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- Harlock Packing Co's Brand.

NORTHERN AND SKEENA RIVER:

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- 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.

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TRADE AND COMMERCE

COMMERCIAL JOURNAL OFFICE.
 Tuesday Morning, September 1.
 VICTORIA.

There has been no perceptible change in the general condition of things during the past week, the fairly satisfactory order of trade that was then noted being still in progress. In banking circles there is quite the usual amount of business, the supply of money being sufficient for the demand.

DRY GOODS.

There has been little perceptible change in the condition of things in the dry goods trade for some time. Jobbers have been actively engaged getting stocks in shape for the fall trade. The goods are now on the counters, and although a few buyers from up-country points have made their fall purchases, business cannot be said to be fairly under way for the fall and winter season.

FRUITS AND VEGETABLES.

Imports of California fruits continue to be large. Apricots are now out of the market. Plums are dropping off. Peaches are still coming in freely, but are expected to drop off shortly. The imports of grapes are increasing. The local crop of apples is beginning to come in freely and the imports are dropping off. The local plum crop will be very short. Numbers of orders that have been received from merchants in the Northwest aggregating many tons of fruit cannot be filled as it is said to be impossible to get the fruit this year. Quotations are. Peaches, \$1.25; pears, (bartlett), \$1.75; plums, 90c.; grapes, (white), \$1.50; grapes, (black), \$1.75 apples, (green), \$1.50; apples, (red astracan), \$1.65; Riverside oranges, \$3.75; California Messina lemons, \$7.25 to \$7.50; bananas, \$3.25; cantilopes, \$1.50; nutmeg, melons, \$1.50; watermelons, \$5.50 a crate, nectarines, \$1.50, crab apples, \$1.25, silverskin onions, 1c. per lb, native potatoes, 1c. per lb., island apples, \$1.50 per box, toma toes, \$1.00, cucumbers, \$1.00, sweet potato, 3c. per lb; sweet corn, 30c. per doz.

FLOUR AND FEED.

In all the grain raising districts, the farmers are busy harvesting. The new crop of oats is finding a slow sale, although a

good deal is being offered. This is the result of holding back oats this spring by farmers in anticipation of a scarcity. Milling wheat has not yet been brought into this market, although a large quantity for chicken feed has been brought in from the Fraser valley.

Quotations are: Enderby flour, for carload lots, Premier, \$5.75; XXX., \$5.45; Strong Bakers or XX., \$5; Super fine, \$4.

Delta, Victoria mills	.....	\$5 25	@	0 00
Lion, " "	.....	5 25	@	0 00
Premier, Enderby mills	.....	6 00	@	0 00
XXX., " "	.....	5 70	@	0 00
XX., " "	.....	5 25	@	0 00
Superfine, " "	.....	4 25	@	0 00
Ogilvie's Hungarian	.....	6 50	@	0 00
" Strong Bakers	.....	6 25	@	0 00
Snowflake	.....	6 25	@	0 00
Portland Roller	.....	6 25	@	0 00
Royal	.....	6 00	@	0 00
Oregon Superfine	.....	4 50	@	0 00
Wheat, per ton	.....	\$10 00	@	00 00
Oats	.....	35 00	@	00 00
Oil cake meal	.....	35 00	@	40 00
Chop feed	.....	37 50	@	00 00
Shorts	.....	28 00	@	30 00
Bran	.....	26 00	@	28 00
California oatmeal	.....	4 50	@	00 00
Rolled oats	.....	4 25	@	0 00
California rolled oats	.....	5 25	@	00 00
Tacoma rolled oats	.....	4 80	@	00 00
Cornmeal	.....	3 00	@	0 00
Cracked corn	.....	50 00	@	55 00

RICE.

The Victoria Rice Mills quote wholesale:

Japan rice, per ton	.....	\$90 00
China rice	.....	70 00
Rice flour	.....	70 00
Chit rice	.....	25 00
Rice Meal	.....	17 50

LUMBER.

In consequence of the activity in the grain market, most of the vessels on the way coastwise have been chartered for grain, as better rates are offered than can be obtained for lumber. There are three vessels now loading for Australian ports and one for Pisagua. The Norwegian steamer H. W. Jarlsburg, 1,950 tons, now at San Francisco, has been chartered to load at Moodyville for Port Pirie. It has been well known that there was considerable cutting going on for local business, but yesterday the Victoria Lumber and Manufacturing Co. advertised a rate of \$9 per M for rough lumber, and it is said that they will cut still lower if it is found necessary to hold their trade. The local mills have met the cut. The west coast

trade is expected to show considerable activity now that the Chillan war is about over. This will be welcomed by lumbermen, on account of the depressed condition of the Australian market. 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.

The Melbourne *Argus* of July 11th says that the position of that portion of the timber market affected by recent troubles is one demanding careful consideration. First of all we should state that the consumption of Oregon timber for the year ended 30th June amounted to 24,777,000 super. feet, against 33,248,000 super. feet for the previous year, and that stocks on the 30th June were 18,617,000 super. feet, against 9,112,000 super. feet on 30th June, 1890. In face of a declining consumption, stocks are double those of a year ago. If, then, the interests concerned should attempt to force the market in order to make sales, the outlook is that a disastrous collapse will occur, likely to do a considerable amount of mischief to the distributing timber yards. But, partly because the season for exporting from Puget Sound is just opening, a too severe nursing of existing stocks would by maintaining prices foster importation, and unless the demand improved, the same result, viz., a break-down in market values, might be anticipated. Thus it is necessary on the one hand to refrain from any step calculated to bring about a serious fall in prices and on the other hand to discourage importation. The course to be steered is a difficult one, unless, indeed, a strong revival in demand should manifest itself.

The New York *Maritime Register* says: The exports of the Pacific Coast during the first six months of the present year, as compared with the corresponding period last year, are nearly 5,000,000 feet short, while we are nearly 11,000,000 in excess of exports for the same time in 1889. The unsettled state of affairs in South America has stopped shipments to that quarter to a considerable extent, and the reaction of the building boom in Australia has caused more caution to be used on the part of the exporters in that trade. The exports dur-

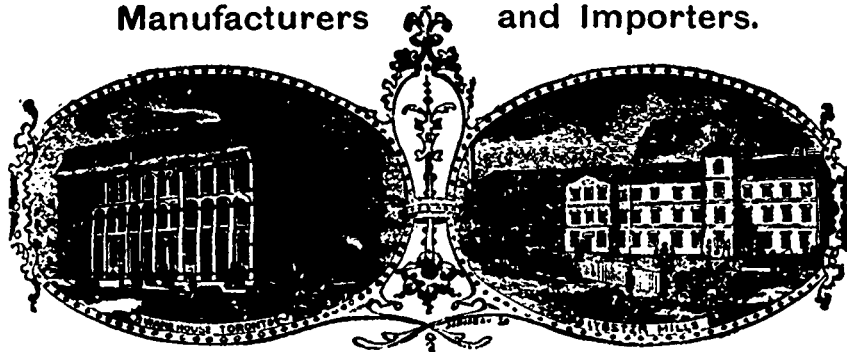
OGILVIE MILLING CO., WINNIPEG, MAN.

Daily Capacity.....	7,500 Barrels
" " WINNIPEG MILLS.....	1,500 "
" " ROYAL—Montreal.....	2,500 "
" " GLENORA ".....	2,000 "
" " SEAFORTH—Seaforth, Ont.....	500 "
" " GODERICH—Goderich, Ont.....	1,000 "

STANDARD BRANDS:

OGILVIE'S HUNGARIAN. OGILVIE'S STRONG BAKERS. GORDON, MACKAY & CO. TORONTO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

During the first six months of 1891 in round figures aggregated 64,000,000 feet as against 63,000,000 in the same period in 1890, and 53,000,000 the first six months of 1889. The countries to which principal shipments were made were Australia, 19,700,000 feet, an aggregate value of \$397,000; Hawaiian Islands, 8,800,000 feet, value \$109,000; Chili, 6,100,000 feet, value \$75,000; Peru, 1,700,000 feet, value \$52,000; China, 1,400,000 feet, value \$17,000.

SALMON.

The following is the latest estimate of the B. C. salmon pack: Naas River, 10,000 cases; Skeena River, 75,000 cases; Lowe Inlet, Gardiner's Inlet and Alert Bay, 8,000 cases; River's Inlet, 35,000 cases; and Fraser River, 140,000 cases, making a total of 268,000 cases, which shows, at the least, a shortage of 150,000 cases from last year's pack.

The SS. Islander returned from her second trip along the Northern coast this year, on Friday, bringing the following salmon from the northern canneries: 602 cases from the Standard Canning Co.; 1,000 from the Inverness Cannery; 3,700 from the River's Inlet Canning Co.; 655 from the Alert Bay Cannery; and 500 cases of clams from the last named company.

The Serica is loading salmon at Esquimalt for London on account of Findlay, Durham & Brodie. The Callao, now dis-

charging ballast, will load salmon at the outer wharf on account of R. P. Rithet & Co., Ltd.

BUSINESS CHANGES.

T. Kellor and R. Lukey are going to start a job printing office in Nanaimo.

Purdy & Dixon will shortly begin operations at their new saw mill at Mission City.

