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Pioneer Steam Coffee and Spice Mills,

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EVERY PAIR WARRANTED.

Letter orders will receive prompt attention.

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Deas Island, Fraser River,  
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*Financial, Real Estate, Insurance and General Agents.*

BANKING AND STOCKBROKING DEPARTMENT.

Bills discounted, Checks collected, Exchanges effected, Corporation Bonds, Mining Stock, Gas and all other Company Shares bought and sold, and every kind of Broking Business transacted.

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Max Sultain Champagne, Reims  
Extra quality. Extra dry.  
Messrs. Phillips & Co's London,  
England, Cacao and Chocolates.  
4 prize medals.

Johannis Brunnen Natural Mineral Waters.—The King of table waters.  
It is most gratifying, pure or mixed with wine or spirits.



THE BRITISH BARK  
**KINKORA**  
 (Substituted for the Valparaiso)  
 WILL SAIL FROM  
**LIVERPOOL**  
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**Victoria AND Vancouver**  
 About the End of OCTOBER.

Freight will be taken at the rate of 12s 6d. per ton measurement; 15s per ton dead weight.

AGENTS: { G. H. FLETCHER & CO.,  
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## NOTICE.

The undersigned have this day established a branch of their firm at this port, and have authorized Mr. H. E. Cannon to sign their firm's name, per procuracy.

VICTORIA, B. C., 1st Sept., 1892.

**DODWELL, CARLILL & CO.,**  
 Of Hong Kong, Foochow, Hankow and Shanghai (China).  
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 89 Billiter Buildings, E. C., London, (England).  
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Agent and Commission Merchant.  
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Eric Preserving Co., St. Catharines; McAlpine Tobacco Co., Toronto; Thos. Symington, Edinburgh, Scotland; Stanway & Bayley, Toronto.

### TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE,  
 Tuesday Morning, Sept. 13.

### VICTORIA.

Special telegrams to *Bradstreet's* from leading trade centres in the United States are to the effect that there has been little if any check experienced by general trade due to the cholera scare or quarantine regulations except at New York. Imported linen rags have advanced 3¢ to 7¢ per pound, and a higher rate is expected. This, of course, means that there will be a

decided advance in the price of fine writing paper, in fact all kinds of paper. The general wholesale trade is only fairly active in Toronto, but the annual Exhibition is being held there and country merchants are present in large numbers. Grocery and hardware dealers report the heaviest sales so far.

At Montreal staple lines report a moderate business, but prospects for the fall are regarded as quite encouraging.

At Quebec City recent business troubles have unsettled trade somewhat.

The Bank clearings at Halifax, Montreal, Toronto and Hamilton, aggregate \$17,898,000 this week, an increase over the total in the preceding week of 8 per cent.

There were 20 failures in Canada last week, against 33 the previous week, and 23 in the week a year ago.

The tone of the Vancouver markets is upward as the season advances though money is inclined to be close. The *Telegram* reports that the fruit market was active during the earlier part of the week, but rather quiet during the last two or three days, all kinds of fruit being rather scarce on account of a small shipment on the last steamer from San Francisco. Home fruit is now coming in, and is of good quality. In the wholesale line, trade is good and prices firm.

The loss occasioned by the fire aboard the *Empress of Japan* on her way to Vancouver has just been appraised. The total, including damage to the vessel, will foot up to \$120,000. Most of the damaged merchandise was shipped on to the consignees to be accepted or rejected by them there. Five parcels of the damaged tea were disposed of by public auction, and were sold at 6½¢ to 15½¢ per pound in bulk.

The leading feature of the Victoria market this week is the drop in flour. The cause of the decline is attributed to the weakness in the wheat market. The best brands of Enderby flour dropped 20¢, and the Ogilvie Milling Company dropped 15¢ on their Hungarian flour.

It is said that the week's shipments of sealskins will amount to more than 10,000, the value of the packages being upward of \$100,000. E. B. Marvill & Co., and Robt. Ward & Company, Ltd, are the chief consignors.

Trade generally shows very little change, and merchants are still hopeful as to the outline.

#### FRUITS AND VEGETABLES.

The receipts of California fruits and vegetables from San Francisco by steamship *Umatilla* September 9, comprised the following: For Victoria—22 sacks sweet potatoes, 217 cs peaches, 69 cs lemons, 239 cs pears, 39 cs plums, 335 cs grapes, 10 cs oranges, 8 cs nectarines, 13 cs watermelons, 3 cs cantaloupes, 23 cs nutmeg melons, 1 cs peppers, 26 cs bananas, 101 cs apples, 51 cs onions, 3 cs tomatoes; total, 1,250 pkgs. The receipts by the previous steamer on 9th inst. amounted to 1,618 pkgs, and on Aug. 30 were 1,492 pkgs.

There are some small boxes of bananas on the market that are offered at \$2.50 and \$2.75. California plums are about out. The receipts by last steamer were very small. Local plums are taking their place at 75¢ to 80¢ per box. Peaches and pears are both reported up a little. Australian

oranges are offered at \$4.50 a box. Grapes range from \$1.35 to \$1.75. Melons have declined in price, and local grown potatoes are now quoted from \$17 to \$20 per ton.

Current quotations for fruits are as follows:—

Oranges—Santa Barbara.....	\$0 00 @ 0 00
Tahiti Seedlings.....	4 50 @ 4 75
Riverside Seedlings....	0 00 @ 0 00
Lemons—California.....	8 00 @ 8 50
Sicily.....	0 00 @ 0 00
Bananas, crate.....	2 50 @ 3 75
Plums, box.....	75 @ 1 00
Peaches.....	1 25 @ 1 65
Pears—Bartlett's, large boxes.....	1 75 @ 2 00
Quinces.....	1 50 @ 0 00
Apples—Gravenstein.....	1 60 @ 1 75
".....	1 35 @ 0 00
Crap apples.....	1 25 @ 0 00
Grapes.....	1 35 @ 1 75
Pine Apples, doz.....	5 00 @ 0 00
Cocoanuts, doz.....	1 00 @ 0 00
Watermelons, crate.....	4 50 @ 0 00
Musk " ".....	0 60 @ 3 50
Nutmeg " ".....	1 60 @ 0 00

#### Vegetables are quoted:

Potatoes—California, sweet.....	3 @ 00
Local.....	per ton 17 00 @ 20 00
Onions—Red California.....	1 1 @
California Silverskins.....	1 1 @
Tomatoes, bx.....	1 00 @ 1 10

#### SALMON.

Some enquiry is reported for salmon. The market in England is firm at 23s 6¢ for talls. The Richmond Cannery announces their final pack of sockeye fish at 3,480 cases, and the Beaver Cannery 3,350 cases. The Northern Canneries are rapidly forwarding all of their pack to shipping points, where it awaits the arrival of the several vessels already under charter, some of which are due shortly. The *Martha Fisher* is still taking on salmon from Northern and Fraser River Canneries.

On account of the shortness of the pack it is generally believed that shippers will find it difficult to fill the vessels already under charter.

#### GROCERIES AND PROVISIONS.

Choice creamery butter commands good prices, and is still firmly held in the East. It is believed that it may further advance there. Local quotations are unchanged from last week. Canadian cheese has advanced in the East, and local dealers are a little firmer in their views. Case eggs have gone up, and 10¢ to 20¢ is now asked for choice. American canned meats are in strong demand. The market is being cleared up to meet the demand until the arrival of fresh supplies from the packing houses. American cured meats are reported a little lower. Commission agents quote American meats f. o. b. Victoria, duty paid, as follows: Medium hams, 10¢ per lb; heavy hams, 15½¢; choice breakfast bacon, 14½¢; short clear sides, 13½¢, and dry salt clear sides, 12½¢.

Canadian meats are quoted f. o. b. Victoria: Hams 10¢, breakfast bacon 16¢, long clear side 12¢, dry salt side 11¢.

Last week the refinery lowered the price of their dry granulated sugar to 5½¢, at which price several orders have been filled. Messrs. R. P. Rithee & Co., Ltd., met the cut, and have further reduced their prices. They now quote dry granulated in 100 lb. sacks at 5½¢ and yellow at 4½¢. Local jobbers do not announce any changes in their quotations, which are the same as last week. Choice Eastern syrup is offered in

half-gallon tins at \$0.25 a dozen and one-gallon tins at \$7.

**The Montreal Trade Bulletin says:**

"The butter market is quiet and easier, sales of August make have transpired at 21c and 21½c, in spite of the report that factorymen had been offered 22c by an Ontario buyer. Eastern Townships have been sold at 18c to 18½c in round lots, and selection at 19c to 19½c. In Western, there is not much change, sales having taken place at 16c to 16½c, selections being held at 17c, and we quote 15c to 17c as to quality and quantity. It is expected that this week's shipments will be the largest of the season. From present appearances, there is no shortage in Canada."

