaimo	5	7,436
Chemainus	1	446
Total	18	20,750

### FREIGHTS.

Lumber freights are weak and have declined further since last week. Quotations are as follows:—From Burrard Inlet or Puget Sound to Sydney, 40s; Melbourne, Adelaide or Port Pirie, 47s 6d to 50s; Valparaiso, 55s; Cork for orders, 65s; China, 50s. Grain freights are quite demoralised, as there are several vessels in port at San Francisco which in order to get away promptly have had to make commissions, and the rate has declined to 30s to U. K., usual options. Coal freights have declined slightly. Nanaimo or Departure Bay to San Francisco, \$2.25; from Puget Sound to San Francisco, \$2.00 per ton.



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Cable address: Barneson, Port Townsend.

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Mill Supplies always on hand.

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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, October 20th, 1891. Trains run on Pacific Standard Time.

GOING SOUTH READ UP		STATIONS		GOING NORTH READ DOWN	
No. 1 Passenger Daily	No. 3 Passenger Saturdays Sundays	VICTORIA RUSSELL'S VIC. W. ESQUIMALT GOLDSTREAM SHAWNIGAN L. COBBLE HILL MCPHERSON'S KOKSILAH DUNCANS SOMENOS CHEMAINUS NANAIMO WELLINGTON	VICTORIA RUSSELL'S VIC. W. ESQUIMALT GOLDSTREAM SHAWNIGAN L. COBBLE HILL MCPHERSON'S KOKSILAH DUNCANS SOMENOS CHEMAINUS NANAIMO WELLINGTON	No. 2 Passenger Daily	No. 4 Passenger Saturdays Sundays
Ar 12.24	Ar 5.58	VICTORIA	VICTORIA	De 8.00 A.M.	De 2.30 P.M.
" 12.20 P.M.	" 5.54	RUSSELL'S VIC. W.	RUSSELL'S VIC. W.	" 8.04	" 2.34
" 11.46	" 5.44	ESQUIMALT	ESQUIMALT	" 8.14	" 2.44
" 10.50	" 5.19	GOLDSTREAM	GOLDSTREAM	" 8.39	" 3.09
" 10.40	" 4.24	SHAWNIGAN L.	SHAWNIGAN L.	" 9.31	" 4.01
" 10.27	" 4.14	COBBLE HILL	COBBLE HILL	" 9.44	" 4.14
" 10.12	" 3.50	MCPHERSON'S	MCPHERSON'S	" 9.57	" 4.29
" 10.02	" 3.40	KOKSILAH	KOKSILAH	" 10.07	" 4.39
" 9.36	" 3.40	DUNCANS	DUNCANS	" 10.12	" 4.44
" 8.34	" 3.34	SOMENOS	SOMENOS	" 10.22	" 4.54
" 8.25	" 3.12	CHEMAINUS	CHEMAINUS	" 10.48	" 5.16
" 8.25	" 2.14	NANAIMO	NANAIMO	Ar 11.50	" 6.14
De 8.10 A.M.	De 1.59 P.M.	WELLINGTON	WELLINGTON	De 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.

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B. C., (LIMITED.)

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

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**TIME CARD.**

**STEAMSHIP CITY OF KINGSTON.**  
Victoria Route.

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

**STEAMSHIP CITY OF SEATTLE.**

Whatcom Route.

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

**Snohomish River Route.**

7:00 a.m. ... Lv Seattle Ar..... 2:00 p.m.  
8:45 a.m. ... " Edmonds Lv..... 12:30 p.m.  
10:30 a.m. ... " Muckeltee " ..... 10:45 p.m.  
12:00 a.m. ... " Marysville " ..... 9:30 a.m.  
2:00 p.m. ... " Lowell " ..... 8:00 a.m.  
3:00 p.m. ... Ar Snohomish " ..... 7:00 a.m.

**STEAMER EDITH.**

**Pt Townsend Mail Route.**

11:00 p.m. ... † Lv Seattle Ar..... 5:00 p.m.  
8:45 a.m. ... " Kingston Lv.....  
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 p.m.  
6:00 a.m. ... Ar Pt Townsend " ..... 10:00 a.m.  
\* Daily ex. Sunday. † Daily ex. Saturday.

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GLENORA ".....	2,500 "	GODERICH—Goderich, Ont..... 1,000 "
WINNIPEG MILLS.....		1,500 Barrels.

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