Robert Lennie and R. R. Upper, real estate and insurance agents, New Westminster, have dissolved, R. Lennie will continue the business.

The Port. bark Quiteria, 355 tons, Capt. Leite, is reported out from Rio Janeiro 58 days for this port.

Bradstreet's report: The Ontario and Quebec grain trade report damage from frost to the Manitoba wheat. General trade is more satisfactory throughout Ontario and Quebec and prices are firm. Fears are expressed as to the effect of the frost on the Manitoba wheat crop. A good deal of trade is expected. The Dominion reports 21 business failures this week, against 18 last week and 36 this week last year. The total number from January to date is 1,204 against 1,060 last year.

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CHAS. BOECKH & SONS, TORONTO.

Illustrated Catalogue and Price List mailed on application.

PROVINCIAL TRADE NOTES.

The ship Morayshire is being refitted, repainted and put into good trim throughout.

The Norwegian bark Saga, loading at Moodyville, will complete her cargo early this week for Australia.

Mr. Gordon has urged the Dominion Government to increase the subsidy for a better mail communication between Victoria and Comox.

Additional census returns from Alberta bring the total population of the Dominion up to 4,829,411, an increase of 504,001 in the past decade, or 11.6 per cent.

The accommodation of the Colonial Metropole has been increased by the addition of 28 new rooms, making in all 81 rooms. This house is gaining in popularity.

The sealing schooner Sapphire is now on her way in from Clayoquot, where she was seen on Sunday, by the steamer Emma. She reported over 3,000 skins on board, by far the best catch of the season.

The Albion Iron Works have begun the manufacture of a twenty horse Corliss engine and boiler, to be put up on the agricultural grounds in order to run the machinery during the exhibition.

Mr. Redway, mechanical designer for the John Doty Engine Company, has been looking over the new "whalebacks," now in process of construction at West Superior. It is hinted that if business offers the John Doty Company may build vessels on a similar model.

Messrs. A. W. More & Co. have been appointed agents for Victoria and Vancouver Island of the British America Fire Insurance Co. The British American is the pioneer Canadian fire insurance company, having been incorporated in 1833, and is, to-day, one of the leading companies of Canada.

Mr. F. W. Thompson, general manager of the Ogilvie Milling Company and president of the Winnipeg Grain Exchange, has left for home after a pleasant visit on the coast. It is worthy of note that Mr. Thompson has been enquiring into the fruit possibilities of this Province, and is thoroughly convinced that an advantageous trade to all interested can be worked up with the eastern cities.

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MANIFEST.

British bark Lebu, 720 tons, I. Worrall, master, from London to Esquimalt and Victoria. Cleared April 10th, 1891, sailed April 20th, 1891. R. P. Rithet & Co., consignees: 50 cs, H Saunders, 5 qr casks, 10 octaves, Boucherat & Co; 150 cs, Bank of British North America; 10 cs, 50 qr casks, order; 12 hhds, Boucherat & Co; 255 cs, 5 octaves, A B Gray & Co; 50 cs, 100 csks, H Saunders; 4 cs, L Auchterloine; 200 csks, order; 2 qr casks, H Saunders; 350 cs, Boucherat & Co; 60 cs Crosse & Blackwell's goods, 4 csks do, 5 cs do, Dixi H Ross & Co; 150 cs, Boucherat & Co; 100 cs, 10 bbls, H Saunders. 125 cs, A B Gray & Co; 4 cs, J Graham; 18 pkgs, Dixi A Ross & Co; 10 octaves, 50 cs, A B Gray & Co; 61 pkgs, C P N Co; 7,828 sash-weights, 5 qr casks, 5 pkgs, 2 tanks, 355 cs, 100 cs, 81 cs, 1 tank, 187 cs, 43 cs, 20 bbls, 47 cs, 45 pkgs, 15 pcs, 10 qr casks, 550 cs, 100 cs, 10 bbls, 140 cs, 1 cs, 500 bbls, 6 bbls, 2 cs, 96 plates, 3 pkgs, 1 csk, 160 tons coal, 1 csk, 14 csks, 1,500 bxs, 25 bals, 100 bals, 39 bxs, 167 bxs, 4 crates, 1 crate, 6 tierces, 22 crates, 4 crates, 6 hhds, 65 bbls, 270 drums, 5 bales, 25 bbls, 10 bbls, 240 drums, 10 bbls, R P Rithet & Co. Ld; 2 pkgs, R R Bayne; 10 bbls, 150 cs, 1 cs, 1 csk, 1 cs, 1 bdl, 1 cs, 1 bx, 1 cs, 5 csks, 1 cs, Robert Ward & Co; 80 cs, H Saunders; 50 cs, Boucherat & Co; 40 tons pig iron, 37 tons do, R P Rithet & Co, Ld; 20 cs order; 4 cs, Robert Ward & Co; 1 cs, Mrs Webb; 6 qr casks, 50 cs, 25 cs, 70 cs, 100 cs, 100 cs, A B Gray & Co; 2 bbls, 1 hhd, 3 cs, 216 bags, 4 shells, 3 guns (each 5 tons), 8 cs, 91 loose cs, 44 bdl, 20 loose stores, 6 bales, 16 sponges, 2 cs, 1 bdl, 1 cs, 1 bale, 1 loose brush, 1 handle, 1 casting, 24 cs, 2 ladders, 3 bdl, 4 wheels, 1 cs, naval storekeeper; 37 pkgs, medical stores, staff surgeon, R N Hospital; 4 cs, Leask & Johnson; 10 qr casks, Turner, Beeton & Co; 7 sacks, Capt John Irving; 50 cs, H Saunders; 100 cs, A B Gray & Co; 2 csks, 121 pkgs, Langley & Co; 238 plates, 194 bars, 2 pkgs, 2 rolls, 19 tubes, 22 sheets, 10 bars, 24 conical ends, 4 anvils, 5 pkgs, 29 pieces, 3 anchors, 1 boat, 7 coils, 840 bundles, 244

csks, 82 cs, 60 bales, 1 roll, 7 cs, 5 gun mountings, 1 plate, 1 platform, 10 cs, 213 pcs, 98 pks, 20 pkgs, 6 buoys, 178 pkgs, 110 fenders, 240 bales, 2 blocks, 4 drums, 56 trucks, 80 grapels, 4 stoves, 15 boxes, 2 stretchers, 1 pkg bars, naval storekeeper; 1,625 kegs and 232 bxs Curtiss & Harvey gunpowder, Robert Ward & Co, 1 cs Robert Ward & Co, 20 cs and 1 bx explosives, 1,155 cs powder, naval storekeeper; 1 parcel, Williams & Fraser.

CHANGES IN THE POSTAL UNION.

The postal service has become so integral and indispensable a feature in the existence of every civilized community that any modification of its rules and regulations must necessarily be of large interest to the public. A number of changes were decided upon by the recent International Postal Congress, held at Vienna; and although twelve months are to elapse before they come into operation, yet a brief enumeration of them cannot fail to prove useful to business men. In the first place, the limits of the Postal Union have been enlarged by the accession of the Australian colonies of New Zealand, Queensland and Tasmania. Among the countries still standing out are the English possessions in South Africa. The reduction of the charge for money orders and for registration, and for extension of the size of patterns carriageable by post, are the next most important changes. Where hitherto the general limit allowed was eight inches it will henceforward be about twelve. Another important decision has reference to the falsification of postal stamps. Up to the present the forgery or imitation of foreign postal stamps has been tolerated, the respective governments contending that they could not interfere owing to the absence of treaty engagements for that purpose. All the states of the Postal Union have, however, now mutually engaged to prohibit in their territories the falsification of foreign stamps, and henceforth the latter, no matter whether the production of the forgeries is for the purposes of postage or merely to meet the demands of stamp collectors, will

be dealt with as a criminal offence. It has further been agreed that there shall be uniform rates of postage from all States of the Postal Union to every country not included in it; and the same amount of postage will be charged from every place outside the Union. A great many minor modifications have been introduced with respect to sending printed matter by post, and also in connection with the transmission of precious stones and similar valuable objects. Hitherto certain countries in the Postal Union have only permitted them to be sent as parcels, whereas in future they can be transmitted in registered letters. This will be regarded by jewellers as a valuable concession. Finally it has been agreed to establish a sort of international postal clearing house, at Berne, the capital of Switzerland, where all postal accounts for intercommunications between the various countries of the Union are to be kept, all charges paid, and where the distribution of receipts for postage as between the several countries will take place.—*Canadian Trade Review.*

Tobacco was produced in California on a small scale as early as 1854. The counties in which it was grown were Napa, Sonoma and Santa Clara. The growers were mostly from Virginia, Kentucky, Maryland and Missouri. Owing, however, to the difference in climate and their failure to recognize the same and adopt the curing to the different conditions, the quality produced was, in most instances, inferior. It was rank, deficient in color and only fit for pipe smoking.

An official investigation of the mortgage indebtedness of the United States, shows that there are in ten States \$3,482,000,000 out on loan, averaging per State \$20,802,000 yearly interest. That we know is a low figure, it is based on 6 per cent., but any amount of money can be placed in several of the States at from 7 to 9 per cent. It is estimated that there are mortgages in the United States to the extent of \$9,000,000,000, or at the rate of \$144 per head for every man, woman and child in the United States.

