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VOL. I.

VICTORIA, B. C., TUESDAY, JANUARY 5, 1892.

No. 43

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

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

LATEST STYLES,
NEWEST PATTERNS.
Come and See Our Assortment.

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IMPORTERS OF

IRON AND STEEL,

HARDWARE,
AGRICULTURAL IMPLEMENTS,
Wagons and Buggies,
LOGGERS AND CANNERIES SUPPLIED.

The Leading House in B. C.

ENQUIRIES SOLICITED.

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WHOLESALE GROCERS
JUST RECEIVED.

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

RAISINS. CURRANTS. SULTANAS.
VALENCIAS.

PEACHES. APRICOTS. PRUNES.
NECTARINES.

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

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

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WHOLESALE

Crockery, Glassware,
Lamp Goods, Etc.
VANCOUVER, B. C.

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Special attention to mail orders.

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Wholesale Importers—
— and Shipping Agents.

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BELL-IRVING & PATERSON
VANCOUVER

SHIPPING AGENTS

Wholesale & Commission Merchants.

AGENTS FOR THE

Anglo-British Columbia Packing
Company, Limited.

North China (Marine) Insurance
Company, Limited.

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

BANK OF BRITISH COLUMBIA

Incorporated By Royal Charter, 1862.

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

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Branches at

San Francisco, Cal.; Portland, Or.;
Victoria, B.C.; New Westminster, B.C.
Vancouver, B.C.; Kamloops, B.C.;
Seattle, Washington, Nanaimo, B.C.;
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Agents and Correspondents:

IN CANADA—The Bank of Montreal and
branches, Canadian Bank of Commerce, Im-
perial Bank of Canada, Molsons Bank, Com-
mercial Bank of Manitoba and Bank of Nova
Scotia.Correspondents throughout the United
Kingdom and in India, China, Japan, Australia
and South America.UNITED STATES—Agents Bank of Montreal,
59 Wall Street, New York; Bank of Montreal,
Chicago.Telegraphic transfers and remittances to and
from all points can be made, through this bank
at current rates.Collections carefully attended to and every
description of banking business transacted.

THE BANK OF

BRITISH NORTH AMERICA.

Incorporated by Royal Charter.

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

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COURT OF DIRECTORS:

J. H. Brodie, E. A. Hoare
John James Cater, H. J. B. Kendall,
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Henry R. Farrer, Frederic Lubbock,
Richard H. Glyn, George D. Whatman.
Secretary, A. G. Wallis.HEAD OFFICE IN CANADA—St. James St.,
Montreal.R. R. GHINDLEY, General Manager.
E. STANGER, Inspector.

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

Agents in the United States.

New York—H. Stikeman and F. Brown-
field, Agents.SAN FRANCISCO—W. Lawson and J. C.
Welsh, Agents.Have facilities for collection and exchange in
all parts of the world.**BANK OF MONTREAL.**

ESTABLISHED IN 1817.

INCORPORATED BY ACT OF PARLIAMENT.

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

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

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

E. S. CLOUSTON, General Manager.

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Almonte, O. Hamilton, O. Quebec, Q.

Belleville, O. Kingston, O. Regina, Ass'n

Brantford, O. Lindsay, O. Sarnia, O.

Brockville, O. London, O. Stratford, O.

Calgary, N.W.T. Moncton, N.B. St. John, N.B.

Chatham, N.B. New Westmin. St. Mary's, O.

Chatham, N.B. ster, B.C. Toronto, O.

Cornwall, O. Ottawa, O. Vancouver, B.C.

Godorich, O. Perth, O. Victoria, B.C.

Guelfh, O. Peterboro, O. Wallaceburg, O.

Halifax, N.S. Pictou, O. Winnipeg, Man.

AGENTS IN GREAT BRITAIN—London, Bank
of Montreal, 22 Abchurch Lane, E. C.; C. Ash-
worth, Manager. London Committee—Robert
Gillespie, Esq., Peter Redpath, Esq.AGENTS IN THE UNITED STATES—New York,
Walter Watson and Alex. Lang, 59 Wall
street. Chicago, Bank of Montreal, W. Munro,
Manager; E. M. Shadbolt, Assistant Manager.Buy and sell Sterling Exchange and Cable
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(ESTABLISHED 1873.)

BANKERS,

Government Street, Victoria, B. C.

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

DRAFTS, ORDERS, TELEGRAPH TRANS-
FERS and LETTERS of CREDIT issued direct
on over 10,000 Cities in the United States, Can-
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COLLECTIONS made at every point.

GOLD DUST purchased at highest market
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AGENTS FOR

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CASEMENT & GREERY
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A General Banking business transacted.

Drafts issued on all points in Canada.

Dealers in Foreign and Domestic exchange

Money loaned on Notes, Real Estate,

Chattel Mortgages and all kinds

Of Negotiable Securities. Interest allowed

On time Deposits

Bankers: Bank of British Columbia.

OFFICE: COR. CAMBIE & CORDOVA STS.,

VANCOUVER.

+ FOR +

Real Estate, Insurance,

Exchange, Mortgages,

Stocks and Shares,

—GO TO—

A. W. MORE & CO.,

TURNER BLOCK, DOUGLAS STREET

VICTORIA, B. C.

HALL, COEPEL & CO.,

AGENTS:

The Liverpool & London & Globe
Fire Insurance Co.

The California (Marine) Insurance Co.

The Traveler's Life & Accident
Insurance Co.

—:O:—

Risks taken at Moderate Rates and Losses
settled promptly and Liberally.**Findlay, Durham & Brodie****COMMISSION MERCHANTS**

AGENTS FOR

The Northern Fire Assurance Company
of London,The British and Foreign Marine Insur-
ance Company of Liverpool,The Royal Mail Steam Packet Com-
pany of London,The British Columbia Canning Com-
pany (Limited) of London.

CANNERIES:

Deas Island, Fraser River,
Naas River Fishery,Windsor Cannery, Skeena River,
Rivers Inlet Cannery,Victoria Cannery,) Rivers Inlet.
Victoria Saw Mills,)

—O—

London Office:
43 to 6 Threadneedle Street.**ROBERT WARD & CO.,**

VICTORIA, B. C.,

Merchants & Importers,Represented in London by H. J. Gardiner & Co.,
Gresham Buildings, E. C.ROYAL SWEDISH AND NORWEGIAN
CONSULATE.Execute Indents for every description of
British and Foreign Merchandise,
Lumber, Timber, Spars,
Fish and other products
of British Columbia.**SHIPPING AND INSURANCE AGENTS.**

CHARTERS EFFECTED.

GENERAL AGENTS:

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

SOLE AGENTS:

Curtis' & Harvey's Sporting and Blasting Powder.
Joseph Kirkman & Son's Gold Medal, Inven-
tions Exhibition, 1885, Pianofortes.J. & W. Stuart's Patent Double-Knotted Mesh
Fishing Nets, Twines, Etc.Importers of Havana Cigars, Oilmen's Stores,
Tin Plates, Portland Cement, Etc.Agents for the following brands of British
Columbia Salmon:Ewen & Co., "Lion"; Bon Accord Fishery Co.,
"Consuls"; A. J. McLellan's "Express."**NOTICE OF REMOVAL.****H. CARMICHAEL & CO.**

VICTORIA,

Financial and Real Estate**BROKERS,**

Have removed from 52 Government St.