**Dairy produce is quoted:**

Butter—Eastern Creamery, tubs.....	27½ @ 28½
" " " tins.....	00 @ 00
Manitoba Creamery, lb.....	27½ @ 30
" Dairy choico.....	18 @ 20
" Cooking.....	10 @ 15
Cheese—Canadian, lb.....	13½ @ 14
California.....	16 @ 00
Eggs, doz.....	17 @ 19

**Smoked meats and lard are quoted:**

Hams.....	15 @ 16
Breakfast bacon.....	14 @ 16
Short rolls.....	11½ @ 13
Backs.....	13 @ 20
Dry Salt, long clear.....	11 @ 12½
Pure Lard, 50lbs.....	13 @ 14
" " 20lbs.....	13½ @ 14½
Lard Compound.....	10½ @ 11½

**Sugar—Jobber's prices ½-barrels and kegs in each case being ½c higher:**

Dry Granulated.....	5½
Extra C.....	5½
Fancy Yellow.....	5
Yellow.....	4½
Golden C.....	4½
Syrups, per lb.....	3

**FLOUR AND FEED.**

The principal feature of the market is the lowering of the quotations for Enderby and Manitoba flour. The Enderby brands have been reduced 20c all round. The Ogilvie Milling Company reduced their price 15c, and now quote Hungarian in car lots at \$5.25 per bbl. f.o.b. Victoria. The weakness of the wheat market is the cause of the decline. Local dealers have lowered their prices in sympathy. The Columbia Mills, which have been shut down for some time, have resumed operations, and a stock of their flour is expected on the market in a few days. Snowflake flour is again on the market, and meets with a ready sale at 10c more than the ordinary Oregon flour. Oilcake meal has advanced \$5 a ton on account of the scarcity in San Francisco. Large consignments of oats, hay and potatoes are coming forward from the farming districts.

The Columbia Flouring Mills quote Enderby flour in carload lots:

Premier.....	\$5 20
XXX.....	5 10
Strong Bakers or XX.....	4 80
Superfine.....	3 80

**Quotations to the trade are:**

Delta, Victoria mills.....	\$ 5 25 @ 0 00
Lion, " ".....	5 25 @ 0 00
Premier, Enderby mills.....	5 45 @ 0 00
XXX, " ".....	5 35 @ 0 00
XX, " ".....	5 05 @ 0 00
Superfine, " ".....	4 05 @ 0 00
Ogilvie's Hungarian.....	5 60 @ 0 00
" " Strong Bakers.....	5 25 @ 0 00
H. B. C. Fort Garry Hungarian.....	5 55 @ 0 00
Henton County, Oregon.....	5 25 @ 0 00
Portland Roller.....	5 25 @ 0 00
Snowflake.....	5 35 @ 0 00
Royal.....	5 15 @ 0 00
Wheat, per ton.....	30 00 @ 35 00
Oats.....	25 00 @ 30 00

Oil cake meal.....	40 00 @ 45 00
Chop feed.....	30 00 @ 00 06
Shorts.....	25 60 @ 23 00
Bran.....	23 50 @ 25 00
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 00 @ 0 00
California oatmeal.....	4 25 @ 0 00
California rolled oats.....	3 75 @ 3 85
Corn, whole..... per ton	37 50 @ 40 00
Cormeal.....	2 75 @ 3 00
Cormeal-feed..... per ton	40 00 @ 50 00
Cracked corn.....	40 00 @ 45 00
Hay, per ton.....	17 00 @ 18 00
Straw, per bale.....	80 @ 1 00

**RICE.**

The Victoria Rice Mills quote wholesale:

Japan rice, per ton.....	\$ 77 50
Best China rice ".....	100 00
China rice No. 1 ".....	70 00
Rice flour ".....	70 00
Chit rice ".....	25 00
Rice Meal ".....	17 50

**LUMBER.**

Latest advices from Melbourne state that the inferior lumber, which has been such an unsettling factor on the market for some time, has now been disposed of to consumers. The market is now expected to show a healthier tone in consequence. The American schooner, Robert Searles, 570 tons, Capt. Piltz, has finished loading for Port Pirie. Her cargo consists of \$15,321 feet rough lumber valued at \$5,962.

Two ships have arrived since last review—the American schooner Alice Cook, 732 tons, Capt. Penhallow, from San Francisco, under charter to load lumber at Vancouver for Sydney, and the Norwegian ship Morning Light, 1,310 tons, Capt. Johansen, from Honolulu, which will also load at Vancouver.

Quotations for Douglas Fir Lumber in cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association:

Rough Merchantable, ordinary sizes, in lengths to 40 feet inclusive, per M feet	\$ 9 00
Deck plank, rough, average length, 35 feet per M.....	19 00
Dressed T. and G. flooring, per M.....	17 00
Pickets, rough, per M.....	9 00
Laths, 4 feet, per M.....	2 00

The Victoria Lumber Exchange quotes the following schedule of prices net at yard:

Rough merchantable lumber, per M.....	\$12 00
Double dressed and edged, per M.....	22 50
Single.....	20 00
No. 1 tongue and groove flooring, 1 x 4.....	22 50
Rough deck plank.....	14 00
Laths, per M.....	2 25
Shingles, common, per M.....	2 25

Eight per cent on all accounts over 30 days standing.

**THE COST OF WHALEBACK STEAMERS.**

The great point which has been urged in favor of the whaleback style of boat has been that they cost less than the ordinary style of lake steamers. This has been told so often that most marine men have come to believe it. "We can guarantee," said a large stockholder in the Chicago Shipbuilding Company recently, "to build a boat of the same capacity of those now being constructed at West Superior, but of the ordinary model, just as cheaply as a whaleback can be built. We do not agree in this to put 600 tons of metal in a boat as against 400 tons in the whaleback. The

boats must be of equal strength to withstand storms and hard usage. I can see no reason whatever why 400 tons of metal, made up into the shape of a whaleback steamer, should be any stronger than 400 tons constructed after the ordinary models. To put it in other words, I believe that (the boasted cheapness of the whalebacks comes from building them too light. If they are not to light, then all the other shipbuilders are building unnecessarily heavy boats. We will also guarantee to build steel tow-barges just as cheaply, metal for metal, as the whaleback barges. We have figured this up and know whereof we speak." This statement, coming as it does directly from the shipbuilding company, will tend to disprove the claim of the whaleback people that they can produce boats from 22 to 33½ per cent. cheaper than any other shipbuilders in the country. The main point seems to lie in the amount of metal required for strength, and the united wisdom of shipbuilders the world over is quite as likely to be right as the ideas of the whaleback inventors.—Chicago Inter Ocean.

**THE WHALEBACK A TOTAL LOSS.**

EMPIRE CITY, Or., Sept. 10.—A dense fog prevailed all the afternoon, and prevented any investigation into the condition of the whaleback steamer Wetmore, which went ashore near Coos Bay. When the fog lifted, at 1:30, the tug Hunter went down to the wreck, but was unable to get near her. She is lying parallel with the beach, having been moved some by the force of the breakers. A heavy north-west groundswell is running, and every breaker sweeps over her deck from stem to stern. All possible hope of getting the whaleback off has been given up. Capt. O'Brien took a lifeboat, and with several of his men, this afternoon started to the scene of the wreck, but learned from Capt. Lock of the life-saving station, who has just returned from the wreck, that it would be impossible to board the steamer. Capt. O'Brien, when seen this afternoon and questioned as to the cause of the accident, said:

"It was due to the dense fog, and a supposed heeling error of the compass. An observation was taken on the day of the accident, which placed her thirty-five miles from shore. I steered her one point to westward of her usual course owing to the thick fog, and can only account for her going ashore by a heeling error of the compass."

Half an hour previous to her striking he hauled her a point further off, and the course she was steering when she went ashore was a true south half west, or a magnetic course of south-west by south three quarters south. He was steering this course to be sure and avoid the rocks of Cape Blanco.

The Daily News, Victoria, has suspended publication. The Colonist will take over the business of the defunct firm.

J. Johnson & Co. have purchased from the estate of M. W. Waitt & Co. their book and stationery business. Mr. Johnson has been connected with the business for over fifteen years.

# CANADA PERMANENT LOAN AND SAVINGS CO.

HEAD OFFICE, CO'S BUILDINGS, TORONTO, ONT

J. HERBERT MASON, PRESIDENT & MANAGING DIRECTOR.

Subscribed Capital.....\$ 5,000,000  
Reserve Fund.....1,502,252  
Total Assets.....P. 12,091,772

This company is now prepared to accept applications for loans upon Improved City and Farm Securities at current rates of interest. NO AGENTS' COMMISSION IS CHARGED THE BORROWER. Full particulars on application to

## HEISTERMAN & CO.,

75 GOVERNMENT STREET,

Agents and Appraisers for Victoria District.

BODWELL & IRVING, Solicitors.

## Victoria Brewing and Ice Company,

(LIMITED.)

# LAGER BEER.

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### TO WARD OFF EPIDEMICS.

There is danger that the authorities of this and other cities will spend all their energies at quarantine to repel the attack of disease and fail in the only available means of preserving the public health. Epidemics do not come as an invading army either by land or water. Smallpox and measles and whooping cough are contagious, and to guard against each disease the health officer with a vigilant quarantine will be found useful. Yellow fever, typhus fever and cholera are not contagious. Place a sufferer from any one of these diseases in a perfectly healthy locality, and he can not communicate the malady to a well person who comes in contact with him. We have seen this tested time and time again with the one unvarying result.

A horse brought from the interior to the sea coast at any season of the year, but especially in the Autumn, will be laid up for several weeks with a distemper, like the influenza, during which he will be unfit for work. This is generally regarded as a prevalent epidemic which the new arrivals contract from contact with their kind. To show that it is not contagious a dozen horses afflicted with it in various stages of the complaint were taken into the country and turned loose into fields where they associated with animals that had never suffered from the disease. Not one of these caught it or had a symptom suggesting it. Plainly the conditions of the local atmosphere brought it on and not a contact with others which were subject to the infirmity. Horses have been brought to the city and isolated in new stables, to evade the attack, but they would begin to cough and sneeze and run at the eyes and loath their food, precisely as if left with a room full of companions.