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COMMERCIAL SUMMARY.

A Berlin report says, Russia is storing
up corn for war.

Thomas Eddington & Co., iron founders,
of Glasgow, have failed. Liabilities, \$250,-
000.

The Southern Lumber Company of At-
lanta, Georgia, is in the hands of a receiver.
Liabilities \$125,000.

A deficit of \$2,000,000 is reported in the
Haytian treasury department, and a com-
mission has been appointed to investigate.

The Wilkin Manufacturing Company,
makers of sawmills and general milling
machinery, at Milwaukee, has assigned.
The assignee's bond has been fixed at
\$100,000.

The American Wheel Company, having
works throughout Indiana, Ohio, Michi-
gan and other States, has failed. The
assets are \$4,100,000; liabilities, \$1,800,000.
A receiver has been appointed.

Liverpool is to have the first elevated
railroad in England. It is to be run par-
allel with the road along the docks for 6½
miles, with a station at every half-mile or
less. Electricity will be the motive power.

The metal of the future in marine archi-
tecture is announced as aluminum, potti-
cally described to be "in strength and
lightness as superior to steel as Hercules
was to the earthborn Antæus." The cost
of production is less than that of steel, and
it is estimated that a vessel thus construc-
ted would cross the Atlantic in five days,
or with the improved termini contemplated
on both sides and with an electric motor,
the voyage would be accomplished in four
days, almost creating such a geographical
revolution as to transform England into a
peninsular.

The Septennial Benevolent Society in
Toronto will be immediately "wound up."

German merchants, who a few months
ago made advances to Russian ryegrowers,
will suffer heavy losses.

Three million Canadian eggs have just
been received at Liverpool, and they are
said to be superior to any imported.

London dispatch: Trade returns from
China treaty ports for the quarter, ending
with the close of June, show an increase of
10 per cent. over those for the correspond-
ing in 1900.

The lumber manufacturers of the North-
west held a convention in Minneapolis,
Sept. 1st, to consider a general advance in
lumber prices. There was a general desire
for the meeting from dealers, and higher
prices may be looked for.

At the morning session of the Montreal
stock exchange, last Thursday, there was
a regular boom in Canadian Pacific stock,
which advanced to 86, the highest point it
has reached in this market. Over 900
shares changed hands at 85½ to 86, and the
demand still continues. The boom is
attributed to favorable crop reports from
the Northwest.

So great is the demand for silver dimes
in the United States that they are turned
out now at the rate of 100,000 a day. No
less than \$3,176,476 in silver dimes have
been struck off in the past three years.
For this purpose, all the uncurrent silver
coin is being reworked, notably the silver
half-dollar, which is a clumsy pocket-piece
and very unpopular. The novelty banks
which the dime savings institutions are
sending out is supposed to be answerable
for the sudden demand. The three mints
of Philadelphia, New Orleans and San
Francisco are kept busy supplying the
wants of the people in this line.

It is reported that Russia will build
twelve more 10,000-ton ironclads for the
Baltic.

The Quebec Worsted Company, pursuant
to a resolution adopted by the shareholders
last month, have been dissolved.

Bad crop prospects are reported in Bur-
mah, owing to drought. Cotton is a com-
plete failure in many districts.

A Russian paper announces that the
government will confiscate all grain in-
tended for export which contains more
than 8 per cent. of rye.

London shopkeepers are the rivals of
the tradesmen in smaller towns, thanks to
the parcel post. "The provincial woman
need not even go to London to have the
first garment fitted unless they choose, for
a woman competent to take measurements
will be sent to them on application, and
after that all they have to do is to write
out their wishes to have them fulfilled.
The cost does not average any higher than
that of patronizing their own townsmen,
and they have the feeling of knowing that
nobody knows what they paid for the gar-
ment, or anything else about it except
what they choose to tell."

There was recently published by the
French ministry of finance an interesting
pamphlet in relation to the cost of the
world's postage, which gives some very
significant figures. The total cost of the
postal service the world over is very little
less than \$500,000,000. Of all nations, the
United States is the most liberal patron of
the post office, with an annual expenditure
of \$68,000,000. Germany ranks second,
spending \$50,000,000; but this also includes
the telegraph service, accounts not being
available for the separation of the two
services. Great Britain spends \$49,000,000
for postal and telegraph service, and
France about \$28,000,000.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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VICTORIA, TUESDAY, SEPT. 1, 1891.

MINERS' MISUNDERSTANDINGS.

The union miners at Nanaimo—and they all claim to be union men there—have difficulties among themselves. And the cause is the five per cent. assessment that has been levied upon them for the past sixteen or seventeen months for the purpose of maintaining the Wellington "strikers." These people, according to the report of the Financial Secretary of the Miners and Mine Laborers' Protective Association of the Island of Vancouver, have been receiving \$32 per month for married men; \$25 for single; \$12.50 for half members or boys who were working in the pits, and \$3.50 for each child. The strikers have not, it would thus appear, been doing so badly after all; at any rate they have been receiving at least as much as would keep body and soul together without suffering, and more than that many of them possess their own ranches or small holdings, at which they have been able to grow many things for their own consumption. Under these circumstances, it was not to be wondered at that from 70 to 100 able bodied miners should have been prepared to hold the fort for this extended length of time. If a principle is worth anything at all it is worth contending for, particularly since its maintenance, as in this case, has not involved absolute and entire loss. Then, too, Mr. Tully Boyce, the leader of the miners' movement has, it is stated, been getting upwards of \$100 a month in wages and Union allowances, since, whether he worked in the pits or not, he has had his wages made up to that sum out of the Union funds, while he has been allowed liberal travelling and other expenses for visiting San Francisco and other places on business connected with the Association. Other officials of the Union have also, it is said, received moneys for services rendered. This, it is understood, is the ordinary way in which strikes are successfully maintained.

Another fact is that during the month of July Mr. Robins, the manager of the Vancouver Coal Company, entered into an agreement with representatives of the Protective Association to employ only those who are its members, to dismiss no member except for cause; the Association on its part binding its members not to strike except for cause, and not to interfere with the company in employing or discharging employees. The parties having made the arrangement in good faith, each considered itself and the others bound to carry out the undertaking. For

some time there has been a growing disinclination upon the part of some of the actual working miners to pay their five per cent. assessment, it being felt that as work was almost as active as ever at Wellington, and, that, despite the boycott, there was a demand for more coal than the Wellington pits could supply, the strike was virtually over, and that any further contention was useless. Between two and three hundred of the Nanaimo men who had regularly met the demands upon them recently determined to pay no longer, and their names were sent up to the manager of the mines in order to be discharged, as not being members of the Association. Accordingly, a few days ago, some forty or fifty of them were posted at the pits' head for discharge this month, the manager of the mines distinctly, it is said, explaining, since that was done, that he did not discharge the men, but that, not having carried out the rules of the Union, they had discharged themselves. The men who had been thus marked out naturally got excited, and a small deputation waited on the manager of the Nanaimo Company, who said there was nothing for him to do but to carry out the agreement. On Saturday, a mass meeting of miners, called by the dissentients, was held at the Green, Nanaimo. It was attended by a considerable number of men, although loyal members of the Union had been officially warned to keep away. The speakers all strongly declared themselves to be Unionists, and spoke of those to whom they were opposed as "the other faction." A resolution was unanimously adopted that they would pay the assessments no longer. After this had been done, there was a considerable amount of discussion, marked by very great moderation, two miners, manifestly representing the officers of the Union, informing the meeting that it was their own fault if the affairs of the Union had not been conducted as they wished. It was their duty, they said, to attend the meetings, and indicate by their voices and votes what they desired, and there can be no doubt but there was considerable force in this. It was further pointed out that the policy of capital was to divide and conquer, on account of which differences ought to be healed, one of the speakers, though he could not make any promises, pledging himself to do his utmost with the officers to secure a settlement and a speedy end to the continuance of the assessment.

But here, and at several previous portions of the meeting, was made the announcement that the men who had been reported for discharge had, until they strongly objected, been paying the assessments regularly, while there were hundreds who had never paid a dollar of assessment, who were left undisturbed; those who were up for discharge being honest, thrifty men, who were among the best of citizens. In accordance with the suggestions of the men who were supposed to have spoken for the Union, a committee from the meeting was appointed to meet a similar committee, which it was supposed the Union would appoint with a view to an adjustment of matters and the restoration of perfect harmony. Mr. Robins was also to be asked to suspend all discharges for the present.

This, as far as we can gather, is a plain, unvarnished statement of the case. There are in no way involved any labor and capital controversies. Mr. Robins is carrying out, no doubt at the expense of much misinterpretation, what as a straightforward business man he was bound to do, the whole trouble being within the Protective Association itself outside of which, as a circular of Mr. Keith stated, the business of the Union ought not to go. But having gone outside, it has, as a matter of course, become subject for discussion.

TRADE WITH THE EMPIRE.