—TO—

32 GOVERNMENT STREET

OFFICE OF THE

BRITISH COLUMBIA**PAPER MANUFACTURING COY.**

THOMAS EARLE,
IMPORTER
 -AND-
Wholesale Grocer.

AGENT FOR
 ALERT BAY CANNING CO.
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Pioneer Steam Coffee and
 Spice Mills.
 WHARF ST., VICTORIA,

P. F. RICHARDSON,
 IMPORTER

-AND-
MANUFACTURERS'
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42 YATES ST., VICTORIA.

CAMPBELL & ANDERSON,

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

Catalogues and prices sent on application.
 Special attention paid to Interior orders.
 116 Columbia Street, New Westminster.

VICTORIA STEAM BAKERY.

M. R. SMITH & CO.,
 WHOLESALE AND RETAIL
CRACKER BAKERS,
 VICTORIA, - - B. C.

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

T.B. PEARSON & CO

Manufacturers of Clothing,
 OVERALLS, : SHIRTS, : &c.
 Salesroom and Factory:
 YATES ST., NEAR ORIENTAL HOTEL,
 VICTORIA, - . B.C

NICHOLLES & RENOUF
 -DEALERS IN-
**HARDWARE, BAR IRON, FARM
 AND MILL MACHINERY
 MINING SUPPLIES.**

Coach, Car & House Painters Supplies
 S. E. COR. YATES AND BROAD STS.
 TELEPHONE 82. P. O. BOX. 80.

VICTORIA. - B. C.

REPRESENTED BY
 Welch & Co., San Francisco.

A. J. Langley. T. M. Henderson
 J. N. Henderson.

LANCLEY & CO.,

ESTABLISHED 1858.

Wholesale Druggists

21 & 23 YATES STREET,

VICTORIA, B. C.

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

R. P. RITHET & CO.,
 (LIMITED.)

WHARF STREET, VICTORIA, B. C.

WHOLESALE * MERCHANTS.
 SHIPPING AND INSURANCE AGENTS.

AGENTS FOR

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

Moodyville Saw Mill Co., of Burrard Inlet.

SALMON CANNERY AGENCIES.

FRASER RIVER:

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

NORTHERN AND SKEENA RIVER:

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

Giant Powder Co., Works: Cadboro Bay, all grades of Giant Powder and Judson Powder manufactured and kept on hand.
 Columbia Flouring Mill Co. of Enderby.
 Pacific Coast Steamship Co's line of Steamers between Victoria and San Francisco

W. H. SOULE.

A. E. STEVENS.

ALEX. McDERMOTT

**BRITISH COLUMBIA
 PIONEER STEVEDORING CO., LTD.**

ESTABLISHED 1871.

Estimates Furnished for all Ports in B. C. Complete Appliances for all kinds of Stevedoring.
 Cash security given if required, and satisfaction guaranteed.
 P. O. Box 507. Cable: Soule.

Vancouver

British Columbia

TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.
Tuesday Morning, Jan. 5.

VICTORIA.

Many merchants have either already completed or are now stock taking, and although there have been complaints during the year about dullness of trade, it is confidently expected that business will show a decided improvement on that of the previous year when the books are balanced. There has been but little shrinking in prices during the year, and therefore stocks will generally figure up at full or quite near first values.

FRUITS AND VEGETABLES.

Very fair shipments of Japanese oranges have been received ex-Empress of India. They are generally in good condition, fully ripe, and meeting with the usual demand at 75c per box. Nearly all of the jobbers have stopped importing grapes, so that the season may be said to be over. The receipts of California oranges continue to increase by each steamer. There are no changes to note in prices.

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

GROCERIES AND PROVISIONS.

Business is quiet, and most of the houses are busy stock-taking, and it is expected that when the balances are made, a large increase over the business of 1890 will be shown.

The local butter market is steady and firm with a good demand.

Quotations are: Eastern creamery, 28½c per lb. for large and 29½c for small; Manitoba creamery, 30c; dairy, 23c; Eastern Townships, first quality, 26c.

The Montreal *Trade Bulletin* says: "A moderately fair movement of butter is reported during the week, about 2,700 p'ks having changed hands for export account, but said to be at 23½c to 24c for choice, late-made creamery, some earlier makes being reported at 22½c to 23c. Quite a number of Eastern Townships have also sold at 18c to 20c."

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

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

The Vancouver refinery has closed down

for a time, until present stocks are lowered. The Winnipeg market is now being supplied by the eastern refineries, which have been enabled by freight rates to cut prices below what the Vancouver refinery can afford to ship at. Vancouver granulated is still quoted at 5½c in bags or bbls., and Hong Kong, 5½c.

The local jobbers are now carrying full stocks of all the different kinds of jams put up in glass jars by Okel & Morris at the Victoria Preserving Factory, which include apricot, peach, plum, pear, apricot marmalade, etc. Quotations are 1½ lb. size, \$3 per dozen; 3 lb. size, \$5 per doz.

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

FLOUR AND FEED.

There are large quantities of oats being received from Manitoba points by local jobbers. There is a steady consumptive demand, but no especial features of interest, nor any change of jobbers' prices. The *Portland Commercial Review* says: "There is a fair call for flour for local purposes, and about the average quantity has been shipped to San Francisco. Receipts are light from both sections. Up the valley a few mills have temporarily suspended operations owing to high water."

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

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

RICE.

The Victoria Rice Mills quote wholesale:

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

LUMBER.

The bark Hesper, 664 tons, now at San Francisco, was chartered last week to load lumber for Shanghai, at 50s., by the Hastings Mill Co. The British ship Athlon, 1371 tons, Capt. Dexter, has completed her cargo for Adelaide, and will sail early in the week. It is composed of 866,430 feet rough lumber, 2,389 bbls of lath and 850

bbls of pickets, valued at \$8,265. The Norwegian ship Morning Light, 1,310 tons, Capt. Johansen, is still loading, and is not expected to finish for a couple of weeks. The Titania, loading for London, will also be on berth for some time yet. Quotations are as follows for cargo lots for foreign shipment, being the prices of the Pacific Pine Lumber Association: Rough merchantable, ordinary sizes, in lengths to 40 feet, inclusive, \$9 per M feet; rough deck plank, average length 35 feet, \$10; dressed flooring, \$17; pickets, \$9; laths, 4 feet, \$2.

For local trade, the Rock Bay Saw Mill quote:

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

The notice of intention of Vancouver to apply at the next session of the Legislature for amendments to and consolidation of the city charter has been advertised.

The sealing schooner Beatrice, belonging to Vancouver, will be the first of the British Columbia sealing fleet to start out for this year's operations. She was to leave for sea to-day.

In the mining line there is very little being done at Lillooet; however, better prospects are being looked forward to in the early spring. The weather is really nice and mild for this time of the year.

Mr. W. Hoyt will open business in part of the old premises recently vacated by Gordon & Raab, at the corner of Columbia and Blackie streets, New Westminster, under the name of the California Fruit Depot.