Take fifty passengers from a ship arriving at a port in which the yellow fever during the voyage has been fatal in a majority of cases and transport them to fifty different inland localities where the complaint is wholly unknown. Some of them may die, but they will not communicate the disease to their most intimate attendant. It is so with the cholera. The pestilential wave will travel from one country to another, the foul atmosphere always infecting those subject

to it, but staying to be prevalent and disastrous chiefly where sanitary precautions are neglected and filth and foul drinking water invite its attacks and make provision for its residence. We know all that has been written about its travels. It is true that a body of pilgrims or a legion of soldiers have carried the cholera with them in their march and made it a companion of their journey. But break up the party and scatter it into healthy localities and the members do not take the contagion with them.

This shows the means of prevention and the method of treatment. The disease will not abide in a place with clean streets and a pure air and wholesome water unless a body of people already foul with it arrive and create the pestilential atmosphere in which it flourishes. It is well enough to watch at the entrance of the harbor and inspect arriving ships, but far more important to sweep the thoroughfares and cleanse the gutters.

We saw very much of the cholera on its most fatal visit to this country, and suffered in person from its attack. We were carried fourteen miles on a bed from the foul quarter in which it raged, and neither the woman in whose lap our head was cradled, the man who drove the vehicle, nor the good people who nursed us back to life and waited on our convalescence suffered from contact with us. This was not an isolated case. Not every one recovered who was thus removed, but in no case was the disease communicated to another person outside of the area where it had been so fatal.

A strong, healthy diet, active habits and a courageous will are the best personal safeguards. There is no disease to the prevalence of which faintheartedness and a depression of spirits contribute so largely. We saw cases in which the victim never spoke an intelligible word after he was first seized with the cramps, and went out of life almost without a struggle. Fear, in a person otherwise free from disease, will produce symptoms somewhat akin to the cholera, and, wherever this is present, the timid and irresolute are generally the first attacked. The excessive humidity in the atmosphere this summer is in itself an invitation for this class of diseases. Unripe fruit and an insufficient quantity of nourishing food lead the way to it. There is a famous remedy for the

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cholera devised by the combined skill of the most eminent physicians when the disease was here at its worst, which ought to be kept in every household. It is very useful in ordinary summer complaints, and in every case where it was used in the cholera season it prevented the sudden collapse from which so many never recovered. It was first published in the Sun, and is known as the "Sun Cholera Medicine." It consists of equal parts of the tinctures of opium, capsicum, peppermint, rhubarb and camphor. The dose for an adult is fifteen to twenty drops, and less for a child. This may be repeated twice in extreme cases. It affords instant relief in attacks less serious than that of Asiatic cholera, and may be purchased at many druggists already compounded.—N. Y. Journal of Commerce.

### THE VALUE OF OIL.

A small yacht, forty-two feet in length, reached this port after a stormy voyage from Bermuda, a few weeks ago, says a New York exchange. She came over to try conclusions with some of our racers. But according to the captain's statement she would probably never have seen New York harbor had it not been for some paint oil which chanced to be on board. In the Gulf Stream when every wave threatened to engulf the tiny craft, the oil was allowed to percolate slowly from a barrel to the windward which was acting as a drag. From that time on the sailors could watch the huge seas combing as they approached the oily film to windward, and then came on as gentle rollers, on which their craft rose and fell in comparative comfort.

The brief account given of the above experience impressed us more than anything we had previously read of the efficacy of oil in a storm. Columbus' caravels went to sea practically as open boats, with a high fore-castle foreward and a sterncastle behind. If a modern vessel started on a voyage with such a construction, and was insured as an ordinary craft, there would be good ground for holding it a violation of the sea-worthy clause. With what has now been demonstrated regarding the use of oil in storms, no vessel should be treated as sea-worthy by underwriters which is not properly equipped for stilling the waves. The apparent absurdity of supposing that a bag of oil could seriously mollify angry billows in which an ocean greyhound was tossed like a cork justified the incredulity with which such stories were formerly received. But the fact is now admitted, and its logical conclusions should be recognized.



# IMPORTS AND EXPORTS.

## IMPORTS.

The following is a summary of the quantity, value and duty on imports at the port of Victoria for the month of August, 1892:

ARTICLES.	QUAN.	VALUE.	DUTY.
Aoids .....		\$1,318	\$ 324 25
Agricultural imple- ments .....		665	245 35
Alc, beer & port'rgs	7,737	3,158	1,422 00
Animals .....		7,780	2,265 70
Books, pamph's, etc.		677	134 30
Brass & manu's of..		1,428	409 00
Breadstuffs, etc, viz			
Grain, of all kinds			
bush	17,926	8,727	1,840 00
Flour, brls.. .....	1,175	4,714	877 62
Meal, " .....	57	191	28 00
Rice and all other			
breadstuffs .....		9,471	3,068 74
Candles, lbs. ....	5,834	660	139 70
Chicory, lbs. ....	1,120	42	44 80
Coal and coke, tons.	61,300	35.	11 90
Coffee, from U.S. lbs	4,402	1,064	145 37
Copper and m's of.			28 30
Corriage all kinds...			
Cotton, manu'rs of		7,432	2,225 36
Drugs and medicines		34,592	13,044 25
Earthen, stone and			
China ware .....		2,917	1,005 55
Fancy goods .....		468	150 35
Fish .....		1,907	412 98
Fruit, dried .....		783	129 35
Green .....	10,714	2,080 81	
Furs .....		161	40 25
Glass, glassware ..		1,634	533 28
Gunpdr, exp sub's		1,518	460 65
Hats, caps, bonnets.		1,087	326 10
Hops, lbs. ....	607	414	36 42
Iron and steel m's of	15,937	15,937	4,836 46
Jewelry and watches			
and m's of gold and			
silver .....		338	74 00
Lead and manu'rs of		269	53 54
Leather and m's of.		1,740	412 99
Marble and stone			
and manu'rs of...		210	53 30
Malt, bush .....	{ 579		
	{ 2,531	2,380	466 50
Metals, composition			
and m's of .....		2,483	835 26
Musical instrum'ts		478	165 00
Oils, coal and kero-			
sene, gals. ....	13,825	3,213	995 40
All other, gals. ....	4,137	1,852	470 38
Paints and colors,		295	113 60
Paper and m's of...		2,076	626 37
Perfumery .....		57	17 10
Provisions .....			
Bacon hams, etc..		8,350	2,187 08
Salt, not from Great			
Britain or British			
possession, or for			
fisheries, lbs. ....	17,098	345	45 84
Seeds .....		1,572	158 45
Silk, manu'rs of...		6,702	2,010 45
Soap of all kinds...		83	30 57
Spices of all kinds..		85	20 45
Starch, lbs. ....	2,260	65	45 20
Spirits .....			
Of all kinds, gals..	4,579	7,061	9,745 26
Wine, other than			
Sparkling, gals...	2,396	2,317	1,541 00

ARTICLES.	QUAN.	VALUE.	DUTY.
Wine sp'rkling doz	88	850	418 70
Sugar above No 4 lbs	1,813	106	14 60
Nutab'vo No 14 lbs			
Molasses .....			
Sugar syrups, cane			
juice, etc., lbs. ....	2,658	69	44 39
Tea, from U.S., lbs..	615	202	20 20
Tobacco and cigars..	2,791	2,033	2,083 68
Wood and m's of.		1,878	615 50
Woolen m'n's .....		9,445	3,132 95
All other dutiable			
articles .....		22,800	6,092 65
Total dutiable goods		\$198,883	\$68,700 47
Coin and bullion (ex-			
cept United States			
silver coin) .....		95,000	
Free goods, all other		23,673	
Grand total .....		\$317,556	\$68,700 47

## EXPORTS

From the port of Victoria, for the month of August, 1892—the produce of Canada:

THE MINE.	QUANTITY.	VALUE.
Coal .....	286	\$ 1,300
Gold dust, nuggets, etc. ....		26,910
THE FISHERIES.		
Fish of all descriptions .....		10,490
Fish oil .....	40	22
Furs or skins of creatures		
living in the water .....		7,070
ANIMALS AND THEIR PRODUCE.		
Swine .....	1	10
Other animals .....		8
Other articles .....		51,622
AGRICULTURAL PRODUCTS.		
Flour of wheat and rye .. brls	1,254	5,018
Other articles .....		145
MANUFACTURES.		
Wood—m's of all kinds..		68
Other articles .....		1,185
Miscellaneous articles .....		3,488
Grand total .....		\$ 107,415
Goods, not the product of Canada, for		
the month of August, 1892:		
	QUANTITY.	VALUE
The Forat—		
Lumber—planks, boards,		
etc. ....		103
Manufactures—		
Iron—pig and scrap, cast-		
ings, hardware, &c. ....		460
Sewing machines .....	3	70
Wood m's of all kinds...		1,264
Other articles .....		3,934
Miscellaneous articles .....		120
Coin—gold .....		97
—silver .....		337
Grand total .....		\$ 6,385
Total exports of all kinds .....		\$113,800

## INJUDICIOUS APPOINTMENTS.

An exchange, devoted exclusively to insurance topics, says that among the many evils that beset and bedevil insurance, and hamper insurance management, is the injudicious, we had all but said, the indiscriminate, appointments made to the ranks of agents, local and special, of mer who have had no previous knowledge of the business, and, in many instances, those who have had no previous experience in any business that would fit them to fill, acceptably, the positions to which they are appointed in connection with insurance, many of them positions of no mean responsibility and requiring experience.