The Toronto *Empire*, commenting upon British trade prospects, says, that it was no wonder the English papers take a rather gloomy view of the matter when they saw the returns for July. Certainly the official statistics, which have now been received in this country, are not reassuring. In July, the exports were £21,945,150, against £24,321,350 in July, 1890, and £22,124,500 in July, 1889. The imports also show a steady decrease. The commerce of Great Britain for the seven months of the present year is also greatly below that of the previous year, and there are reasons to fear that the rest of 1891 will not recover lost ground.

The decreases are heaviest in the exports of manufactures, an indication that the artisans are suffering from the present state of affairs. Take the case of tin plates, for example, the prices for which have not dropped, notwithstanding the enormous falling off of the American demand, the export for July being 4,000 tons, against 37,000 tons in July, 1890. The reason why English prices keep up is on account of the wholesale stoppage of work, so that the loss has come entirely out of the pockets of the tin plate workers. It is upon conditions of this kind that the policy of the United Empire Trade League is based, and those who maintain that England will never give up her free import system, forget that the votes of the workmen are a potent factor in the result.

So far as Canada is concerned, the *Empire* continues, it should not be forgotten, in this connection, that her trade with the Empire is nearly half of her total commerce and more than her trade with any other single nation. Taking the figures for last year, we find that Canada's aggregate trade with the United States was, in round numbers, \$92,800,000; her aggregate trade with the Empire was \$97,550,000, and this has been constantly expanding, having climbed up nearly \$10,000,000 since 1878. Analyzing this trade with the Empire, its chief elements are found to be as follows:

CANADA'S AGGREGATE TRADE.

With Great Britain.....	\$91,743,935
.. British West Indies.....	2,710,913
.. Newfoundland.....	1,635,378
.. Australasia.....	696,103
.. British Guiana.....	405,228
.. British East Indies.....	191,994
.. British Africa.....	30,390
.. Other British possessions.....	67,773

\$97,551,094

With the comparatively recent establishment of better steamship communication to the West Indies, and the prospect of similar connection with Australia, there is reason to look for steady growth in the volume of this commerce with the Empire.

PROVINCIAL RIGHTS.

A well known gentleman, while in conversation with the writer, referred to the admirable speech recently made by Col. Prior in the House of Commons, in which he signally vindicated the claims of Victoria and the Province of British Columbia to more liberal treatment in the way of Dominion appropriations. He referred to the contemptuous references formerly made by Upper Canada members of the House of Commons to the Provincial calves who were always sucking at the great milch cow, Ontario. "I think," he said, "that men of that class will do well to remember that, taking her altogether, ours is the most prosperous province in the entire confederation, although our great sealing industry has been paralyzed, and the salmon pack is by no means a large one." And the gentleman was right. Let some of the figures cited in the speech of the member for Victoria speak. What do we find? The exports from British Columbia of lumber in 1886 amounted to \$191,448. In 1890, they rose to \$325,881. The exports of fish in 1886 amounted to \$643,052; and for the year ending 30th June, 1890, \$2,374,717. Our whole exports of coal in 1886 amounted to \$973,195, and in 1890 to \$2,375,770. The duty collected in the Victoria custom house for the year ending June, 1891, amounted to \$923,078.94; the duties collected from Customs in the whole of British Columbia amounted to \$1,357,305.15; the goods that passed through the hands of the Victoria merchants paying over 70 per cent. of the amount of Customs levied in that province. Besides this, the Inland Revenue collected \$149,712 in British Columbia during that period. The total revenue collected in British Columbia, a province with only a small population, was \$1,614,017. The exports for the year ending June 30th, 1890, from the city of Victoria, amounted to \$3,143,280; while the imports for home consumption during the same period amounted to \$3,215,550. The exports for the whole of British Columbia during the same period, were \$5,763,467; and the imports for home consumption for the whole of British Columbia, \$4,387,486. Thus Victoria did 54 per cent. of the export trade, and 75 per cent. of the import trade. As the total exports of British Columbia in the year 1890 were \$2,953,616, and the total exports for the year ending 30th June, 1890, were \$5,763,467, the exports from British Columbia in four years have risen 56 per cent. The total tonnage entering the port of Victoria for the year ending June, 1890, of sea-going vessels, was 662,217 tons, and of coasting vessels 627,504 tons, making a total of 1,289,721 tons. On 30th June, 1890, there were deposited in the Government savings banks of Victoria \$1,155,158, and in the chartered banks on that date there was deposited by the people, outside of the Government deposits, \$2,788,271. The post office revenue of Victoria has risen from \$23,756 in 1887 to \$33,543 in the year ending 30th June, 1891.

These figures speak with an eloquence that is all their own, and requires none of the arts of oratory to give effect to, although the speech from which the following is an extract cannot fall

to have increased the interest in a subject which Col. Prior treated in so masterly a manner:

"British Columbia is a Province possessed of boundless and varied resources, resources so great, that members from the Province are almost afraid to tell the truth for fear of being looked upon as grossly exaggerating the facts. Let the Government grant Railway subsidies where they are really needed, let them erect public buildings where needed, let them spend money on public works where they are needed, let them protect our manufacturers, farmers and artisans, and within the next few years we will see British Columbia such a hive of industry and populated by such a happy, prosperous and contented people as to have not their equal on the continent."

The members for Victoria and the other sections of the Province who have so well presented its claims ought to be treated with more liberality than the Government has yet deigned to extend to them. It is to the advantage of the entire Dominion that the resources of this Province be developed and its interests built up and encouraged. We have, in some sense, shown what we are, and only want the means and the opportunity to demonstrate what we can do.

VANCOUVER'S CUSTOM HOUSE.

It must be said that we sympathize with the demands which the port of Vancouver is making for better customs accommodation. It is idle to suppose that the export and import business of a growing city like Vancouver can be "cribbed, cabined and confined" within their present limits. They are entirely too small, and if Collector Bowell is to be expected to do his duty well—he does it faithfully enough—he must have much better facilities. How, it may be asked, can it be possible for that official and his assistants to have everything in apple-pie order or do their work properly when they have no room in which to do it? The idea that they can do so is preposterous, and the Department and the Minister of Public Works should at once set matters under way, so that the Terminal City may have adequate offices, and at the same time a building worthy of the city. Victoria is by no means as well supplied in this respect as she might be; but if that be her condition, how much more deserving is that of the sister city which is but entering upon a career of extension and prosperity whose limit it is impossible to discover!

A FEDERATION OF EMPLOYERS.

There has recently been formed at San Francisco what is known as a "Federation of Employers," which is regarded by parties of the other part as a throwing down of the gauntlet to labor. However, the "Board of Manufacturers and Employers" distinctly disclaim any design to injure or oppress their employes, and declare that they will not initiate any trouble of any kind. They say, as do the trades unions, that if any trouble comes, it will have to be started by the other side. There is no reason why organization on each side should not be beneficial to all concerned. If it be good for the employes, it should be equally good for the employers, and it may tend to regulate competition and keep it within due limits. If it accomplish this, much will be gained, for undue and un-

reasonable competition benefits nobody, not even the consumer. There is, naturally and inevitably, an antagonism between capital and labor, between employer and employee, but it need be only that antagonism which exists between the man who has something to sell and the man who wants to buy.

Labor is the stock in trade of the workingman which his employer desires to purchase. The employee wants to sell it as dearly as possible, the employer wants to buy it as cheaply as possible; and that is all there is at the bottom of the much-discussed conflict between capital and labor. This condition of things affords no excuse for the bitter scenes which have often occurred when labor and capital have been arrayed against each other. It is impossible to conceive of any question that can arise or be built up from such a foundation that might not be settled by mutual concessions and compromise, or, as a last resort, by arbitration. The trouble has been that each side, when it has secured a temporary advantage, has been intoxicated with power and carried away by the idea of its own importance.

THE PROVINCIAL EXHIBITION.

The Agricultural Exhibition which is to open at the grounds near the Victoria Driving Park on the 29th of this month, and to continue the four succeeding days, ought to be a very great success. The prize list is a liberal one, and the different sections comprised in it cover almost everything which it can be imagined are capable of being shown here. Exhibition week is going to be a great one, and intending exhibitors as well as visitors should make their arrangements for this the biggest thing of the kind that the Province has seen.

THE CROFTERS.

In the opinion of Michael Davitt, the land selected in the San Juan Valley for the Crofter settlement is not fitted for the colony which is about to be established there under the joint auspices of the Imperial and British Columbia Governments. It is, he says, a splendid place for the sportsman and gentleman. The rivers abound with fish, and the woods are full of game; but the land is "very heavily timbered, and these Crofters will require support from the government for three or four years while the land is being cleared." Mr. Davitt is manifestly under the impression that the San Juan settlers are to be agriculturists, as are the Crofter Colonists in the Canadian Northwest. These settlements are to be primarily fishing settlements, and there is every reason to anticipate that the commercial syndicate, whose Commissioners are now in British Columbia, will, in conjunction with the Provincial Government, furnish the first batches of Crofters sufficient work in connection with the fisheries on that part of the coast to maintain them in comfort while the settlements are being gradually made ready for the larger contingents to follow from the Old Country. The Commissioners are understood to be in the San Juan and after they have seen how the land lies, will be better able to answer Mr. Davitt and to indicate a possible scheme. Such is their object.

PREFERENTIAL TRADE.