The *Inland Sentinel* says that Mr. E. H. Fletcher, Postoffice Inspector, will open a new postoffice at Abbotsford. He will institute a money order department at the Agassiz postoffice, and will open a postoffice at Nicomeki, on the line of the Great Northern Railway.

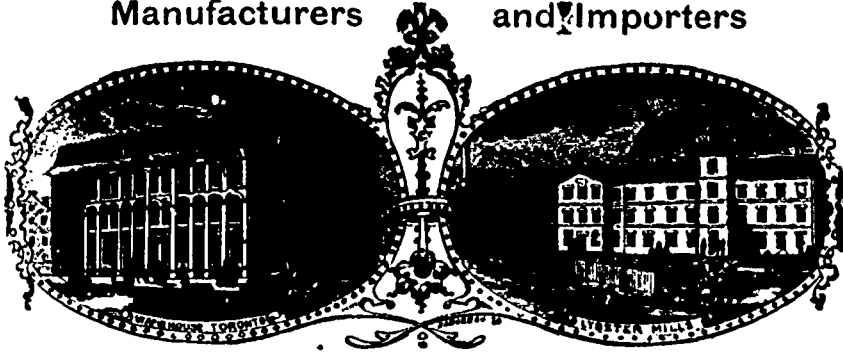
Some months ago, when McConkey & Co. began in the bakery business at Vancouver, they instituted a cut in the price of bread, and the price of the pound and a half loaf came down to 5 cents. That firm have given up business, and the bakers have mutually agreed to raise the price of bread to 16 loaves for \$1.

The steamer City of Nanaimo is now rapidly approaching completion, and it is expected that very shortly she will make her trial trip. The interior arrangements will soon be finished, and will be very handsome. The main saloon and ladies' cabin are beautifully painted in light colors, white predominating. The floor is nicely carpeted, and the curtains and upholstery in red give a most comfortable appearance. The dining-room is situated on the lower deck, and is in keeping with the rest of the boat, while forward on the saloon deck is the smoking-room, the woodwork here being grained in oak. The staterooms are large and airy, the beds fitted with wire spring mattresses, and the basins being porcelain-lined fixtures. Hot water radiators of neat design heat the saloons and dining-room, and everything is being done to make the vessel as comfortable and complete as possible.—*Colombian*.

GORDON, MACKAY & CO.

TORONTO.

Manufacturers and Importers



REPRESENTED BY R. S. NORTON, WINNIPEG.

BUSINESS CHANGES.

C. H. Bowes & Co., druggists, have dissolved partnership.

W. Bredemeyer, mining engineer, of Vancouver, has removed to Tacoma.

P. F. Emerson has bought out the hotel business of Wm. Brown at Vancouver.

Henry Short, guns and sporting goods, Victoria, has admitted his son into partnership.

Routledge & Co., real estate brokers, Victoria, have dissolved. R. E. Church withdrawing.

J. C. Leask and Wm. Barrand have opened in the tailoring business on Broad Street, near Fort.

A. Goldstein, clothing, Vancouver, has taken his brother Isaac into partnership, under the firm style of Goldstein Bros.

G. E. Hawes & Co., grocers, have assigned to W. J. Pendray and S. Leiser. The liabilities are said to be in excess of \$7,000, and assets will probably reach \$4,500. Spreading out with insufficient capital is the cause assigned for the failure.

NEW TELEGRAPH LINE.

Mr. J. Wilson, Western Superintendent of the C. P. R., received his appointment by telegraph on the 30th December from the Minister of Public Works as Government Superintendent of Telegraph Lines, accompanied by an order to him to immediately meet Mr. Gordon, M.P., and get the particulars of the tender for the Comox telegraph line and superintend its construction, says the *Colonist*. The contract for this new line has been let to Mr. H. McLaughlin, of New Westminster, who will start work at once. The contract calls for the use of the best material, including No. 6 heavy wire, and the line will run along a route 65 miles in width, taking the Comox trunk line from Nanaimo to Englishman's river, thence to Courtenay, and from thence to Comox. There is now a gap of about 18 miles between the two trunk roads that the Government are gradually extending from both main points, and along this a telegraph trail is to be built as construction progresses. The new line was urged in the House last session by Mr.

Gordon, on account of the fact of Comox being the last port of call for many steamers bound north, and on the estimates, at the end of the session, there was a clause warranting the expenditure for the improvement he advocated. The line will be operated by the C. P. R., all expenses being paid by the Government, who will collect all the receipts. The work of laying the wire will be commenced at once, and it is expected will be completed in June.

A RETAILER'S RESOLUTIONS FOR '02.

Will have a little clearing up after the holidays.

Will make a big effort to curtail credit-giving.

Will not be persuaded into buying goods that we are not really in need of.

Will not repeat an order for goods whose only merit was found to be cheapness.

Will not try and meet the reckless cutting of the rival over the way.

Will collect more promptly than I did before.

Will take stock at least twice a year and clear out shop-worn and slow goods.

Will be quite frank with creditors as to my position from time to time.

Will impress upon my clerks the importance of politeness to customers.

Will be considerate of my employees as to hours of work and wages.

Will not engage in outside speculation of any kind.

Will caution my salesmen against misrepresentation.

Will not try and do more trade than my capital justifies.

Will not go security for any one, nor endorse "accommodation" paper.

Will advertise in the local paper.

Will keep my stock adequately insured.

Will be well advised before joining any of the various assessment, co-operative, and so-called investment schemes that profess to give 2,000 dollars for ten, etc., etc.

Will live within my income.

Will read my trade paper diligently and keep track of new ideas.

PROVINCIAL TRADE NOTES.

The Kamloops Electric Light Co. (Limited) have now become fully organized, according to law, and have taken over the plant, composed of the power house and machinery, poles and wires, etc., from Mrs. A. L. Saucier, she retaining a considerable interest in the company.

The annual holiday number of the Kamloops *Sentinel* has been received. It is an excellent edition giving a full account of the mining and ranching operations of the interior of British Columbia during the year just closing, also a forecast of what the future is likely to produce.

The annual meeting of the Horticultural Society and Fruit Growers' Association of British Columbia will be held in the Board of Trade rooms, Vancouver, on Wednesday and Thursday, 13th and 14th January, 1892, commencing at 3 o'clock p.m. on Wednesday. Members and others having choice samples of fruit, or any un-named or misnamed varieties, are requested to exhibit same for examination or naming at the meeting. The best possible efforts will be made to answer, or obtain answers to, questions on fruit growing asked by members and others. The answers received to questions circulated throughout the province will be presented. Parties having received the question sheets will please fill in and return same.

EXPORTS.

Grain from San Francisco to British Columbia for 1891:

Wheat, cents.....	508	Value.....\$	842
Flour, bbls.	1,512	"	7,856
Barley, cents.....	197	"	291
Corn, "	1,122	"	1,782
Rye, "	60	"	103
Total.....			\$10,874

FAILURES IN 1891.

New York, Jan. 2.—Mercantile failures in Canada and Newfoundland for 1891, as reported to *Bradstreet's*, aggregated as follows:

Ontario—Failures, 1891, 843; 1890, 837; liabilities, 1891, \$5,371,000; 1890, \$5,657,000; assets, 1891, \$214,300; 1890, \$2,450,000.