These remarks have no reference to the appointing of ordinary office men, who generally begin at the beginning, the foot of the ladder and work their way up to high official positions. That is the proper, because it is the natural course, it recognizes the promotion of the fittest in the order of merit. But these remarks have reference to the appointing of special agents and other officials to positions on the official staff, inspectorships and the like, that give them an important share in the man-

agement. We have known cases, nor are such uncommon even now, of handy men put on as appraisers of loss damages, (probably not knowing the distinction between appraisement and arbitration), and suddenly were recognized as competent full-fledged inspectors of risks and adjusters of losses. Nay we have even known of appointments to such positions of men who had no connection whatever with insurance prior to their being appointed specials, inspectors, or adjusters, by direction of the board.

We would respectfully submit, where there is a manager or other competent executive chief or staff, that he should be advised with as to such matters, if in fact they should not be entirely placed in his hands, subject to the supervision of the board. If the executive officer is not competent to choose his assistants he is hardly fit to manage them; and if they are appointed over his head, as happens in cases, he will probably be disregarded by them and his plans thwarted. No executive should be placed in such a questionable position, for, as a result, his subordinates will regard him only as one of themselves except that he is responsible for their doings and is

paid a higher salary than the rest for the invidious distinction of wearing the official collar.

The profession has too many officials pitchforked into positions which they are incompetent to fill, to the prejudice of men whose experience and ability qualify them for preferment. These things are well-known to the profession and are justly complained of as having their influences for evil on the business.

## NEW HAWAIIAN TARIFF.

A bill has been passed and become law, which will greatly affect trade between Hawaii and other countries. The bill relates to the duty on various articles, and the following are some of the principal items of the new schedule which goes into effect immediately:—

On silk, satin and silk velvets and all articles of which silk shall form the principal material, 25 per cent. ad valorem.

Clothing, ready made, and wearing apparel of every description, made up in whole or in part, 10 per cent.

Carriages of every description, 25 per cent. Hats and caps, not otherwise provided for, 10 per cent.

Linens and all manufactures of which flax, grass-cloth or similar material shall form the principal part, 10 per cent.

Crockery and glassware of every description, 10 per cent.

Drugs and medicines, patent and other, 10 per cent.

Furniture of all kinds, if upholstered or carved, manufactured in whole or in part, 10 per cent.

Silver plate, plated ware, or gilt ware, 25 per cent.

Britannia ware and fancy metal ware, 25 per cent.

Matches of all kinds, 10 per cent.

Cigarettes and all descriptions of paper cigars, 25 per cent.

Paintings, pictures, engravings, statuary, 25 per cent.

Perfumery, other than that which pay a spirits duty, powders, hair, tooth, nail and other toilet brushes, 25 per cent.

Soaps, 10 per cent.

Pipes (smoking), pipestems, bowls and fixtures and cigar holders, 25 per cent.

Candles, 25 per cent.

Candles, 10 per cent.

Watches and clocks, in whole or in part, 10 per cent.

On cigars and cheroots, \$10 per 1,000.

## FAMERICANS AS LABOR SAVERS.

A German industrial journal says: "The eye of the American is always directed to labor saving. The American blacksmith can get along without a man to hold the horse's leg, who seems to be indispensable in the European blacksmith shop. Every American is something of an inventor, mechanic and architect. It is astonishing to see the simple and primitive means with which a man can help himself in that country. It may be mentioned as an example of the practical sense of the American that the mason does not know the use of the hammer in this trade, while in Germany it is regarded as an indispensable tool. The trowel there is made of hardened steel of such quality that it can be used as well for hewing the bricks. If we consider the time which the German mason loses to lay aside the trowel, pick up the hammer and lay it aside again, and reach once more for the trowel, we can easily estimate a handsome number of hours even in the erection of a small building. The American wood-workers are far more accustomed to the use of the axe than the saw, even at the peril of wasting material. It may be said in general that the Americans are just as wasteful of material as they are saving in time and labor. This could be shown in many examples. The repairing of machines and implements does not, therefore, play such an important part in the United States as it does in Germany."



# THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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VICTORIA, TUESDAY, SEPT. 13, 1892.

## IMMIGRATION PROHIBITION.

It has not always been possible for the people of the other portions of the Dominion to pat Quebec on the back and applaud the action of her representative men in matters in which the Dominion is interested in general, and that section of the Confederation in particular. Quebec has always claimed to be and has actually been a sort of *imperium in imperio*. Certain concessions were made to it when the Union Jack took the place of the Lilies, and, since that time, as occasion arose to demand and to concede, much more has been granted—sufficient, indeed, to awaken fears lest there never should be an end to that kind of thing. If ever a community planted themselves at the public crib and refused to be satisfied, it was that to which we refer, and, upon the strength which he derived from it, Sir John Macdonald and his twin, Sir George Cartier, continued to control the destinies of the whole country. It is true that some of the most distinguished men in Parliament belonged to Quebec, while, at the same time, there have been others who have been equally remarkable for the mischief that they have wrought.

Of late years, Quebec has learned a great deal, some of its lessons having been very dearly bought. Master Mercier was an excellent preceptor, in a financial sense. He and Mr. Chapleau, a few years previously, taught the people that money had a value, of which they appeared to have had precious little idea before. They realized this in a sense, when the public indebtedness was being increased, large portions of the money obtained finding its way into the pockets of political and other speculators whose politics were mainly influenced by financial considerations. The public and their rulers, it may be, appreciate more highly than ever they did the teachings of the Chapleau and Mercier schools, now that it has become a question of the most serious import how to raise funds sufficient to keep the political machine going; and, before he is through with it all, Treasurer Hall will discover that it is a much more harassing business to provide for the incomes and outgoes of a community whose purse has been materially lightened and whose credit has well nigh reached its limit.

The rest of the Dominion may well profit by Quebec's spendthrift experiences; but Quebec is now teaching Canada a salutary lesson, and for it she is entitled to

the utmost credit. Some years since, she was fearfully scourged with smallpox—its furrows were sharp across her back, the pain is yet felt in many a household, and in other ways she has not recovered from the blows inflicted. Her people have manifestly made up their minds not to be again caught in such a case as they were in in 1885, and the Dominion having shown itself careless as to the efficiency of the Grosse Isle quarantine station and the maintenance of other precautions, the Provincial Board of Health at once took up the matter and placed in vigorous operation the regulations which they were empowered to make, and which are no more than the cholera situation demands. There was considerable talk and trouble between the Provincial and Dominion authorities in view of alleged infringements of their respective jurisdictions. But we are glad to notice that common sense has prevailed and that, in view of the common danger, considerations of whose function it was to act have been waived.

If cholera comes to Canada, it will be by the St. Lawrence, and that inlet must, therefore, be zealously guarded. Its legitimate custodian is the Dominion, but having, no doubt, seen the careless and reprehensible way in which smallpox was allowed to pass Albert Head, and thence be distributed eastward, the Province has taken up the matter, and Dr. Davie on the one coast and Dr. La Chapelle on the other, at the head of their respective Boards of Health, are justly entitled to all credit for their vigorous action. Our experience has been that the central authority appears to be too far removed from the circumference to enable it to act promptly and efficiently in sanitary contingencies, and, therefore, there should be—if not an absolute surrender—a delegation of prerogative to enable those more immediately concerned to act for themselves in cases of emergency. Short, sharp, decisive action is what is required in cases of epidemic, and live, progressive men should be put at the head of affairs instead of mossbacks and fossils.

## AND THE END NOT YET.

How true the statement is that one individual cannot suffer without his fellow being disadvantaged is well evidenced, as has been pointed out in the *Banker's Magazine* in the case of the Baring Bros., whose failure was the beginning of a movement which has affected the finances of almost the entire business world. That disaster has not been like the ordinary disturbance in the water that has ever enlarged its rings, each one being correspondingly weaker according to its distance from the centre; but the effect has gone directly from its source to point after point—no matter how remote—and from those points has exercised its own individual influence in sections of which it was the recognized centre. For instance, the whole of Australia has had an exceedingly hard time of it, and the Baring Bank failure, added to unreasoning and unreasonable labor demands in New South Wales, paralyzed every interest in the South Pacific. Financial and commercial

failures followed in quick succession Cape Colony became an excellent place for those to emigrate from who could rescue anything from the wreck to get away with, and in the commercial cities on the Chinese coast there has supervened a depression that has produced a depreciation of property estimated at no less an amount than upwards of twenty-five millions, while the banks are loaded down with paper of whose ultimate value it is impossible to form an estimate. Recently the new Oriental Bank closed its doors, while the Bank of China only contrived to pay a dividend by over-valuing its stock of silver. Portugal is practically bankrupt, and not a few of the Central and South American Republics are in such a condition that their recovery for years to come is practically hopeless.

We are talking a great deal of extending the trade connections of the Dominion, subsidizing a line of steamships to open up trade with Australia, the Premier of the almost bankrupt colony of New South Wales having held out "special inducements" for us to connect ourselves with it; but, inasmuch as there are no great inducements in immediate prospect, and whatever there may be in the future, does not seem to be now obtainable on better terms than at a more remote period, the question arises, as we have previously pointed out, of whether or not it would not be better, as the British Liberals put it, to pursue a more vigorous home policy and see what there is to be done to develop the resources we actually have and the facilities for transporting those products to such markets as are already presenting themselves. There are lots of local works by whose completion we should every one of us be benefited. There are already railways and public enterprises upon paper that would give to the province, to the island of Vancouver, and to the city of Victoria a regular boom.