A political economist of some repute in the east writes THE COMMERCIAL JOURNAL as follows :

"Your political economy is correct, more particularly on the unrestricted reciprocity question. To this matter I have given considerable attention for a number of years, and I cannot find one political economist of any standing at all advocating such policy. Absolute free trade I understand, protection I can grasp, but how any two countries producing surpluses of the same materials can exchange those surpluses advantageously is, I must confess, beyond my ken. It is nonsense of a sublime and mystical kind, advocated only by men who have been trying to understand political economy and failed. Our true and best market is England. She requires everything we can produce, and she will pay the best price for these productions, and she also produces these materials which we require at the lowest prices. The whole question resolves itself into the correct principle of buying in the cheapest market and selling in the dearest. These principles are correct and not born of yesterday, and when an individual or a nation deviates from correct principles, he or it will surely suffer.

"I am glad to see that you rather favor the ideas promulgated by the United Empire Trade League, which is on the basis of preferential trade with the Colonies. The opponents of this scheme argue that England will never put a tax on breadstuffs, or, in other words, never abandon free trade. Reading the 'Life and Times of John Bright' and also extracts from the speeches of Richard Cobden, I find that free trade is a highly protective measure from an English standpoint. It was adopted by the manufacturers of England to get breadstuffs cheaply, so that artisans could live and produce cheaply, and thereby their wares would control the markets of the world. But in adopting free trade the landed interest of England was sacrificed. Since 1816 the landed interests of England have lost two thousand million pounds sterling. But now the manufacturers of England see that no matter how cheaply they can produce hostile tariffs can prevent them controlling the market, consequently the artisans say, if we cannot sell our wares in foreign countries, whose produce we accept freely, we can at least put a duty on foreign produce and admit colonial produce free, thereby securing the colonial markets for our manufacturers and our own market for the colonies and our own farmers. As before intimated, free trade had only the support of the manufacturers and artisans, but preferential trade will have the support of the manufacturers and farmers as well; consequently it will not be nearly so difficult to carry it as it was free trade. In fact, from present indications, it will only be a short time until it is a burning question in England."

TRADE DISCRIMINATION.

While there is in Canada a conspiracy struggling into existence the object of which is to injure the Dominion and estrange the people of England from us;

while we have the misfortune to have amongst us men who for a paltry pittance would sell their birthright as Englishmen and in order to relieve them from a condition of chronic impecuniosity advocate a discrimination against British manufacturers, it is very gratifying to find that there are others who are working in an opposite direction with a view of benefitting the country and strengthening the cords which exist between mother and daughter. Under the beneficial influences of Confederation, says the *Shareholder*, Canada has within a few short years shown that she is more than a name, having realized that the extension of her export trade means more than the mere finding of a market for her surplus products. It means an interchange of commodities. The United States would extend to us reciprocal free trade and would even be glad to have us unite under one government that we might realize to its full the meaning of the word absorption. At the same time, however, a movement is on foot in England, having for its object the consolidation on a solely trade basis of the different portions of the British Empire based on preferential duties amongst them against foreign countries. This movement has given birth to the United Empire Trade League which differs very materially from the Imperial League, inasmuch as its operations and objects apply wholly and solely to matters of trade. Colonel Howard Vincent, M. P. for Sheffield, England, has come to Canada for the purpose of obtaining evidence that Canadians will cooperate in such object. The people of Montreal have already heard him, and he will be listened to with pleasure in other places. He explained in a pleasing, straightforward, business-like manner the objects of the League, which were business, not politics. While a large number of Canadians are not disposed to go the length of Imperial Federationists and would hesitate before making a change in our political status, when it comes to mere matter of business, the question of extending our markets and enlarging our commerce, the sentiments which must prevail are not difficult to arrive at. If the United Empire Trade League will foster our trade with the mother country and with her other colonies; if it will lead to the imposition of a discriminating duty upon the produce of foreign countries, so that we can compete with them on equal terms, all things considered; if it will tend to the investment within our borders of the large amounts of British money now waiting for profitable investment and thus tend greatly to swell the numbers of our operatives and consumers, it would not be wise to oppose it. But while we may be anxious to obtain it we must not shut our eyes to the fact that the British people have sentiments too, which must be overcome, and that before success can be achieved by the League much, very much, has to be accomplished. In the meantime Colonel Vincent will have an opportunity of feeling the pulse of the Canadian people on the subject, and when the time for action comes, he will no doubt find that the Canadian people are fully alive to the importance of their business interests and ready at all times to forward them as much as possible. His visit will do good, both here and at home.

BUYERS AND SELLERS.

No merchant ever grew rich or prosperous by cutting under competitors. No one house can centre the trade of any given section of the country.

A dealer should undertake to keep himself well posted as to his competitor's prices, and should so manage that his own will average as low, if not a little lower.

It is not a difficult matter for a seller to learn the standing and responsibility of his customers, providing he is a man who understands his business.

There are always two arguments that affect buyers—that you will sell them for less, or that you will sell them as low and treat them better than their present house. The last argument is the best one.

We all prefer to trade with a man who is thoroughly posted; and when one sees a merchant or clerk searching after marks, we are led to think that selling is not his business, and to fear that he may ask us more than the article is worth.—*Herald of Trade*.

The Northern Pacific directors have declared a regular quarterly dividend of 1 per cent. on preferred stock.

Harvey & Co's big furniture factory in St. John's Nfld., has been totally destroyed by fire. Loss \$28,000, only half covered by insurance.

The firm of Moresburg & Co., of Trieste, have failed, with liabilities of \$2,500,000. The Paris Rothschilds are creditors to the extent of \$1,000,000.

The people of Peru are in a lamentable condition and are absolutely starving. Food is bringing fatulous prices, potatoes selling at \$12 for 100 lbs.

A company is being formed at Kingston, which will establish works for the grinding of mineral paints and phosphates. The capital stock will amount to \$50,000.

The firm of E. D. Swett & Co., St. John, N. B., is in financial difficulties. The debts due in St. John are not large and the loss to local creditors will not be very great.

The Cookshire Machine Works Company is applying for letters patent of incorporation for the purpose of manufacturing machinery and foundry work and ordinary trading. The capital stock will be \$30,000.

The Bell Organ and Piano Company, (Limited), have declared an interim half-yearly dividend of 4 per cent. This is a tangible evidence of the prosperity of the business.

The following traders in Montreal have assigned: Alexander Fisher, plumber, owing \$1,600; J. B. Hutchins & Co., whitewear, liabilities, \$5,000; R. J. McNally & Co., proprietors of the New York Hotel, liabilities, \$15,000.

Two new steamships, built expressly for the Canadian trade, left Liverpool last week on their first voyage to Montreal. Their names are, "Labrador" and "Numidian." The Labrador belongs to the Dominion line, and is one of the largest steamships that has sailed to the St. Lawrence. The Numidian is an Allan boat.

BUSINESS PROSPECTS.

It is many years since the crop prospects of Canada were as bright as they are today, and we regret to say that trade generally is not what our merchants had been led to expect as a result of the crop boom. The notes maturing on the fourth of the month caused a great deal of disappointment to some of our large wholesale men who only received a fifth to one-eighth of the total amount of their paper maturing in cash; but this they account for by the fact that farmers are so busy in the fields that they have had no time to realize on their crops and attend to the liquidation of their debts to storekeepers. This more especially refers to Ontario, but no doubt also to the province of Quebec to a certain extent. Complaints, therefore, concerning the large proportion of renewals that have been granted during the present month by some of our largest wholesale concerns should disappear after this, as the crops in Ontario being exceptionally early, a sufficient portion of them should be marketed during the latter part of this month and September, to enable the farmers to pay off a large amount of their indebtedness. But it should be borne in mind, however, that as a class, farmers are the slowest liquidators of any community in the country. They cannot, however, plead poor crops this year in extenuation of their dilatory payments, although they may want to hold on to their grain and speculate with it although it actually belongs to the storekeeper. It is to be hoped, nevertheless, that farmers will take into account the long time storekeepers have been carrying them, and make an effort to pay off these old debts, instead of availing themselves of the competition which exists between traders as they have done in former years, by informing the storekeepers that if they push them, they will take their custom away and give it to their neighbors. It is a great pity trade should be in that unfortunate condition, that farmers can avail themselves of it in order to stave off their indebtedness.—*Montreal Trade Bulletin.*

GENERAL MEETING OF C. P. R. DIRECTORS.

The adjourned general meeting of the shareholders of the Canadian Pacific Railway was held on August 24, at the office of the company, at Montreal. The shares represented amounted to 329,075, out of a total of 690,000 shares. W. C. Van Horne, president and general manager of the company, occupied the chair, and the other shareholders present were: Lord Mount Stephen and Lord Elphinstone, of England; Charles Drinkwater, secretary of the company; R. B. Angus, T. G. Shaughnessy, of Montreal; Geo. Kirkpatrick, of Kingston; Arnold McInnis, of Hamilton; G. R. Harris, of Boston; E. B. Osler, of Toronto; W. D. Matthews, of Toronto; Gen. Geo. Thomas, of New York; and Sanford Fleming, of Ottawa. The first business before the meeting was the proposal on the part of the Canadian Pacific Railway to take over the Lake Temiscamingue Colonization Railway. Lord Mount Stephen moved a resolution authorizing the Canadian Pacific to take over the road on the terms of agreement. The resolution was seconded

by Sanford Fleming and carried unanimously. The chairman then reported that arrangements for taking over the Calgary and Edmonton Railway were not yet completed, and it was decided to hold another meeting on October 12th, to bring the matter before the company. This completed the business before the adjourned meeting, and a special meeting of the company was called to obtain authorization to act upon the provisions of the act passed by the Dominion House to amend the Canadian Pacific Railway Act of 1880.