Quebec—Failures, 1891, 680; 1890, 491; liabilities, 1891, \$7,538,000; 1890, \$4,027,000; assets, 1891, \$2,751,000; 1890, \$2,585,000.

New Brunswick—Failures, 1891, 93; 1890, 66; liabilities, 1891, \$509,000; 1890, \$108,000; assets, 1891, \$242,000; 1890, \$730,000.

Nova Scotia—Failures, 1891, 122; 1890, 114; liabilities, 1891, \$504,000; 1890, \$607,000; assets, 1891, \$310,000; 1890, \$358,000.

Prince Edward Island—Failures, 1891, 10; 1890, 7; liabilities, 1891, \$106,000; 1890, \$40,000; assets, 1891, \$73,000; 1890, \$23,000.

Newfoundland—Failures, 1891, 7; 1890, 6; liabilities, 1891, \$96,000; 1890, \$11,000; assets, 1891, \$50,000; 1890, \$90,000.

Manitoba—Failures, 1891, 51; 1890, 53; liabilities, 1891, \$340,000; 1890, \$565,000; assets, 1891, \$225,000; 1890, \$303,000.

Northwest—Failures, 1891, 17; 1890, 17; liabilities, 1891, \$159,000; 1890, \$158,000; assets, 1891, \$85,000; 1890, \$85,000.

British Columbia—Failures, 1891, 23; 1890, 35; liabilities, 1891, \$81,000; 1890, \$178,000; assets, 1891, \$55,000; 1890, \$101,000.

Total failures—1891, 1,846; 1890, 1,620; liabilities, 1891, \$14,884,000; 1890, \$12,481,000; assets, 1891, \$6,034,000; 1890, \$6,741,000.

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COMMERCIAL SUMMARY.

Hog cholera still exists in Frontenac.
The late Senator Plumb's estate is valued at \$1,000,000.
Russia has decided to support Franca in the Bulgarian affair.
Mr. T. H. Ismay, the lead of the White Star line of Atlantic steamers, is about to retire from active business.
United States imports last year decreased in value \$3,000,000, while the exports increased upwards of \$93,000,000.
Large meetings of the supporters and opponents of Sunday cars are being held in Toronto. The latter appear to be the most enthusiastic.
Canada's exports for the five months ending with November shows an increase amounting to \$5,946,49, while the imports decreased \$663,000.
The well known firm of Mills & McDougall, Montreal, dealers in tweeds, trimmings, woollens, etc., has been compelled to call a meeting of its creditors. The firm's liabilities will amount to about \$250,000 direct and indirect.
D. McAuley, an extensive fruit grower of Picton, has returned from Liverpool. He says the export of apples to England during the past season has resulted fairly profitable for shippers. Canadian apples have realized from three shillings to four shillings per barrel more than those from the United States, and are rapidly driving the latter from the market.

Jas. Leighton, builder, Toronto, has assigned with liabilities of \$61,000, and assets nominally \$20,000 in excess.
The residence of Mr. John A. McDonald, late M.P. for Victoria, C.B., was burned last week, and the inmates barely escaped with their lives.
Fire, Monday night at Buctouche, Kent county, N. B., destroyed the Union hotel and two residences. Loss about \$6,000, with small insurance.
Mr. Arthur Robinson, who was private secretary to the ex-Chief Commissioner of the Hudson Bay Company, Mr. Wrigley, and who is now located in Victoria, left for the east on Saturday evening, after spending several days with his friends here. Mr. Robinson will be back at his post on the Pacific inside of a month.—*Manitoba Free Press.*
Residents of Port Moody are complaining of the slop work done by the government and are protesting against the style of bridge which is being constructed by the government over the creek which empties into the inlet at the head of the bay. The piles have not been driven in by a pile driver, but dropped into holes dug in the mud. Having no grip in the earth, it is claimed by the Port Moody people these piles will be lifted up and carried away by the ice the first time it forms. They argue that the money spent on this structure will be simply thrown away, if a better method of building is not adopted, and that without loss of time. The people are anxious for the bridge, but want it built strongly.

Washouts on the Great Northern Railway have made the train service between Seattle and Westminster very irregular.
The conference of the Welsh coal miners in regard to the sliding scale of wages has resulted in nothing, and about 80,000 miners are now idle.
It is reported that the New Vancouver Coal Company has made a contract with a southern company for the shipment of 1,000 tons of coal per day.
The political unionists of Canada have decided to start a paper of their own, located either at London or Toronto. It will be quite pronounced in dealing with the matter of closer relationship between Canada and the States. A subscription paper has been circulated in Windsor and Essex county, during the present week, and has over seven hundred names attached to it.
The Montreal Star's cable says: The difficulty between Canada and Newfoundland has been engaging the earnest attention of Lord Knutsford and the Colonial Office, for the past few days. Lord Knutsford himself was a party to a written pledge given to Canada by the Newfoundland Government, when the Newfoundland bait act was awaiting the royal assent, that the act should not operate against Canadian fishermen, and fully realizes, therefore, the strength of Canada's present position if Newfoundland still refuses to listen to reason. It is suggested that the Imperial Parliament be asked to repeal the bait act, obtained under a pledge which is now being violated.

THE BRITISH COLUMBIA COMMERCIAL JOURNAL

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VICTORIA, TUESDAY, JAN. 5, 1892.

BUSINESS MEN IN PUBLIC LIFE.

At about this season of the year, people's fancy—not very lightly, either—is accustomed to turn to election matters. In some places it is for the purposes of municipal government that people select their representatives and, in other departments, too, a choice made of such as are eligible to be placed in positions of trust. Unfortunately, however, in many localities, as concerns municipal institutions particularly, enough store is not set upon them, and people are allowed to go in pretty much as they please, since, although there may be numerous candidates, the best men do not come out, for the reason that they do not set sufficient store upon the importance of business men attending to the affairs of their fellow citizens. It may be said that provided they have property qualifications almost any one will do, since they will not be likely to go far astray, they having financial interests at stake which they will not be disposed to imperil. This may be all very well as far as it goes; but on the one hand the municipal representative, even though he be adequately qualified from a property point of view, may, on the other hand, be disposed to be too narrow in his ideas, and therefore be indisposed to incur needed expenditures, because he fears that the incidence of taxation will be too heavy; while, on the other, his ideas may be far and away ahead of his times or of the views of those with whom he is associated. Still this latter, on this account, is no way unfitted for the post of a municipal politician.

What, however, above all in public affairs is absolutely required is more business men—who have not only material interests in bricks and mortar and town lots, but who are engaged in that active commercial life which keeps them and their resources in continuous circulation. They are, on this account, better fitted than any one else for this department of active public life. It may be said that it is always well to have real estate adequately represented, to have a lawyer on the Council board and possibly to have a contractor who knows something about how public works and improvements are carried on. So it may be, and doubtless is, but there is and has been such a thing as having too much of a good thing. Without reflecting upon any one, cannot it very properly be said that there have been to many people in the Council directly or indirectly interested in public contracts. It is, of course, as we

all know, against the law that such should be the case, and it requires considerable skill to hide the hand that is concerned in the manipulations; yet though Royal Commissioners may discover nothing—and there may really be nothing—as in all probability is the case here—still the public have a vague sort of suspicion or fear that all is not as it should be and that certain aldermen know more about things than actually appears on the surface. X

Upon the proper administration of public affairs, depends very much of the business life of a city, and it is to be hoped that capital and industry will both of them pay more attention to these things and demonstrate that though their books and ledgers and their workshops are, in their estimation, of very great importance, they do not render it impossible for them to pay some attention to those concerns in which the entire community is interested. Let Victoria, as well as other towns where municipal institutions obtain have at their disposal the very best material available; in such event everything will go smoother and the progress that is made will, in every respect, be more lasting.