Our credit is good enough to go upon the world's money market. Victoria has most satisfactorily placed a considerable loan with a local financial institution—she might have done this long ago had the business been properly handled—and if she can do this, surely the province and the individual capitalists who have given their energies and their names to not a few enterprises can put them through successfully provided they have sufficient enterprise. With some of these, in addition to the Sidney Railway project and early vigorous action in connection with the contemplated Canada Western, this province might afford to wait for better times abroad. There need be no scarcity of money—there is plenty to be had for negotiating—and the will and the way as thus indicated combined, on this Canadian Pacific Coast there need be little fear that the wave of disaster which the Barings set in motion so many months ago will strike us very disastrously or disadvantageously.

The *Insurance and Finance Chronicle* remarks that there is a general complaint from the Pacific Coast because of the extensive appointment by the companies of farmers and of business men in the small towns to act as brevet agents, to the great detriment of regular local agents.

ASSESSMENT LIFE INSURANCE.

The New York official insurance reports show that while in 1887 there were 171 assessment life associations reporting to the Insurance Department, there were only 121 in 1891. In 1882, ten years ago, 131 associations paid death claims amounting to \$7,430,857, in a membership of 415,290, or at the rate of \$10.70 assessed to each policy in force. In 1891, 121 associations reported 503,397 policies in force, and paid during the year \$13,060,700.45 for death claims, making the average rate of assessment twenty-six dollars to each policy. The number of policies written five years ago was about the same as now, viz., 227,922 in 1886 and 220,191 in 1891. The policies in force have, however, fallen off from 846,737 in 1886 to 503,397 in 1891. The business being smaller, expenses ought to have been correspondingly lower. On the contrary, assessment society expenses have been increased from \$2,723,511.65, being three dollars and twenty seven cents per policy in 1886, to \$5,452,405.23, or ten dollars and ninety cents per policy in 1891. The following figures may be taken as a correct summary of the situation as concerns assessment associations:

Membership loss since 1889.....\$ 621,619  
Income loss since 1889..... 10,921,531  
Loss of new policies written in year.. 106,727  
Increase of annual expenses in 5 years. 2,723,873

It is only fair to state that the figures of 1889 were exceptionally heavy. Then there were in existence 168 societies having a total income of \$31,127,608, paying death claims \$24,015,420, with expenses paid of \$5,001,320, representing 1,150,016 policies in force, 335,918 of them written during the year. In 1890 there were only 120 such societies, their total income being \$18,225,025, with death claims paid, \$12,311,733; expenses paid, \$4,665,371; policies written in the year, 243,107; the total number of policies that year being 579,419. These facts tell their own unvarnished story. The statements refer especially to the State of New York. They may or may not apply in similar ratio to other communities; the fact, nevertheless, is that under the assessment system for reasons that will be self evident it becomes necessary for enterprises to continually work fresh fields in order to make up for the losses and consequent augmented cost, that, it is said, must inevitably arise after a particular section has been worked for a number of years.

EDITORIAL NOTES.

At least 70 per cent. of all the tea sold in England is Ceylon tea, while only a few years back Oolong and Japan were the leading brands. For the past seven years the tea crop in China and Japan have been of an inferior quality. This caused the English merchants to look about for a choice grade of tea elsewhere. The Ceylonese planted a few tea bushes, which, owing to the peculiarities of the soil, combined with a climate just suited to the growth of the plant, has produced a tea which for richness of flavor and delicate aroma is far ahead of anything ever produced in China. The planting has increased from year to year, until India now

B. C. CUSTOMS RETURNS.

The following is a summary of the customs returns for the four ports of the Province of British Columbia for the month of August, 1892:

IMPORTS.

	VICTORIA	VANCOUVER	WESTM'N'S	NANAIMO	TOTAL.
Dutiable Goods.....	\$198,883 00	\$ 81,220 09	\$ 18,512 00	\$ 12,328 00	\$310,943 00
Free Goods.....	23,673 00	17,715 00	5,394 00	816 00	47,598 00
Total Imports.....	\$222,556 00	\$101,935 09	\$ 23,906 00	\$ 13,144 00	\$361,541 00

REVENUE.

Duty Collected.....	\$ 68,700 47	\$ 21,311 18	\$ 9,067 57	\$ 3,556 59	\$102,635 81
Other Revenue.....	3,447 42	4,174 81	330 36	81 50	8,037 19
Total Collections.....	\$ 72,147 89	\$ 25,485 99	\$ 9,397 93	\$ 3,638 09	\$110,670 00

EXPORTS.

The Mine.....	\$ 28,301 00		\$ 1,479 00	\$144,272 00	\$174,052 00
The Fisheries.....	17,582 00	\$ 18,690 09	3,500 00		39,772 00
The Forest.....	103 00	30,542 00	630 00	6,868 00	38,182 00
Animals and their produce.....	51,610 00	231 00	664 00		52,505 00
Agricultural.....	5,161 00			1 00	5,162 00
Manufactures.....	6,971 00	1,089 00	1,562 00	45 00	9,617 00
Miscellaneous.....	434 00	36,576 00			37,010 00
Total Exports.....	\$110,192 00	\$ 87,078 09	\$ 7,874 00	\$151,186 00	\$356,330 00

raises a large part of the tea product of the world.

Mr. FINDLEY SMITH, of Hong Kong, has been visiting Winnipeg recently, and has been endeavoring to interest the merchants of that city in the question of reciprocal trade with China and Japan. American flour has the market at present and there seems to be no good reason why Canadians should not have the trade. As Mr. Smith remarked, the feeling is not altogether favorable to the United States, and as the years go by this ill-feeling does not improve. Butter and cheese are in great demand by the residents of China and Japan, for the reason that there are no pasture lands in these countries on which cows can graze. Mr. Smith will endeavor to interest others in Eastern Canada in his scheme of reciprocity with the Orient.

The *Trade Review* of Montreal remarks: Canada is at present much exercised over the quantity of American silver circulating in her markets, and the banks have started a movement to strike it out. The amount now in circulation, between \$1,000,000 and \$5,000,000, is larger than at any time since 1870, when \$8,000,000 of American silver was driven out of the country by the impost of a heavy duty. Since then a duty of 20 per cent., has been laid on it, but this act has become a dead letter on account of the inability to enforce it. President Weir, of the Ville Marie Bank, said in an interview: "The worst feature is the silver certificates. At present it does not affect us particularly, but the trouble will come when the United States fails to carry out its engagements in gold. It cannot long continue to carry out a dual standard."

The *Insurance and Finance Chronicle* of Montreal remarks that a wide range of business interests now turns as confidently to the form of protection afforded by insurance as to either fire, life or accident underwriting. Land title, guarantee

of employe's fidelity, liability of employers, plate glass, salary guarantee, burglary, live stock, and even corporation bond guarantee, are one and all now covered by some form of insurance, while the principle is also applied to many specialties of lesser note. Thus moving mainly on two lines one simply seeking protection for dependents in case of death, and the other indemnity in case of property loss of many kinds—the insurance idea has become a part of our modern social and commercial fabric. Its still wider range and better application may, we think, be confidently looked for in the future.

It is commercial independence, not commercial dependence, which, according to the *Monetary Times*, would make all nations in some respects one. "One effect of the canal disputes with the United States," it says, "is that the Canadian Government will make a supreme effort to complete its own St. Mary's Canal by July 1 next. For this purpose an extra force will be put on the work, which will not be suspended even during the winter. This is well; but it is useless for either country to expect to render itself entirely independent of the other. The physical means of commercial independence have all along been seen by Canada to be desirable. This was first evinced in the construction of the Rideau Canal. It was re-asserted when we built the Intercolonial Railway, and again when we undertook that—for a population of 5,000,000—colossal work, the Canadian Pacific. These physical aids to commercial independence are praiseworthy, but they can not confer absolute commercial independence."

FOREIGN COAL SHIPMENTS.

The following are the shipments for the two weeks ending September 10:—

NEW VANCOUVER COAL CO. SHIPPING.		
Date.	Vessel and Destination.	Tons.
6.	Holyoke, str., Port Townsend	83
6.	Oregon, bark, San Pedro.....	2,349
Total.....		2,432

## PRICE MARKS ON GOODS.

On this subject a correspondent writes as follows: "Secret markings for describing the cost and selling prices of goods in country stores, while some storekeepers prefer such a method on account of the privacy of doing business in that way, are not recommended by numerous merchants in the larger cities. This latter class claim that there is more profit in an open display of at least the selling price, and a few go so far as to confess the truthful margin of profit to anyone who in good faith chooses to ask for it. Whether it is advisable to go so far as this, on general principles, may be an open question, but it is pretty well established that it pays to mark all goods so far as the selling price is concerned, in plain figures which any customer can see without asking the question of the salesman. The reasons for this practice are that the customer in seeing the price plainly marked feels assured that he is not being deceived by the salesman and no advantage is being taken of him or her because they happen at the moment to be wearing pretty good clothes. This latter particular, as odd as it may appear, is a feeling which prevails more or less among the whole people. Customers feel this way because of an old practice in former years by a certain class of more or less unscrupulous dealers who 'sized up' a customer and packed the price on according to appearances. While this usage is still in vogue with a certain class of Shyllocks, who should be shunned by honest people, the system, so far as it prevailed as such, has practically been abolished; nevertheless, mothers remember the old abuse and frequently warn the members of their families not to enter a store too well dressed. Plain marking of the selling price removes at once all this peculiar dread, and assures the customer that he is getting as good terms as anybody. People do so hate to be cheated that everything done by the storekeeper calculated to remove all agitation on this subject eventually redounds to his credit."