BUYER AND SELLER.

Perhaps in no department of trade is there unity of opinion, says the *Canadian Trade Review*, regarding the relative merits and worth of the commercial buyer and seller. It is a point upon which it is probable that there will always be differences of opinion. To A. T. Stewart, the American merchant prince, is credited the statement that a salesman is not very hard to find; that, if not readily found, it would be easy to train one; but that a buyer—is like the poet, born, not made. Yet even this experienced judgment can hardly be said to apply in all cases. It may be that the buyer is of supreme importance in his own department, but his relations to the public and even to the trade, are limited. We agree with a contemporary in its statement that the buyer of raw material for the manufacturer is not generally known outside of a comparatively small circle handling raw products. Even the buyer for the jobber, or purchasing agent as he is more generally termed, operates within a comparatively small circle of manufacturers or importers, although his dealings are of immense magnitude, larger by far than those of any salesman of like experience and standing. He is a factor in the market, yet in a limited sense and not as the purchaser who is himself a seller that directs and deals directly with the consumer. Necessarily, buyers are not so numerous as salesmen and for that reason alone are not so well known through all the ramifications of trade and commerce down to the consumer. Yet no one would underrate the importance of the seller to the trade at large nor deny that the successful salesman has acquired an art of as great value to himself and his employer as the buyer could possibly attain. To the student of human nature the salesman is a greater and more interesting study than the buyer, and this is true whether the art of selling is represented by the man behind the counter, in the store, or by the commercial traveller whose life is spent on the road. The successful salesman must himself be a student of human nature and a close observer of persons especially, the better to enable him to deal with his customer. Patience, caution and determination are also elements in the make up of a good salesman. It is difficult to realize the tax to which these characteristics are often subjected, especially the trait of patience. Customers are naturally unsympathetic, and sometimes imagine it a special privilege to exact for themselves more than ordinary deference. But the salesman must take no umbrage—nor could a buyer, under like circumstances—that's what he is there for, to sell, if he can, but,

at all events, not to antagonize the customer. The latter is especially true in retailing, and the storekeeper, who is his own salesman, finds it especially incumbent on him to restrain himself, as so many have learned by unpleasant experience.

COMMERCIAL LAW.

PARTNERSHIPS, CORPORATIONS AND COMPANIES.

A corporation is a fictitious person, created by special authority and endowed by that authority with a capacity to acquire rights and incur obligations, as a means to the end for the attainment of which the corporation is created. A corporation, it is true, consists of a number of individuals, but the rights and obligations of these individuals are not the rights and obligations of the fictitious person composed of those individuals; nor are the rights and obligations of the body corporate exercisable by or enforceable against the individual members thereof, either jointly or separately, but only collectively, as one fictitious whole.

With partnerships, the case is otherwise; the members of these do not form a collective whole, distinct from the individuals composing it; nor are they collectively endowed with any capacity of acquiring rights or incurring obligations. The rights and liabilities of a partnership are the rights and liabilities of the partners, and are enforceable by and against them individually.

The fundamental distinction between partnerships and unincorporated companies is, that a partnership consists of a few individuals known to each other, bound together by ties of friendship and mutual confidence, and, who, therefore, are not at liberty without the consent of all to retire from the firm and substitute other persons in their places; whilst a company consists of a large number of individuals not necessarily nor indeed usually acquainted with each other at all, so that it is a matter of comparative indifference whether changes amongst them are effected or not. Nearly all the differences which exist between ordinary partnerships and unincorporated companies, will be found traceable to the above distinction. Indeed, it may be said that the law of unincorporated companies is composed of little else than the law of partnership modified and adapted to the wants of a large and fluctuating number of members.

Incorporated companies are societies consisting, usually, of many persons having transferable shares in a common fund, but incorporated by act of Parliament. They are not pure partnerships, for their members are recognized as an aggregate body; nor are they pure corporations, for their members are more or less liable to contribute to the debts of the collective whole. Incorporated companies are intermediate between corporations known to the common law and ordinary partnerships, and partake of the nature of both; and the law relating to these companies depends as well on the principles which govern ordinary partnerships, as on those which are applicable to corporations strictly so-called.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1890-91.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Hr bark	Wanlock	745	Cooper	Sept 17	Victoria	London	11,000		Feb 27
Hr ship	Titania	879	Nortman	Nov 19	A Westminster	London	34,647		May 21
Hr bark	Mennock	787	Robertson	Dec 18	Victoria	Liverpool	30,892		May 17
Hr bark	Brodick Bay	733	Wakeman	Dec 22	Victoria	London	32,000		May 7
Hr ship	Melville Island	1129	Hitchie	Jan 19	B Tacoma	London	42,138		June 17
Am ship	Henry Villard	1553	Perkins	Feb 3	Victoria	London	65,318		June 17
Hr bark	Irvine	653	Jones	April 29	Victoria	Liverpool	28,311		
Hr ship	Serica	913	Smythe		Victoria	London			
Hr bark	Callao	978	James		Victoria	Liverpool			

A-Sailed from Victoria Nov. 21. B-Sailed from Port Townsend Jan. 19.

BRITISH COLUMBIA LUMBER FLEET 1891.

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	RATE.	ARRIVED.
Hr ship	Stamboul	1248	Weston	Jan 3	Vancouver	Callao	960,300	\$ 9,600	50s	April 2
Chil bark	India	933	Funk	Feb 1	Moodyville	Valparaiso	751,396	8,348	65s	April 20
Hr bark	Ninevah	1174	Broadfoot	Feb 28	Vancouver	Sydney	855,352	9,355	owners ac	April 21
Hr bark	Formosa	915	Kahn	Mar 21	Vancouver	Arica	744,000	6,000	55s	July 5
Am bkt	Catherine Sudden	328	Thompson	Mar 31	Moodyville	Tientsin	427,539	5,177	77s	6d
Am ship	Geo F Manson	1333	Crack	May 14	Moodyville	Sydney	868,154	9,752	55s	Aug 3
Brs	Eton	1746	Newcomb	May 29	Moodyville	Newcastle	1,765,714	15,811	Private	June 17
Am sch	Oleg	478	Atwood	June 3	Moodyville	Shanghai	534,153	5,990	65s	
Am sch	Golden Shore	961	Henderson	June 3	Moodyville	Sydney	791,658	8,063	55s	Aug 4
Hr ship	Forest King	1692	Morris	June 3	Vancouver	Callao	1,224,846	14,224	47s	
Am ship	Exporter	1312	Kezer	June 7	Vancouver	Melbourne	827,132	8,802	65s	
Am bark	Spartan	749	Anderson	June 11	Vancouver	Melbourne	562,000	5,276	60s	
Am bark	Hesper	691	Sodergren	July 4	Moodyville	Shanghai	688,544	8,365	62s	6d
Swed bark	Svea	603	Afzelius	July 5	Vancouver	Callao	438,913	4,769	47s	6d
Am ship	Great Admiral	1437	Rowell	July 18	Vancouver	Melbourne	919,586	8,716	65s	9d
Chil bark	Luisa Maria	715	Meyer	July 19	Westminster	Sydney	554,780		62s	6d
Chil bark	Leonor	801	Harken	July 22	Westminster	Melbourne	628,000		60s	
Nor bark	Borghild	757	Haugeland	July 25	Vancouver	Melbourne	564,556	6,000	65s	
Ger bark	Duke of Abercorn	1076	McDougall	July 29	Vancouver	Adelaide	688,393	8,213	62s	6d
Ger bark	Cassandra	1233	Stehr	July 31	Vancouver	Iquiqui	545,619	6,917	47s	6d
Hr ship	Leandra W.	729	S B Satory	Aug 6	Moodyville	Melbourne	763,447	8,430	60s	
Chil bark	Antioquia	925	Stark	Aug 8	Moodyville	Valparaiso	643,244	6,931	owners ac	
Hr bark	Ordovic	825	Anslyn	Aug 9	Vancouver	Callao	613,300	6,564	50s	
Chil ship	Hindostan	1543	Welsh	Aug 14	Moodyville	Valparaiso	1,200,419	11,829	owners ac	
Nor bark	H B Cann	1229	Footo	Aug 24	Moodyville	Sydney	1,041,172	12,214	50s	
Nor bark	Saga	1113	Oftedahl		Moodyville	Australia			owners ac	
Nor bark	Lotos	718	Salvesen		Vancouver	Melbourne			65s	
Per bark	Pisagua	380	Bendenito		Moodyville	Pisagua			owners ac	

A-Also 300,900 laths. B-Composed of 45,000 feet telegraph poles, 410,000 feet rough lumber, 151,000 feet flooring, and 108,000 feet ties. C-Composed of 387,871 feet rough lumber, 31,068 feet dressed lumber, and 87 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 1,141,291 feet rough, 90,500 feet t & g flooring, 21,000 feet box shooks, 15,000 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-47,639 feet is on deck. K-Of which 78,615 feet is on deck; also 11,925 feet pickets and 2,094 bundles laths. L-Also 3,116 bundles laths. M-Also 1,633 bundles laths and 463 bundles pickets; deck load 72,052 feet. N-Also 90,411 feet dressed, 2,488 bundles pickets and 1,134 bundles laths. O-Comprising 182,638 feet t & g flooring. P-Also 2,500 bundles laths and 8,679 bundles pickets, deck load 76,879 feet. Q-Also 139,161 t & g flooring, 1,429 bundles laths and 47 spars, deck load 11,942 feet. R-Composed of 484,986 feet rough and 128,304 feet flooring; deck load 53,729 feet rough. S-Also 2,601 bundles laths, deck load 106,197 feet. T-Also 2,138 bundles staves and 1,131 bundles laths.