LAST YEAR'S PROGRESS.

In another column are published a number of tables showing the progress that has been made in every way by the city of Victoria during the twelve months that ended last week, while the business of the Province has progressed in about the same proportion. To refer first to Victoria—the value of new buildings that were put up in the period referred to has been upwards of two million dollars, while the value of outside property brought under the control of the municipality is about \$7,000,000. The revenue from customs augmented from \$891,331.06 in 1890 to \$1,046,043.56 in 1891, an increase of \$155,298.60. The increase in exports was upwards of a million, the figures standing, 1891, \$3,333,820, and in 1890 \$2,254,404. The total value of imports was, in 1891, \$3,821,895, and in 1890 \$3,270,708, an increase of \$551,097. It will thus be seen that the value of exports is increasing in a greater proportion than our imports, the balance of trade against us being in a diminishing ratio.

Other interests are steadily growing, population is, besides additions from natural causes, becoming satisfactorily larger, and that of a class that is calculated to be a creditable and useful one. In the salmon packing business this has been an off year, while sealing, because of the understanding arrived at between Great Britain and the United States, has been seriously affected. Still, it is expected that next season's take will be the largest ever recorded.

New Westminster has progressed in a wonderful way, about \$200,000 more having been invested in new buildings than in any year previously, while important public works have added materially to the wealth and the conveniences of the place. The value of goods imported was considerably more than double that of 1890, the figures for last year being, imports, \$678,573; duty collected, \$150,300. The lumber mills have been busy, the number of ships entering the harbor has been considerably larger, the ship-building yards have been

overrun with work, while every other interest reports a very satisfactory year's business. The outlook for the year is regarded as brighter than ever.

The duties collected at the Vancouver custom house amounted to \$301,537.14, and the other revenue of the same office, \$65,908.57. The inland revenue collections reached \$77,450.74. The civic revenue of Nanaimo was \$22,000 against \$18,000 the previous year, and the coal output, all things considered, was very satisfactory. The total output of the Wellington colliery was 328,027 tons. The product at Southfield was 291,028 tons; No. 1 shaft, Nanaimo, 153,320 tons; No. 3 shaft, Nanaimo, 60,235 tons; and Northfield, 108,007 tons. At Comox, 130,917 tons were produced. The foreign shipments were: New Vancouver Coal Co., 377,561 tons; Wellington, 220,271 tons; East Wellington, 30,035 tons; and Union colliery, 94,090 tons.

ATLANTIC MAIL SERVICE.

The agitation is again being begun, probably in view of the early opening of the Dominion parliament, in behalf of a swifter Atlantic mail service. It is shown that with steamships of the same capacity, mails and passengers could be landed, say in Toronto, a day and a half shorter via Quebec or Halifax than via New York. Besides it is shown that on the longer route, viz. Europe to China and Japan, the distance via Quebec and Vancouver from Liverpool to Yokohama, is 1,234 miles shorter than from Liverpool to Yokohama by way of New York and San Francisco, in the proportion of 10,047 miles to 11,281 miles. This is an important consideration, and, it is held, should secure more attention on the subject than it has hitherto had. In fact, it would appear that both the Imperial and Dominion authorities should do more in this direction than they have so far undertaken.

U. S. CURRENCY HERE.

Among Canadian bankers, the question has been raised whether Canada ought not to reciprocate the American tax of ten per cent. on Canadian bank notes by a similar imposition on American bank notes, silver and silver certificates. A tax on American currency, equivalent to that on Canadian bank notes in the United States, should be well considered before it is ventured upon, and this will be at once apparent where so large an amount of American specie is current. On this subject, the *New York Commercial Bulletin* says: "Our silver currency is finding its way across the Canadian border in such large amounts that the Dominion banks are beginning to consider whether they shall not subject it to a discount more or less proportioned to its bullion value. The wonder is that such action has not been taken earlier, as a matter of sound banking principle, if for no other reason. The fact, however, that the United States silver dollar, held in Canada, is so near home, where it circulates at par, can hardly admit of any important discount from its face value. It can always be used in payment of debts of Canadians to persons in the United States, and a discount of 1 or 2 per cent. would always create a demand for it for that purpose."

STOCK-TAKING.

There can be little doubt that, with the majority of people in this city and province, the work of stock-taking will have been of a satisfactory character. Indeed, the year has been upon the whole a better one for British Columbia than for the sister provinces. There has been no monetary stringency, and the failure list has been small in the extreme. In view of all these agreeable circumstances, it would be well, and to the interests of all who are stock-taking or have completed their inventories, to bring their calculations down to bottom facts. Frequently in stock-taking, the desire is to know the very best and and to hide even from one's self everything that is not quite as it should be. Therefore, to guard against this, everything that can come on the other side of the account should be taken into the calculation—wear and tear, depreciation, doubtful debts, etc. These are all considerations that tell. It is always well for the merchant to admit to himself, if he does not to others, the bottom truths, and with this knowledge before him, he will pilot his business much more satisfactorily in the future.

EDITORIAL NOTES.

SIR GEORGE BADEN POWELL is likely to return to Washington almost immediately to assist in drawing up the report of the Behring Sea Commission to be submitted to the court of arbitration probably at the end of the present month.

THE new Government steamer Quadra has, it would appear, made a remarkably good passage from Great Britain, and may be expected here almost any day. She only took 76 days to San Francisco, instead of 90 as had been expected.

It was expected that the result of the investigation into the affairs of the New York Life would have been closed and its results made public by Christmas. In any case, the company has been pronounced financially sound, and the impatience of the curiosity hunters will have to wait.

A SWINDLING coal dealer in Montreal has recently been sent to gaol for three months, for giving his customers short weight. It was conclusively proven that his carts could not possibly carry the amount with which they were said to be loaded, so that the individual in question must have been a deliberate thief of the worst kind.

THE Dominion bank statement for November is of a very satisfactory character, considerable sums having been paid into the financial institutions, as ought to be the case at this time of the year, current loans and discounts having also been moderate in their amount. This indicates fair remittances on the part of customers. The money market is easy, and stocks are firm with considerable activity in some lines.

THE Omaha Bee reports the first annual beet sugar convention in that state, which

met in the capitol at Lincoln December 17th. The underlying motive was diversified industries for Nebraska, and the opinion was expressed by the chairman of the meeting, Hon. R. H. Oakley, president of the Lincoln Board of Trade, "that the culture of sugar beet and the manufacture of beet sugar" is, in a few years, "bound to become an important factor in the state's prosperity."