## SEEK LEGAL ADVICE.

It would be well for everybody, especially retail merchants, to refuse to sign documents such as bills of sale, leases, etc., until legal advice has been procured and a full knowledge has been obtained of the contents of the documents to which the signatures are desired. A very effective weapon in the jobbers hands is the bill of sale. The guileless retailer is requested—as a mere matter of form—to affix his name to it to secure a small debt, and generally does so without the slightest hesitation or knowledge of its contents, or fear of what the consequences may be. In another column mention is made of an action which has been begun by a retail grocer against a jobber, who sold up the former on a bill of sale. Procured, it is alleged, as many such documents usually are, through deceit and in consequence of the utter ignorance of the victim. We believe very few bills of sale would be signed by retail grocers if every member of the trade would seek legal advice before taking so great a risk. As a rule only slow payers are requested to give such

security to their debtors, but many retail dealers have their periods of stringency, when it is hard sledding to make both ends meet, yet afterwards pull through all right and finally attain prosperity. If at such times of temporary difficulties the retailer succumbs to the persuasions of the adroit and often unscrupulous collector, and signs away his business—for that is what the giving of a bill of sale practically amounts to—his career is summarily cut short by a sheriff's sale, and the retail business knows him no more; whereas, if a lawyer had been consulted at an expense which, compared with the loss of his means of livelihood, would have been nominal, the dealer's signature certainly would never have been affixed to so fatal a document. Leases and mortgages often contain provisions, smothered in a verbose and intricate construction that either escape the non-legal eye, or, if seen, are not clearly understood, and the consequences may be very annoying, even disastrous, to the merchant who is tightly bound by the document so easily signed. Legal advice is not difficult to find, nor is it so expensive relatively, at least—and it certainly should be more often resorted to by retail merchants when there is occasion to enter into agreement with other parties and legal documents require signing.—*Merchants' Review.*

## NOT ACCORDING TO THE BILL.

A feeling of deep disappointment pervades the United States, and apparently Canada is the cause of it. When both parties in the Republic concentrated their forces on retaliation, and gave the tail of the British lion an extra powerful twist, they expected to see the animal jump. That is what they paid their money for. The Democrats parted with their individuality, and meekly supported His Majesty Benjamin the First in putting on the Sault Canal tolls for that very purpose. The intention was to furnish a meal for the tail twisters composed of the British lion, and the President certainly got ahead of his rivals in preparing the feast. But to the consternation of them all the animal is not slaughtered, and the banquet has to be declared off. Instead of getting ready for death, Canada seems to be remarkably cool and unconcerned under the imposition of canal tolls. Business goes on as usual. The banks open their doors daily. The street cars run (except on King street, Toronto). The farmers go on taking in a fine crop. There is no sign of panic, and the popular pulse beats easily. The tail-twisters were promised devastation; it has not come, and they want the gate money back. It is a sad case, and we can offer no comfort to the sorrowing. But, in all seriousness, do our United States friends know who it is they are trying to coerce? Have they not some personal knowledge of nations which spring from the British stock? Do they not know that if their Congress were to impose tolls as high as the sky, stop the bonding privileges, and harass Canada in every possible way, this country would bear the wound, and still refuse to be crushed? Every unfriendly act of our neighbors simply causes national spirit here to run higher. *Toronto Empire.*

## INGOT COPPER.

In its issue of Aug. 5, the *London Daily News* considers the copper situation after this manner:

"What the natural position of the copper market may be, nobody knows. There is always a combination, and usually a counter-combination, among buyers and sellers; for business in copper on the metal exchange represents only a very small proportion and that mainly speculative, of the trade in the article. It is well known that dating from July, this year, American and European producers who control together four-fifths of the world's supply of copper, have entered into an arrangement by which, in return for a slight reduction in the output of European mines, the American producers engage to keep down their exports according to a sliding scale, which will begin to operate when the exports tend to exceed 40,000 tons in one year. According to recent advices, the exports will not reach that amount during the next twelve months, and seeing that the average imports into France and England alone from North America have been 30,000 tons per annum during the last three years, the restriction is an important one. In favor of this combination, it is to be said that no attempt has been made to regulate the price of copper, but only to make such a regulation as will convince buyers that the market will not be flooded with new copper and so depressed. All legitimately interested in the copper trade find an understanding desirable, but the lesson learned more than three years ago, when the French copper ring broke up, has been borne in mind by those concerned, and no further effort to manipulate the price is now made. A good deal of stress is laid just now upon the undoubted fact that the visible stocks of copper in England and France have tended to increase during the last four months. At the end of April the visible stock was 53,328 tons, and is now 59,738 tons, the result mainly of an increase in supplies. Accordingly the price of copper has been weak. The recent increase in stocks has been taken to mean a continued tendency to increase."

## CREMATION.

Says Dr. R. Heber Newton, as quoted in the *Urn*: For many years I have thoroughly believed in cremation—on a variety of grounds. Having tried to make my life one of usefulness to my fellows, I object to the possibility of injuring any one after I am dead. The thought that what I cannot takeaway with me to a higher form of life is to be left as a means of poisoning life, is abhorrent to me. I prefer that my body shall be so disposed of as to put this out of the question. The religious objection has always been nonsensical to my mind. Believing thoroughly in a life to come, I have not the slightest notion of that higher life being conditioned in any possible way by the way in which we get into it. Nothing but the stupid prejudice of a blind orthodoxy could allow any notion of this kind to have weight. In so far as it does have weight, it ought to be exposed and ridiculed. I have also, for years, had the intensest horror of thinking any one dear to me undergoing the noxious process of decomposition, as we have made sure that it shall be made noxious by our whole mode of interment. I want those I love to pass from this life to a higher life without any such abhorrent decomposition of the form once dear to me. On every hand cremation has commended itself to my judgment, and I am sure that it is destined to prevail in the future. I expect to be disposed of thus myself, and do not know of any expression of opinion which I could offer that could have more weight than this.

## COMMERCIAL SUMMARY.

The price of coal in Kingston is \$6 per ton, delivered.

J. B. Forsythe, a prominent merchant of Kingston, is dead.

A suspected Russian spy has been arrested while taking photographs of fortifications in Queensland.

The newspapers of Hamburg describe the sanitary machinery of the city as in a terribly disordered state.

Alex. Fraser & Co., steamboat owners and general merchants, Toronto, have suspended payment. Liabilities, \$200,000.

A Lisbon newspaper announces that a portion of Portugal's colonies are to be sold to meet the interest on the exterior debts.

In speaking of the solidification of a body by cooling, Professor Dewar says that water can be made to become solid by the evaporation of a quarter of its weight.

A grocer on one of the islands off the coast of Maine is fifty years old, and has never been off the island, where he has accumulated a handsome competence in his trade.

Col. Elliott F. Shepard, of Chicago, has closed a contract with the treasurer of the World's Fair for 10,000 souvenir half-dollars for the exhibition, paying \$10,000 for them.

Mr. J. G. Blaine writes a letter setting forth the three issues on which he thinks Republicans should take their stand in the present campaign—the tariff, reciprocity and national currency.

H. B. McClelland, who has been teaching school in Texas for \$40 a month, is said to have become heir to the title and estates of his uncle, the late Lord William Moore, of England. The property is worth \$2,000,000.

A tea cup in which tea can be brewed is a recent English invention. The cup is divided into two compartments by a perforated partition. In the smaller compartment tea is placed, and when boiling water is poured over the leaf the infusion passes through the partition into the larger compartment.

A gentleman who has just returned to Winnipeg from a trip into Crow's Nest Pass in the Rocky Mountains, says Messrs. Ross, Mann & Holt, contractors, are vigorously pushing grading operations on behalf of the Canadian Pacific Railway in the narrow defiles of the Pass. There are 300 men at work, and about 20 miles have been graded. The highest point of the Pass is a thousand feet lower than the highest point of the present Canadian Pacific Railway pass.

The trend of the grocery business now appears to take the course that all orders shall be taken at the door, and the grocer who thinks that by staying at home he will force customers to come to him will find his sales reducing every year. Many of the leading firms have already employed solicitors, who make it their business to thrust their personality on the public at every favorable opportunity. Follow the leader if you want to keep up with the procession of progress.

Texas fever has killed 600 cattle in two counties of Kansas this summer.

The Canadian Pacific Railway has given notice of its intention to withdraw from the Transcontinental Association.

The Dominion Glass Works, at Hamilton, last Wednesday, were totally destroyed. About sixty people are thrown out of employment. The loss is \$50,000.

There are many ways of preserving milk to keep it sweet, but one of the most satisfactory is that which is at present practised at an establishment in Texas. The milk, fresh from the cow, is subjected to a boiling heat, and after the air has been expelled from it the cans are hermetically sealed. When the process was first invented, about fifteen years ago, several dozen bottles were sealed up. Every year some of these are opened, and, after fifteen years' keeping, the milk has in every case been found perfectly fresh.

How many retail grocers are there who sell goods by "brag?" A customer who wishes a certain brand is subdued by the self-assertive, persistent dealer, who insists that some other brand than the customer has inquired for is better, and by unlimited brag fairly forces the customer to accept his decision. The *American Grocer* shows that this style of selling goods may succeed for a while, but it means a steady loss of trade if persisted in, and justly, we think, says, "that customers are sensitive when their judgment as to quality is brought into question; offended when it is set aside, and leave in disgust when forced to take goods not wanted."

One of the most gigantic drainage schemes ever known in America is under way in Florida, some of the stockholders being wealthy residents of Cincinnati. No stock is for sale, and the enterprise is strictly for business. The company has secured a tract of swamp land eighty-three miles long and from three to twelve miles wide along the St. John and Indian Rivers. The land has three feet of sugar-producing earth. The whole tract is to be drained and devoted to sugar raising. The territory can produce sufficient sugar to supply all North America. It is estimated that it will require \$1,000,000 to complete the drainage. The engineers are now at work.