SHIPPING INTELLIGENCE.

The bark City of Carlisle from Liverpool June 13 for Victoria, was spoken July 15, lat. 11 N. long. 25 W.

The Morayshire arrived at New Westminster Aug. 27 from Vancouver to discharge balance of cargo at Bell-Irving & Paterson's wharf.

The bark Lotos, 718 tons, is being loaded at the Hastings mill. She was reported as being on the way to Moodyville but was rechartered at Port Townsend.

The bark Newsboy, 559 tons, Capt. Jas. A. Grant, arrived at New Westminster Aug 25, under charter to load a cargo of lumber for Australia at 62s. 6d. She is being loaded at the Brunnette Saw mills.

The Norwegian steamer Herman Wedel Jarlsberg, 1,958 tons, Capt. Hague, is reported as chartered to load lumber at Moodyville for Port Pirie. Terms private. She arrived at San Francisco Aug. 20 from Yokohama.

The Canadian Pacific steamship Empress of Japan arrived at Victoria Aug. 29, having made the voyage from Yokohama in 10 days 13 hours, beating all previous records. She has a good passenger list, 34 sacks of mail, one parcel package and a full cargo, composed principally of the new season's crop of tea, the greater part of which is being hurried by special trains to the eastern markets.

FOREIGN COAL SHIPMENTS.

The following are the shipmen's for the week ending August 29th:

Date.	Vessel and Destination.	Tons.
22	Wanderer, ss, Port Townsend.	31
25	J. C. Brittain, ss, Whatcom.	208
26	Louis Walsh, shp, Wilmington, California.	2,227
27	Gov. Ames, schr., San Francisco	2,800
28	Occident, ss, Blaine, Wash.	23
28	J. B. Brown, shp, Wilmington, California.	2,540
29	Umatilla, ss, San Francisco.	700
	Total	8,543

THE COAL FLEET.

(Nanaimo, August 29th, 1891.)

NEW V. C. CO'S SHIPPING.

Am. ship America, 1,952 tons, Capt. Harding, loading for San Pedro.

Nic. bark Bundaleer, 921 tons, Capt. Williams, loading Northfield coal.

Am. ship Wachusett, 1,519 tons, Capt. Arey, loading for San Pedro.

WELLINGTON SHIPPING.

Am. ship J. C. Potter, 1,182 tons, Capt. Meyer, loading.

Am. bark Enoch Talbot, 1,104 tons, Capt. Rhodes, loading.

Nic. SS. Montserrat, 849 tons, Capt. Blackburn, loading.

Br. SS. Taichow, 826 tons, Capt. Unsworth, loading for San Francisco.

The Norwegian bark Flora, 766 tons, Capt. Anderson, from Newcastle, N.S.W., May 13, arrived at San Pedro Aug. 17. She was chartered, prior to arrival, for lumber from Vancouver to Melbourne, for P. P. at 62s. 6d.

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	Lebu	726	Worrall	April 20	A London	Victoria	R. P. Rihet & Co. (Limited)	134
Br bark	Wanlock	745	Cooper	May 12	B London	Victoria	Turner, Beeton & Co.	113
Br bark	City of Carlisle	823	Kendall	June 13	C Liverpool	Victoria	R. P. Rihet & Co. (Limited)	80
Br ship	Titanfa	879	T W Selby	July 18	D London	B. C. Ports	H. B. Co. and Bell-Irving & Paterson	47
Br bark	Glenbervio	800	Groundwater	August 19	E London	Victoria	R. P. Rihet & Co. (Limited)	13
Br bark	Empress of China	3003	A Tillett	July 15	F Liverpool	Vancouver	Canadian Pacific Railway Company	48
Br bark	Lizzie Bell	1036	Adam		F Liverpool	Victoria	R. P. Rihet & Co. (Limited)	
Br ship	Rothesay Bay	750	Partridge	April 30	G Glasgow	Westminster		134
Br bark	Noddleburn	1053	Hall	May 18	H Glasgow	Westminster	D. McMillivray	106
Br bark	Argyleshire	1208	LePage		I Glasgow	Victoria		
Br bark	Hawthornbank	1288	Porter	August 3	J Java	Vancouver	British Columbia Sugar Refinery	29
Br bark	Eton	1746	Newcomb		K	Moodyville	Moodyville Sawmill Company	
Chal bark	Indha	933	Funke		L Valparaiso	Moodyville	Moodyville Sawmill Company	
Ger bark	Katinka	816	Kohler	May 13	M Rio Janeiro	Moodyville	Moodyville Sawmill Company	
Nor bark	Flora	766	Anderson		N San Pedro	Vancouver	Hastings Sawmill	111
Ger ship	Ellice	1240	Holt		O San Diego	Vancouver	Hastings Sawmill	
Am bark	Colorado	1036	Gibson	July 25	P New York	Chemalnux	Victoria Lumber and Manufacturing Co	30
Br bark	Hounslow	1729	Norman		Q Iquiqui	Nanaimo		
Am ship	Benjamin Sewell	1361	Sewell	August 15	R Yokohama	Vancouver	Canadian Pacific Railway Company	17
Am ship	Hecla	1475	Cotton		S Kobe	Vancouver	Canadian Pacific Railway Company	
Br bark	Batavia	1628	Hill	August 20	T Hong Kong	Victoria	F. C. Davidge & Co.	12
Nor ship	H W Jursberg	1958	Hague		Q San Francisco	Moodyville	Moodyville Sawmill Company	

A—Chartered to load salmon for U. K. by R. P. Rihet & Co. (Ltd). B—Passed Dover May 13, passed Portland May 15, spoken May 17, lat. 47 N., long. 7 W., June 9 N. lat., long. 27 W.; will be loaded at Victoria by Turner, Beeton & Co. for U. K. C—Spoken July 15 lat. 11 N., long. 25 W. D—Chartered by Bell-Irving & Paterson to load salmon at Fraser River. July 20, passed Torquay. E—Arrived Hong Kong August 22. F—August loading. G—Chartered for salmon to U. K., direct port, 43s 6d. H—Supplier for Westminster water works; spoken May 23, lat. 49 N., long. 10 W.; May 29, lat. 31 N., long. 15 W. I—On berth. J—Cargo of sugar. K—September loading for Geo. Wills & Co., Australia. L—To load a return cargo to Valparaiso on owners' account. M—Chartered for Melbourne, A. or P. P., rate 62s 6d, option Sydney 52s 6d. N—Via to load for Melbourne, A. or P. P., rate 62s 6d. O—To load lumber for Melbourne, A. or P. P.; rate 65s, option U. K. 70s. P—Cargo of blacksmiths' coal for San Francisco, thence to load lumber. Q—To load for Port Pirie. Terms private.

CENSUS OF CANADA.

OTTAWA, Aug. 26.—A summary of the census of Canada was laid before Parliament, to-night. Following is an abstract of the result of the population of Canada by Provinces:

Eastern Maritime.

Nova Scotia	450,523
New Brunswick	321,294
Prince Edward Island	109,068
Total	880,906

St. Lawrence.

Quebec	1,488,586
Ontario	2,112,969
Total	3,601,575

Western.

Manitoba	154,442
Assinabola, Saskatchewan and Alberta	61,457
British Columbia	92,767
Unorganized	32,169
Total	340,835

Total population.....1,823,344

The figures, although they show vigorous life in the population of Canada, do not come up to expectation. The percentage of increase in the population of Canada from '71 to '81 was 17.31; from '81 to '91 the percentage increase was 11.52. The Maritime provinces have remained nearly stationary in population. The ratio of increase in the provinces of Quebec and Ontario has been nearly the same. In the Western provinces the percentages have been very large, but have not equalled the estimates.

The comparison of the increases and decreases, as between cities and towns, was not furnished Parliament, but it is understood the cities and towns show a very large comparative increase in the same way as do the United States and the United Kingdom.

The population, however, of the leading

cities of British Columbia is given as follows:

Victoria	16,849
Vancouver	13,685
New Westminster	6,641
Nanaimo	4,585

The population of the five British Columbia electoral districts are as follows:

Westminster	34,000
Victoria	18,538
Vancouver	18,229
Yale	12,000
Cariboo	10,000

Owing to all the returns not being in, the two latter are approximate.