WHAT, it may be asked, is going to be done by the merchants of Victoria in bringing pressure to bear upon the Dominion authorities so as to secure an adequate mail service between Victoria and Port Simpson, the Queen Charlotte Islands and all the important points upon the route leading to the northern canneries? Mr. Earle, M.P., as an interested party, as well as public representative, will, it is to be hoped, pay special attention to this matter next session.

THE Detroit deep-water convention asks Congress to provide for a twenty-foot channel all the way from Detroit and Chicago to Buffalo, and it is also proposed to extend this waterway from Lake Erie or Ontario to the seaboard. Another project is to connect Lake Erie with the Ohio river. There is a reaction evidently in favor of canals now that railroads have been constructed. The canals and waterways proposed by the convention would carry enormous quantities of grain and other freights at very low cost, would reduce receipts of railroad companies, and be of great advantage in some respects.

IN view of misunderstandings that exist as to the provisions of the Bank Act of last session on the subject of balances held by banks in respect to which no transactions have taken place for five years, the Eastern papers are giving explanations. It was stated that such balances would be confiscated, which is not the case. However, what is demanded is that a statement of all amounts untouched for five years shall be sent to the Finance Minister, to be laid before Parliament, and the information thus be made public. In connection with this comes the information that already a number of Ontario banks have paid over to the owners balances in the banks' possession for years.

THE Chicago Railway Review says that "last year the Intercolonial Railway and Prince Edward Island trains covered 5,008,813 miles, and the earnings . . . reached \$3,173,769, both ends being operated by the Dominion Government. Thus the trains earned 65c per mile. In the same year the Canadian Pacific trains covered 11,189,498 miles and earned \$15,572,785. The latter trains therefore earned \$1.41 a mile, or more than twice as much as the Government trains. The average earnings of railways in Canada is \$3,000 per mile, but the Government roads earn only \$2,650. On the other hand, the average working expenses of Canadian roads are \$2,300 per mile, while the Government roads stand them in \$3,300 per mile."

THE London Times says:—"The Board of Trade returns for November are again

very unsatisfactory as regards the exports, but the total value of the imports is very large, being the highest ever reached in any one month. The figures are £43,861,000, which is in excess of the total of November, 1890, by 18.5 per cent. The total of the British exports is £18,791,000, a decrease of £2,234,604, or 10.6 per cent. Of the increase in imports as much as £3,610,432 is due to larger receipts of cereals, together with higher prices. The other important articles contributing to the total increase are raw cotton, which shows an increase of £761,651; jute, £153,088; sheep's wool, £221,395; and seeds, £540,775. It is noteworthy that in the imports a considerable number of articles are higher in price, but on the export side the reverse is the case.

WHETHER street cars will run on Sunday is a question which will be submitted to the electors of Toronto at the approaching municipal elections. Many fear that Sunday street cars would lead to other work being done on that day; it would be necessary to observe the distinction of what is authorized and what is not. The cars cannot run without authority; other industries have not authority to disregard the day of rest, and they must be kept to their duty, if they try to disregard it. If the rest of Sunday is to be broken in upon, the limits of the exception must be strictly guarded. In Victoria, we are being brought face to face with the question of whether the saloons shall be open or shut from Saturday night to Monday morning. The Provincial legislature has passed an enactment to this effect which was not resisted in its operation, Sunday; but, it is expected, it will be taken into court and contested as being *ultra vires* of the provincial authority.

FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending Jan. 2:

NEW VANCOUVER COAL CO. SHIPPING.

Date.	Vessel and Destination.	Tons.
27	Gen. Fairchild, bk., San Frisco	2,263
28	R. Holyoke, ss., Port Townsend	73
29	Oregon, bk., San Francisco	2,201
	Total	4,537

FREIGHTS.

In lumber freights, there is almost nothing doing and quotations are to a great extent nominal, as the owners of vessels decline to accept the rates offered. Quotations are as follows: From Burrard Inlet or Puget Sound to Sydney, 35s to 37s 6d; Melbourne, Adelaide or Port Pirie, 42s 6d to 45s; Valparaiso, 42s 6d; Cork for orders, 65s, Shanghai, 50s. For grain from San Francisco to the United Kingdom, the rate, after declining further to 22s 6d, has reacted slightly, and the last charter being made at 23s 9d. Coal freights are unchanged. Nanaimo or Departure Bay to San Francisco, \$2.25; from Puget Sound to San Francisco, \$2.00 per ton.

Allen McLean continues the grocery business of the firm of McLean & Morrison, New Westminster, which has been dissolved.

THE JEWS AND FAMINE IN RUSSIA.

The Israelites who are being robbed and driven across the border in Russia have probably as rich a sacred literature of denunciation and vengeance from which to derive assurance of the fate of their oppressors as anywhere exists. It is easy to imagine them brooding with gloomy satisfaction over the solemn passages in which the Hebrew poets, more than two thousand years ago, pictured the wrath that should overtake those who dealt ill with the chosen people of the Lord. "His own iniquities shall take the wicked himself, and he shall be holden with the cords of his sins," was one of the "Proverbs of Solomon, the son of David, King of Israel," to which the starving refugees within "the Pale" doubtless still attach the childlike and invincible faith of their strangely simple and still more strangely subtle race.

In the case of Russia, the wisdom, if not the inspiration, of Solomon has been justified with a swiftness that may well seem to the believers the evidence of the anger of the Lord.

Over a very great portion of the grain-producing region of Russia the Jews, and they alone, have furnished the money for seed, for the culture, for the gathering, and the moving of the crops. The tillers of the soil in Russia, from the largest landed proprietor to the peasants of the smallest community, have for more than a generation been hopelessly in debt, and to an extent that has compelled them to mortgage not merely their land, but the products of their lands for at least a year ahead. And it is to the Jew that they have been forced to apply for the means to continue their occupation. With the first signs (in the winter of 1890-91) of the approaching general attack upon their race, the Jewish capitalists began not merely to limit their advances, but to take steps to collect their dues and to put their property in such shape that it could be hidden and transported when the hour of flight or of exile approached.

Thus the area of tillage last year was distinctly diminished by the withdrawal of the means for securing seed and labor. —From the Point of View, in January Scribner.

STUDY YOUR OWN INTERESTS.

Have you wasted two dollars by subscribing for a trade paper and not reading it? If you have, it is reasonable to venture the assertion that you have lost many times the price of a year's subscription by not looking into it regularly. The most successful merchants in the country take time to read their trade papers even at the expense of postponing other important duties. These journals are not designed to entertain the merchant. Of course he hasn't time to go through a lot of miscellaneous matter for pleasure or curiosity. The trade paper comes to him more in the nature of a business letter than a newspaper. It is a summary of the markets to which it is devoted and not a trespasser as these who have not experienced its benefits suppose. The erroneous impression regarding trade papers many people seem to have is that they are published in the

interest of some house. The price lists of many jobbing houses which are sent out under the mask of a newspaper to escape the payment of postage and catch the eye of the retailer are responsible for this. These lists are often handsomely printed and bear every resemblance to a legitimate journal, save that alone which makes them trade papers. They never publish any news save that which can be turned to the good account of the house they represent. The department men being the writers, the whole tenor of the matter dished up is to encourage readers to buy goods. The monotony of this is broken in some lists by a continued story.