Messrs. R. Bergoff & Sons who have been putting up salmon by their new process of preserving, have secured a good catch on the Skeena, and are now curing fish on the Fraser. They claim that they have a market in Europe for all the fish that they can secure, and will extend operations considerably next season. The firm have placed their order with a San Francisco house for two steamers with naphtha for their motive power. One will be a 35-ton stern wheel steamer with a speed of 12 knots an hour, to be used as a tender to gather fish on the river. The other is a 50-ton screw propeller with a speed of 17 knots an hour, and will go into the Northern service, making weekly trips to the Skeena. She will be specially fitted with cold storage compartments to carry frozen salmon from the refrigerators on the Northern rivers to shipping points. A refrigerator will be built in Victoria shortly.

The Swedish steamer *Dymphna* has been burned at sea. No lives were lost.

Chicago has adopted the excellent sanitary regulation of burning up its accumulated garbage.

The Kootenay Mining and Smelting Company, (foreign), has been incorporated with a capital stock of \$30,000. Pilot Bay, West Kootenay district, is the place of business.

The Kamloops Coal Co., Limited Liability, has been incorporated, with a capital stock of \$200,000. Kamloops is the principal place of business. Mr. J. McIver, J. E. Saucier, and J. B. Latremouille are the trustees.

The William Hamilton Manufacturing Company, of Peterboro, Ont., are supplying all the machinery, engines, boilers, etc., for the double circular saw mill now being erected at Sidney, North-Saanich, for the Toronto and British Columbia Lumber Company, of which Messrs. White & Hammill are the principal movers in this province, and Messrs. Davidson, Hutton and Strachey in Toronto. The machinery, etc., will amount to seven carloads and will arrive about the 1st November. The mill will cut from seventy-five to one hundred thousand feet per day, and will compete for export trade.

As soon as your customers have thoroughly absorbed one display, give them another. A grocer recently stated to the writer that he had sold more goods through his counter display than through any other source, and it was less expensive than any other plan. This is practical sense, and goes to show just how and why the counter display is important. Those of our readers who have been a little careless in this respect should brush up and put a new look on the counter, and they will soon find the benefits to be derived from the little extra trouble it takes to bring their goods from the shelves. This is more especially so with regard to new brands of goods that are constantly brought into the market.

It is a common experience in trade, says a trade contemporary, to find a man who is unsuccessful in business attributing his failure to the town where he is located and to his surroundings, rather than to his own lack of ability or of capital to carry on his affairs. While it is true that a good location for trade is an important factor in bringing about results, a good deal more depends upon the man himself. It may be set down for a fact that the merchant who pushes his business and bends every energy to winning success, will have little time for fault-finding. If his situation is not to his liking he will make the best of it until favorable opportunity presents itself for locating elsewhere. The example of the store-keeper who is dissatisfied has also a bad effect on his employees. There is nothing so disastrous to a business as to have the principal always growling to his clerks about his customers and his neighborhood. An exchange says on this point: "When a man finds fault with the town in which he does business, there are two things for him to do, either to go to work and make things better, or move away, and he should go where his grumbles affect only himself."

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## BRITISH COLUMBIA SALMON FLEET 1892.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUR.	ARRIVED.
Br bark...	Martha Fisher	811	Meadowcroft.		Victoria.....	Liverpool.....			

## B. C. LUMBER FLEET, 1892.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUR.	ARRIVED.	RATE.
Br ship.	Athlon.....	1371	Dexter..	Jan. 5.....	Vancouver	Adelaide.....	1,495,128	8,265	March 18	47s 6d
Nor ship.	Morning Light	1346	Johansen	Jan. 22.....	Vancouver	Melbourne.....	1,001,171	9,193	March 25	60s
Am bark	Hesper.....	661	Sodergren.	Feb. 20.....	Vancouver	Shanghai.....	751,921	7,781	April 23.....	50s
Br ship...	Angerona.....	1215	Anderson	Feb. 26.....	Vancouver	Valparaiso.....	1,016,611	7,095	May 20.....	42s 6d
Nor bark	Czar.....	1321	Christopher n	March 4.....	Vancouver	Adelaide.....	1,016,611	10,476	June 7.....	57s 6d
Nor bark	Agnes.....	811	Hofgaard	Feb. 20.....	Chemainus	Antofagasta	1,223,925	9,251	June 11.....	40s
Nor ship.	Kathinka.....	1463	Klovenberg.	March 12.....	Vancouver	Melbourne.....	1,223,925	9,251	May 28.....	60s
Chil bark.	India.....	333	Funke	Feb. 22.....	Vancouver	Valparaiso.....	893,291	7,018	May 10.....	owners ac
Br bark	Glenbervie	899	Groundwater	March 21.....	Vancouver	Iquiqui.....	634,810	7,689	June 8.....	37s 6d
Br ship...	British India.	1159	Lines	March 31.....	Vancouver	Valparaiso.....	853,896	9,315	July 11.....	37s 6d
Am schr	W. H. Talbot	776	Blum	March 11.....	Vancouver	Tientsin.....	1,024,876	10,272	May 28.....	67s 6d
Am schr.	Reporter.....	333	Dreyer	March 3.....	Chemainus	San Pedro.....	416,386	3,176	March.....	Private.....
Br bark...	Riversdale.....	1433	Finlayson	April 25.....	Vancouver	Sydney.....	1,167,181	9,873	June 28.....	47s 6d
Br bark...	Mistletoe.....	821	Smith	April 21.....	Vancouver	Wilmington	70,275	7,866	Aug. 31.....	\$16.00
Br bark...	Craigend.....	218	Lewthwaite.	April 18.....	Vancouver	Iquiqui-Callao	1,898,000	19,351	July 11.....	27s 6d & 30s
Br bark...	Toboggan.....	676	Porter	May 20.....	Vancouver	Wilmington.....	632,828	9,330		\$15.00
Br bark...	Thermopylae	918	Winchester.	June 2.....	Vancouver	Yokohama.....	328,576	8,949	July 22.....	Private.....
Nor bprk	Fritzoee.....	1078	Rolfson.	May 29.....	Chemainus	Melbourne.....	983,121	8,072	Aug. 9.....	45s
Br ship...	Burnah.....	1617	Newcombe	June 2.....	Moodyville.	Valparaiso	1,289,359	9,883	pr Aug. 23.	35s
Br ship...	Crown of Denmark	2629	Smith	June 21.....	Vancouver	Melbourne.....	1,850,725	15,435		37s 6d
Nor bark.	Ursus Minor.	305	Johnson	June 1.....	New Westmr.	Sydney.....	491,214	4,393	pr Aug. 5	37s 6d
Br ship...	Earl Granville	1149	Flack	June 16.....	Cowichan.....	London.....	853,937	12,393		62s 6d
Chil bark.	Antoniaetta.....	959	Stack	June 27.....	Chemainus	Valparaiso.....	836,358	9,015		owners ac
Ger bark.	Palawan.....	967	Van Heuvel.	July 8.....	Vancouver	Iquiqui.....	688,531	7,521		33s 9d
Chil bark	Leonor.....	801	Tenatsch	July 8.....	Moodyville	Valparaiso.....	637,375	6,520		owners ac
Chil bark	Guinevere.....	969	Glennie.....	Aug. 6.....	Chemainus	Valparaiso.....	762,062	7,612		owners ac
Am bktn.	Robert Sudden	585	Uhlberg	Aug. 3.....	Vancouver	Valparaiso.....	771,140	3,797		40s
Chil ship.	Hindostan.....	1513	Walsh	Aug. 7.....	Moodyville	Valparaiso.....	1,232,386	11,471		owners ac
Br bark	Zebina Gowdy	1087	Manning	Sept. 5.....	Vancouver	Wilmington	853,218	10,125		\$13.00
Chil ship.	Atacama.....	1235	Caballero.	Aug. 24.....	Moodyville	Valparaiso.....	994,491	9,689		owners ac
Br ship...	City of Quebec	768	Carnegie	Sept. 6.....	Vancouver	Adelaide.....	517,409	4,048		40s
Br bark	Nineveh.....	1171	Broadfoot	Sept. 3.....	Vancouver	Sydney.....	351,900	9,287		owners ac
Am schr.	Robert Seales	570	Piltz.....	Sept. 8.....	Vancouver	Port Pirie	815,321	5,962		41s 3d
Am ship	George Skolfield	1256	Dunning		Vancouver	Valparaiso				40s
Chil bark	Lake Lemna	1085			Moodyville	Valparaiso				owners ac
Br bark	Seamwell Bros.	1218	McFarlane		Vancouver	Wilmington				\$11.00
Am schr	Alice Cook	732	Penhallow		Vancouver	Sydney				30s
Nor s ip	Morning Light	1310	Johansen		Vancouver					

P—Also 85 spars and 300 tons coal for Hong Kong.

### PROVINCIAL TRADE NOTES.

Comox will have a newspaper. The Coquitlam municipality voted \$10,000 on Saturday for new roads.

Gustave Sorrelman has been appointed general manager of the Phenix Brewing Company.

Mr. W. H. Steves is preparing plans for the erection of a salmon cannery. It will be of large capacity.

It is alleged that the Moodyville Saw Mill Company have allowed sawdust to be dumped into the inlet. Legal action has been taken against the company.

A. St. G. Hammersley, president of the Union Steamship Company, reports having made the necessary arrangements for the release of the Coquitlam. Mr. Hastings, of Hastings & Hughes, is proceeding to Sitka to negotiate.

### BUSINESS CHANGES.

Louis Schmitz, Nanaimo, contemplates adding a bakery to his grocery business.