According to the readjustment clauses of the B. N. A. Act, Manitoba alone is entitled to increased representation. She will secure two more members. If Ontario had six thousand more population she would secure one more representative.

The question has been debated whether Nova Scotia and New Brunswick will lose representatives. The basis of representation is 26,900, which gives New Brunswick only 14 members and Nova Scotia 20, New Brunswick losing two and Nova Scotia one. The point turns altogether on the correct reading of sub-section 4, section 51 of the North American Act.

The urban population of Canada shows an increase of 377,917 souls, equal to 38.2 per cent. Cities and towns over 5,000 had increased 40.8 per cent. Towns over 3,000, 40.9 per cent. Villages over 1,500, 22.2 per cent. The rural population largely decreased. Notably the city increases referred to in the bulletin are Winnipeg, 2.21 per cent.; Westminster, 3.42 per cent.; Toronto, 8.94 per cent. If the annexation territory were disregarded in Toronto's case, her increase would be 108.6 per cent. a marvellous showing. Attention is drawn to Vancouver's growth, from nothing to

13,685. There is but one instance of a similar growth in the United States, viz., Roanoke, in Virginia. The population of the 20 leading cities is as follows:

Montreal	216,050
Toronto	181,220
Quebec	83,000
Hamilton	48,980
Ottawa	44,154
St. John	38,179
Halifax	36,556
London	31,977
Winnipeg	25,642
Kingston	19,264
Victoria	16,849
Vancouver	13,685
St. Henri	13,415
Brantford	12,753
Charlottetown	11,574
Hull	11,265
Guelph	10,580
St. Thomas	10,670
Sherbrooke	10,110

FREIGHTS.

Lumber freights are weak, and in the absence of recent transactions, quotations are merely nominal. From Burrard Inlet or Puget Sound to Sydney, 45s to 47s 6d; Melbourne, Adelaide or Port Pirie, 55s to 57s 6d. Owners are not falling in with these rates, and have been able to find other business for their vessels at more remunerative figures. Grain freights are firm, with a strong upward tendency. From San Francisco, 50s for iron vessels and 45 for wooden for orders for United Kingdom, Havre or Antwerp, is quoted. A number of vessels due at coast ports within the next two months, which were considered available for lumber, have been fixed for wheat. This is a result of the recent activity in the grain market. Coal freights: Nanaimo or Departure Bay to San Francisco, \$2.50; to San Diego and San Pedro, \$2.50 to \$2.75.



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and Preserves

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Prizes.*

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Belting, Brass Goods, Globe Valves, Packing, Rubber Hose, Safety Valves,
Steam Fittings, Rubber Valves, Signal Lamps, Black and Galvanized
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NOTICE.

The Committee of Lloyd's beg to call the at-
tention of merchants to the fact that in all
cases when they may have to make claims for
loss or average on their Policies, it would very
much facilitate a settlement by their Under-
writers if they would instruct their consignees,
in the absence of special provision in the Policy,
to call in Lloyd's Agent at the port of arrival,
with a view to his conducting the necessary
surveys and assessing the damage sustained.
It is believed that a clause, insisting on the
employment of surveyors appointed by Under-
writers, has been inserted in the policies of most
American and Continental Marine Insurance
Companies. While English Underwriters do
not make this measure compulsory, consignees
should be aware that claims will probably be
settled in this country with greater readiness
if they are properly supported by the certifi-
cates of a Lloyd's Agent.
LLOYD'S, London, February, 1891.

Esquimalt & Nanaimo R'y

TIME TABLE NO. 13.
To take effect at 8.00 a.m. on Saturday,
May 9th, 1890. Trains run on Pacific Standard Time.

GOING SOUTH HEAD UP	No. 1 Passenger Daily	No. 3 Passenger Saturdays Mondays	STATIONS	No. 4 Passenger Saturdays Mondays	No. 2 Passenger Daily	GOING NORTH HEAD DOWN	
						Victoria	Victoria
Ar 12.21	Ar 12.21	Ar 12.21	VICTORIA	De 8.00	De 8.00	De 8.00	De 8.00
" " " "	" " " "	" " " "	RUSSELL'S Vic. W.	" 8.01	" 8.01	" 8.01	" 8.01
" " " "	" " " "	" " " "	ESQUIMALT	" 8.14	" 8.14	" 8.14	" 8.14
" " " "	" " " "	" " " "	GOLDSTREAM	" 8.39	" 8.39	" 8.39	" 8.39
" " " "	" " " "	" " " "	SHAWNIGAN L.E.	" 9.34	" 9.34	" 9.34	" 9.34
" " " "	" " " "	" " " "	COBBLE HILL	" 9.57	" 9.57	" 9.57	" 9.57
" " " "	" " " "	" " " "	MCPHERSON'S	" 10.07	" 10.07	" 10.07	" 10.07
" " " "	" " " "	" " " "	KOKSHIAH	" 10.12	" 10.12	" 10.12	" 10.12
" " " "	" " " "	" " " "	DUNCAN'S	" 10.22	" 10.22	" 10.22	" 10.22
" " " "	" " " "	" " " "	SOMVENOS	" 10.48	" 10.48	" 10.48	" 10.48
" " " "	" " " "	" " " "	CHEMAMINUS	Ar 11.50	Ar 11.50	Ar 11.50	Ar 11.50
" " " "	" " " "	" " " "	NANAIMO	De 11.59	De 11.59	De 11.59	De 11.59
" " " "	" " " "	" " " "	WELLINGTON	Ar 12.14 P.M.	Ar 12.14 P.M.	Ar 12.14 P.M.	Ar 12.14 P.M.

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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Head Office and Wharf, Vancouver, B.C.

Vancouver and Nanaimo Daily.

SS. CUTCH Leaves C. P. R. Wharf at 1:00 p. m., returning from Nanaimo at 7 a. m. Cargo received at Union S.S. Co's wharf, Vancouver, until noon.

TOURISTS' TICKETS

Are issued for round trip from Vancouver and return via Nanaimo, Esquimalt & Nanaimo Railway to Victoria, and return by E. & N. Ry. C. P. N. Co's steamers from Victoria to Vancouver. Fare, Round Trip, \$6.00.

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Small steamers and scows always available for excursion, towing and freighting business. Ample storage accommodation on Co's wharf. Contracts taken. All particulars on application to office.

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William Webster, Manager.

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CANADIAN PACIFIC
NAVIGATION CO.

(LIMITED.)

TIME TABLE No. 14.

Taking effect June 23, 1891.

Fraser River Route.

Leave Victoria for New Westminster, Ladner's Landing and Lulu Island, Sunday at 23 o'clock; Wednesday and Friday at 7 o'clock. Sunday's steamer connects at New Westminster with C.P.R. train going east. For Plumper Pass Wednesday and Friday at 7 o'clock. For Moresby Island Friday at 7 o'clock.

Leave New Westminster for Victoria, Monday at 13 o'clock; Thursday and Saturday at 7 o'clock. For Plumper Pass Saturday at 7 o'clock. For Chilliwack and Way Landings, Tuesday, Thursday and Saturday at 7 o'clock.

Burrard Inlet Route.

Leave Victoria for Vancouver daily, except Monday, at 2 o'clock, a.m. For Moodyville, Saturday at 2 o'clock. Steamers "Premier" and "Eastern Oregon," for all Sound ports, connect daily at New Whatcom with train leaving Vancouver at 9 o'clock.

Leave Vancouver for Victoria daily, except Monday, at 13 o'clock, or on arrival of C.P.R. No. 1 train.

Northern Route.

Steamships of this Company leave for Fort Simpson and intermediate ports on the 1st and 15th of each month. When sufficient inducements offer, trips will be extended to Queen Charlotte Islands.

Barclay Sound Route.

Steamer Maude leaves for Alberni, Ecolo Celulel, and Sound ports, the 27th of each month.

Bute Inlet Route.

Steamer Rainbow leaves every alternate Friday for New Westminster, Burrard Inlet, Nanaimo and Logging Camps, extending trips to Bute Inlet when inducements offer.

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G. A. CARLETON, General Agent.

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(ESTABLISHED 1858.)

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Puget Sound and Alaska Steamship Co

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. 3:30 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.

6:00 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. " Fairhaven " 7:30 a.m.
6:15 a.m. " Sehome " 6:30 a.m.
4:30 a.m. Ar 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. " Muckelto " 10:45 p.m.
12:00 p.m. " Marysville " 9:30 a.m.
2:00 p.m. " Lowell " 8:00 a.m.
3:00 p.m. Ar Snohomish " 7:00 a.m.

STEAMER EDITH.

Pt Townsend Mail Route.

11:00 p.m. Lv Seattle Ar. 5:00 p.m.
12:30 a.m. " Kingston Lv. 12:30 p.m.
12:30 a.m. Lv Pt Madison " 4:10 p.m.
3:00 a.m. " Pt Gamble " 1:00 p.m.
4:00 a.m. " Pt Ludlow " 12:00 p.m.
6:00 a.m. Ar Pt Townsend " 10:00 a.m.

For further information apply to

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G. F. & P. A., Tacoma, Wash.
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(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL.

(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

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THE "SOUTH FIELD" COAL

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THE "NEW WELLINGTON" COAL,

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

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