No wonder that retailers do not have time to read such stuff. The average retailer knows more in one day about supplying his wants than the alleged editor of a house list could tell him in a year in his paper. What he wants is reliable information upon which he can base his judgment. Merchants do not need a paper to find out where and how much to buy. They are rather inclined to want to know how to escape the number of eager salesmen that importune them almost daily. With a proper understanding of the situation as regards supply and demand and other influences that shape the market, they are enabled to determine their wants without wasting any time. Save more than ten times the amount of the subscription by reading your trade paper, if you take one; if not, begin the new year by subscribing for an independent journal devoted to your line of business.—*Exchange*.

STATE OF TRADE.

Montreal, December 23rd, 1891.

Christmas week is generally a busy one for retailers, but wholesale houses have to meditate on the way their goods will disappear in the stores and on how soon they may expect fresh orders to come in. This year, the cold snap has unfortunately given way to milder weather, and this has a very depressing effect upon all kinds of business. The purchasing of presents and toys naturally goes on, as Santa Claus could not be kept away by wet weather without injuring his reputation among his countless believers. But other lines of winter goods, such as heavy clothing, furs and gloves are suffering very seriously from the want of sharp, wintry weather. Dry goods are quiet all round; travellers are all in and will not need to make any trips until the new year has commenced; remittances are not very satisfactory. Iron has been very quiet, the only change being one in the price of nails. Leather is still very dull. Shoe men have an item of interest in another Quebec failure. Hides are again upset by one dealer's perversity. Linsced oil is firm at the advance, while turpentine is somewhat weaker. Groceries generally have been quiet. Sugar is steady, but with the prospect of a rise. Japan teas are quiet, especially low grades; some consignments of coffee have arrived and the bulk was quickly placed.—*Montreal Trade Bulletin*.

The Pope proposes to start an institute of economic science at Rome.

GROWTH OF TRADE PAPERS.

In the last twenty years the increase of trade journals has been enormous. There is not only not an industry nor a business left unrepresented, but for many of them half a dozen journals are found necessary. We agree with the *New York Post* when it says that the importance of the trade journal is not seen only in this increase in number, but in their growth, development, the ability with which they indulge. In these respects they rival the magazines, and the magazines require the services of some of the most artistic presses of the time. In their relation to that vast commercial structure on which the prosperity of the city rests, trade journals serve as vital points of intersection and connection between the different parts. It is interesting to observe the threads of continuity that ramify and bring into touch the diverse and farthest outlying interest—chemical dyes and British Columbia fisheries, bonnets and Nickel steel, through fancy goods, hardware and ostrich farms. To glance at their summaries is to keep abreast with progress, movements and tendencies of the age. They are not confined to commerce, but include the entire body politic. This new view of trade journalism marks an era in its development and its prosperity. In its beginning it was merely an endeavor of the manufacturer, the wholesale man to find his consumer in a more direct manner than he could find it in a maze of advertisements of a daily paper, and it took the simplest form of putting his wares under the consumer's eye in the form of a prominent advertisement with a thread of reading matter concerning the particular matter in which they were interested. That is the manufacturer's idea to day, but its manifestation has far outgrown the idea of a score of years ago. The editors of the trade journals of to day, with the modesty peculiar to the conductors of those papers, aver that the standard of ethics is higher, and that the standard of editorial ability is higher in their publications than in the daily papers. They argue that the daily journals, by virtue of their necessity, treat of myriads of subjects and events concerning different parts of the world of which it is impossible that they should write with full understanding. On the other hand, the trade journal addresses itself to those fully acquainted with the subject of which it treats; consequently those who write for it must be persons who can speak authoritatively as well as knowingly. This brings to their service only those of acknowledged ability. While subjects outside of their special lines are touched upon, they feel that the trade paper has the weight that the daily paper cannot claim. That all trade journals are not equally reputable, and that some are born of bad motives, is doubtless true; but the proportion is small, and carry the seeds of their own destruction. For the most part there are very few trade journals that even by an outsider may not be read with entertainment as well as with profit. *Canadian Trade Review*.

Negotiations have been opened for a commercial treaty between France and Greece.

PROVINCIAL TRADE.

The *Victoria Colonist* issued a magnificent New Year addition which contained a great amount of statistical information with regard to the trade of the province. From the *Colonist*, the following figures are compiled:

VICTORIA.

Customs collections, \$1,046,013.50; increase, \$455,208.00; free goods, \$819,448; increase, \$97,971. Exports—produce of Canada—\$3,212,003; not produce of Canada, \$120,917; total, \$3,333,820; increase, \$1,070,320; imports, \$3,821,895; increase, \$551,097; duties paid, \$973,842.12; increase, \$82,507.16. Coin and bullion, \$78,320.

The following are the inland revenue returns:

January	\$ 8,512 75
February	7,036 12
March	7,506 82
April	9,930 70
May	7,219 37
June	13,063 77
July	16,393 12
August	14,228 19
September	12,210 19
October	13,495 72
November	12,714 96
December (approximately)	9,000 00

Below, is the sealing fleece. The total coast catch was 4,127; Sand Point, 17,443; Behring Sea, 28,768; grand total, 50,338.

The total tonnage of ships employed was 3,232; the total number of boats used, 374; and the crews were made up of 600 white men and 303 Indians.

The total gold dust shipments for the year 1891 was \$317,870.05, showing a decrease from 1890 of \$91,007.94. The Bank of British Columbia shipped \$180,375.34; Bank of British North America, \$16,840.07; Garesche, Green & Co., \$144,654.61.

There was a slight falling off in the salmon pack compared with last year. The approximate total was 301,978 cases.

The total building carried on in Victoria during the year will amount to over two millions of dollars. Besides this there have been many costly residences built on the Esquimalt, Craigflower, Saanich, and Gorge roads, exceeding \$200,000 in value.

The income at the city post office was \$33,500, showing an increase of \$2,501.

VANCOUVER.

At the Vancouver postoffice during 1891 the stamp sale amounted to \$23,914.39. There were 16,545 registered letters sent, and 15,353 received.

During 1891 the inland revenue collections for the Vancouver district were as follows:

Spirits	\$13,167 13
Tobacco	16,797 96
Malt	8,103 05
Cigars	5,794 20
License	1,105 00
Petroleum Inspection	1,470 90

Total.....\$77,450 24

In preparing the above the December returns are approximated.

The customs returns, including December were:

Duties collected	\$301,637 14
Other revenue	65,908 57
Total	\$367,545 51

NEW WESTMINSTER.

The assessed value of property in New Westminster for the year amounted to \$5,297,520. The value of imports was \$678,573; duty collected, \$150,390. The income of the postoffice amounted to \$16,272. New Westminster reports a total salmon pack of 182,600 cases. Thirteen steamers, built at New Westminster, were launched during the year.

NANAIMO.

According to official figures, the income for the city of Nanaimo was \$22,000 in 1891, as compared with \$18,000 in 1890. The revenue of the district for 1891 was \$14,000, and in 1890 \$13,000. The assessors' report shows the following:—District real property, 1891, \$1,110,457; do. 1890, \$747,358. Wild land, 1891, 14,854 acres; do. 1890, 4,480 acres. Personal property, city, 1891, \$741,000; ditto, 1890, \$602,450. Personal property, district, 1891, \$723,800; do. 1890, \$603,550.