Clark & Co., arcade grocery, Vancouver, have sold out to J. G. Hutchison & Co.

John McIntyre estate, general store,

Lytton, has been taken over by A. Stevenson.

Forrester & Scott, auctioneers Nanaimo, have dissolved, S. F. Scott & Co., continues.

The Planing Mill and sash and door factory of the Michigan Lumber company, Vancouver, was destroyed by fire.

Chas. A. Ault has entered into partnership with Thomas Alice, produce and commission merchant, Victoria, under the firm style of Alice & Ault.

### REGIMENTAL PETS.

Queen Victoria recently presented the Second V. B. Royal Welsh Fusiliers with a white goat. An English paper asks: Can anyone explain why in so many instances a goat is chosen to be the "pet of the regiment?" It may not be generally known that there is a special reason why the Royal Welsh Fusiliers should have a goat. They are a very ancient corps, and at an early period of their existence it was the custom to have a goat with a shield and garland on its horns to march at the head of the drums. Every 1st of March being the anniversary of their tutelary saint, David, the officers used to

give an entertainment, and, after the cloth was taken away, a bumper was filled round to the Prince of Wales, and the goat, richly caparisoned for the occasion, was led thrice round the table in procession by the drum major. In 1834, the then regimental goat of the Welsh Fusiliers died, and her Majesty presented the regiment with two of the finest goats from a flock, the gift of the Shah of Persia, in Windsor Park, and since that date the Queen has continued to supply the Welsh Fusiliers with goats as occasion required. The pet of the Second Battalion Derbyshire Regiment used to be a ram; that of the Eighth King's Royal Irish Light Dragoons—now Hussars—a horse; the Royal Warwickshire had an antelope, the Ross-shire Buffs a deer, and the Fifteenth Lancers a tiger, which was reared from a cub and ultimately died in the Zoo.

The C. P. R. traffic receipts for the week ending September 7 were \$125,000; for the same time last year they were \$308,000.

An incendiary fire burned the old town hall in Millbrook, Ont., now used as a storehouse by A. Paine, of the Dominion Hotel stables, Keets, Fowler & Co.'s storehouse, and A. Fee's stables.

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TONS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES OR AGENTS.	DAYS OUT.
Br bark	Chill	678	McKenzie	May 27	E London	Victoria	Turner, Beeton & Co.	105
Chill bark	Eritrea	1069	Serra		P Labu	Moodyville	R. P. Rithet & Co., Ltd.	
Br bark	River Ganges	642	Budge	July 27	F Rio de Janeiro	Victoria	Findlay, Durham & Brodie	48
Br bark	Tho Frederick	812	Simmons		C Talcahuano	Victoria	Robert Ward & Co., Ltd.	
Br bark	Assel	795	Gilmour	Aug. 19	S London	Victoria	R. P. Rithet & Co., Ltd.	25
Br bark	Sabrina	747	Organ	July 7	N London	Vancouver	Bell-Irving & Paterson	68
Br. SS.	Victoria (ex Parthia)	1992	Panton	July 7	B Glasgow	Victoria		68
Br bark	Glengarry	802	Davidson	July 25	M Talcahuano	New Westminster	Bell-Irving & Paterson	50
Br bark	Thermopylae	948	Winchester		O Nagasaki	Victoria	Victoria Rice Mills	
Br. SS.	Mary Low	813	Robertson		L Liverpool	Victoria	R. P. Rithet & Co., Ltd.	
Br ship	Kinkora	1830	Lawrence		L Liverpool	Victoria & Van	Robert Ward & Co., Ltd.	
Haw. bark	Mauna Ahi	537	Neilson	Aug. 13	H Honolulu	Nanaimo		31
Br ship	Morayshire	1428	Swinton		Q Java	Vancouver		
Br bark	Bankburn	1332	Davies	July 19	T Taitai	Royal Roads		56
Am bark	Colorado	1036	Gibson		H Port Harford	Vancouver	C. Gardiner Johnson & Co.	
Am bark	Highland Light	1265	Herriman	Aug. 31	H Port Harford	Vancouver	C. Gardiner Johnson & Co.	13
Br bark	Grasniere	1246	Carter	Aug. 5	C Coquimbo	Royal Roads		39
Br ss	Empress of India	3003	Marshall	Sept. 10	K Hong Kong	Vancouver	C. P. S. S. Co.	3
Haw bark	R. P. Rithet	1019	Morrison	Aug. 10	P Pisangun	Victoria	R. P. Rithet & Co., Ltd.	34
Br ship	Dynomene	1900	Williams	July 24	R Rio Janeiro	Vancouver		51
Br bark	Americana	800			T Liverpool	Victoria & Van	Turner, Beeton & Co. & Baker Bros. & Co.	
Am ship	Topgallant	1229	Jackson	Aug. 17	H Honolulu	Nanaimo		27
Br ss	Loo Sok	1070	Benson		H Hong Kong	Victoria		
Br ship	Persian Empire	1523	Hay		C Callao	Royal Roads		

P—To load lumber for Valparaiso on owners' account. S—Aug. 21 passed Beechy Head. T—To sail about October 15. E—Passed Deal May 29, spoken July 2, lat. 3° N., long. 21° W., chartered for salmon to London. F—Spoken July 28 lat. 29° S., long. 48° W. Chartered for salmon to London at 37s 6d. To arrive in September. B—Via Suez Canal. July 13 passed Gibraltar. July 29 at Aden. Aug. 25 sailed from Hong Kong, due Sept. 19. C—Salmon to London at 35s, Sept-Oct. loading. N—July 9 passed Dover. Cargo of raw material for Canada Paint Company. M—Chartered for salmon to the U. K., Sept.-Oct. loading. G—Via Yokohama Aug. 17. O—Cargo of rice paddy, due to arrive in October. L—To sail about the end of October. Q—To sail in September with 2,000 tons raw sugar. H—Cargo of bituminous rock. K—To sail from Yokohama Sept. 19.

### VESSELS IN PORT.

(September, 12 1892.)

#### VICTORIA.

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

Br. bark Martha Fisher, 811 tons, Capt. Meadowcraft, arrived July 17, loading salmon for U. K. on account of R. P. Rithet & Co., Ltd.

Br. ship Andreta, 1,708 tons, Capt. Peregrine, arrived Sept. 10 from Antofagasta, seeking.

Nor. ship Morning Light, 1,310 tons, Capt. Johansen, arrived Sept. 10 from Honolulu, to load lumber at Vancouver.

#### VANCOUVER.

Am. ship George Skolfeld, 1,276 tons, Capt. Dunning, arrived July 21, loading lumber for Valparaiso for orders.

Chil. ship Lake Leman, 1,035 tons, arrived Aug. 20, loading lumber at Moodyville for Valparaiso, on owners account.

Br. bark Fingal, 2,485 tons, Capt. Fulmore, arrived Aug. 28, awaiting orders.

Br. bark Scammell Bros., 1,218 tons, Capt. McFarlane, arrived Sept. 2, loading lumber for Wilmington, Del.

Am. schooner Alice Cook, 732 tons, Capt.

Penhallow, arrived Sept. 8, loading lumber for Sydney.

Br. bark Fernbank, 1,338 tons, Capt. Boyd, from Glasgow, arrived Sept. 7, with a cargo of general merchandise and water pipes. Bell-Irving & Paterson consignees. Br. ss. Empress of China, 3,003 tons, Capt. Tillet, arrived Sept. 10 with general cargo.

#### NANAIMO.

NEW VANCOUVER COAL CO'S SHIPPING.  
Am. ship Commodore, 1,976 tons, Capt. Davidson.

Am. bark Gen. Fairchild, 1,356 tons, Capt. Mosher.

Am. bark Wilna, 1,489 tons, Capt. Slater.

Am. bark Carrolton, 1,390 tons, Capt. Lewis.

Am. ship Big Bonanza, 1,399 tons, Capt. Bergman.

Am. ship B. P. Cheney, 1,322 tons, Capt. Humphrey, arrived Aug. 3.

Am. ship Alaska, 1,250 tons, Capt. Branman.

Am. ship Ericsson, 1,568 tons, Capt. Bennett.

Br. ss. Bushmills, 1,588 tons, Capt. Venning, from Liverpool, arrived Aug. 15 with general cargo, loading coal for Nagasaka, Japan.

#### WELLINGTON SHIPPING.

Am. ship Columbia, 1,390 tons, Capt. Nelson.

#### EAST WELLINGTON SHIPPING.

Am. barkentine Chehalis, 656 tons, Capt. Watts.

#### RECAPITULATION.

Ports.	No.	Tonnage.
Victoria	4	4,805
Vancouver	7	11,067
Nanaimo	11	15,393
Total	22	31,355

#### FREIGHTS.

Lumber freights are fairly steady. The latest quotations from British Columbia or Puget Sound are as follows:—Valparaiso for orders, 40s nominal; Sydney, 27s 6d to 30s; Melbourne, Adelaide or Port Pirie, 37s 6d to 40s; United Kingdom, calling at Cork for orders, 57s 6d; Shanghai, 45s; and Yokohama, 40s 6d, nominal.

Grain freights from San Francisco to the United Kingdom may be quoted at 24s; Portland 31s 6d, nominal; Tacoma, 28s 6d, nominal. The market is steady, although several forced recharterers were made at from 21s 3d to 22s 6d. Vessels that have been laid up for months past are unable to accept such rates without serious loss.

Coal freights are quoted: Nanaimo or Departure Bay to San Francisco, \$1.75 to \$2; to San Diego or San Pedro, \$2.25 to \$2.50.





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