The output for 1891 at the various mines is reported as follows:—Southfield, 201,027 tons 17 cwt.; No. 3 shaft, 61,235 tons 8 cwt.; No. 1 shaft, 158,320 tons 19 cwt.; Northfield, 168,006 tons 10 cwt. The total output of the Wellington colliery for the year is reported to have been 323,027 tons; and of the Union colliery, Comox, 190,917 tons.

Foreign shipments of coal were, for the year, divided as follows:—New Vancouver Coal Co., 377,561 tons; Wellington, 220,271 tons; East Wellington, 30,065 tons; Union colliery, 94,900 tons.

DOUBLE-TRACKING THE OCEAN.

The Dominion Minister of Marine is about to consider the question of co-operating in a system adopted by the leading steamship companies in the trans-Atlantic trade designed to lessen the liability to collision on the high seas. It consists of an arrangement for a uniform course route between the leading ports in Great Britain and the United States. Already, the Cunard, White Star, Inman, Guion and National steamship companies have agreed upon a sailing basis whereby their steamships follow certain given courses in their ocean voyages. A chart upon which these routes as mutually agreed upon are plotted, has been received at the Department of Marine. The system comprises two distinct routes, a northern and a southern, the latter being followed between the 15th of January and the 14th of July, a period of the year during which a southerly course is necessary to avoid the fog and icebergs which impede navigation in the vicinity of the Grand Banks of Newfoundland. In the summer time, or between the 15th of July and the 14th of January, the steamships of these lines sailing between New York and Liverpool follow the northern route, being the shorter.

Gen. Schofield says that the United States army could only spare 10,000 men to go and fight the Chilians.

THE SEALING FLEET—VESSELS IN PORT.

VICTORIA.

ARRIVED.	NAME.	TONNAGE.	AGENT OR OWNERS.
July 14	Maggie Mac	71	R. P. Rithet & Co. (Limited)
July 27	Ainoko	75	Capt. Grant
July 27	E. B. Marvin	114	E. B. Marvin & Co.
July 27	Walter L. Rich	79	C. N. Cameron
July 28	Annie E. Paint	82	Robert Irving
July 29	Mary Ellen	69	Capt. Victor Jacobson
August 1	Thistle (steamer)	147	M. Manson
August 1	Sea Lion	50	Geo. Collins
August 3	Mianio	46	Capt. Victor Jacobson
August 5	Triumph	98	E. B. Marvin & Co.
August 11	Winnifred	13	C. Spring
August 11	Aurora	46	Thos. Harold
August 13	C. H. Upper	59	Capt. C. J. Kelly
August 14	Honor etta	31	C. Spring
August 21	May Bell	58	Capt. Douglas
August 22	W. P. Sayward	60	Morris Moss
August 24	Laura	19	J. B. Jones
August 28	Labrador	30	Stevenson
August 29	Mary Taylor	43	Carno & Munsie
August 29	Mountain Chief	16	Navassen
August 29	Rosio Olsen	29	Andrew Gray
August 30	Carlotta G. Cox	76	E. B. Marvin & Co.
August 30	Annie C. Moore	113	C. Hackett
August 30	Geneva	92	Hall, Goeppel & Co.
August 31	Borealis	37	Thos. Hendry
September 2	Walter A. Earle	68	Thos. Earle
September 2	Sapphire	124	E. B. Marvin & Co.
September 2	Carmolite	99	J. W. Peppett
September 7	Ariel	91	J. C. Provost
September 9	Umbrina	98	J. W. Peppett
September 14	City of San Diego	46	Carno & Munsie
September 15	Viva	33	Carno & Munsie
September 17	Pioneer	66	Carno & Munsie
September 17	Wanderer	25	Harry Paxton
September 17	Venture	48	Morris Moss
September 18	Favorite	30	Chas. Spring
September 22	Oscar and Hattie	81	J. L. Penny
September 23	Ocean Belle	53	Hall, Goeppel & Co.
September 24	Katherine	81	J. L. Penny
September 26	Maud S	97	Brown Bros.
September 27	Beatrice	66	Capt. Wm. Grant
September 27	Terisa	63	P. A. Babbington
September 27	Otto	87	Walter Bornes
September 28	Kate	58	C. Spring
October 3	Penelope	69	Morris Moss
November 16	Mascot	46	Hall Goeppel & Co.

VANCOUVER.

Edna Edwards	37	Pacific Trading and Navigation Co.
Vancouver Belle	73	Vancouver Shipbuilding, S. & T. Co.
C. D. Rand	52	B. I. Sealing and Trading Co.
Beatrice	49	C. G. Doering

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

BRITISH COLUMBIA SALMON FLEET 1891-2.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CASES.	VALUE.	ARRIVED.
Br bark.	Serica.	913	Smythe.	Sept. 29.	Victoria.	London.	38,623	\$300,782	
Br bark.	Callao.	978	James.	Oct. 6.	Victoria.	London.	41,610	\$212,090	
Br bark.	Lebu.	726	Worrall.	Nov. 16.	Victoria.	Liverpool.	30,800	161,424	
Br bark.	Rothesay Bay.	750	Partridge.	Nov. 18.	A Westminster.	Liverpool.	32,179	159,553	
Br bark.	Wanlock.	745	Cooper.	Nov. 18.	Victoria.	Liverpool.	29,916	157,743	
Br ship.	Titania.	879	T. W. Selby.		Westminster.	London.			
Br bark.	City of Carlisle.	823	Kendall.		Victoria.	London.			

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

BRITISH COLUMBIA LUMBER FLEET 1891-2.

FLAG.	NAME.	TNS	MASTER.	SAILED.	FROM.	FOR.	CARGO FT.	VALUE.	ARRIVED.	RATE
Br ship.	Stamboul	1218	Weston.	Jan 3.	Vancouver.	Callao.	900,300 \$	9,000	April 2.	50s
Chil bark.	India	933	Funke.	Feb 1.	Moodyville.	Valparaiso.	751,396	8,348	April 20.	65s
Br bark.	Nineveh	1174	Broadfoot.	Feb 28.	Vancouver.	Sydney.	A 855,352	9,335	April 24.	owners ac
Br bark.	Formosa	915	Kain.	Mar 24.	Vancouver.	Arica.	B 741,000	6,000	July 5.	55s
Am bkt.	Catharine Sudden	368	Thompson.	Mar 31.	Moodyville.	Tientsin.	C 427,539	5,177	June 19.	77s 6d
Am ship.	Geo F Manson	1353	Crack.	May 14.	Moodyville.	Sydney.	D 868,154	9,752	Aug 5.	55s
Br ss.	Eton.	1746	Newcomb.	May 15.	Moodyville.	Port Pirie.	1,765,714	15,891	June 26.	Private
Am sel.	Olga	478	Atwood.	May 22.	Moodyville.	Shanghai.	E 531,133	5,990	Aug 7.	55s
Am sel.	Golden Shore	961	Henderson.	June 3.	Moodyville.	Sydney.	F 799,638	8,063	Aug 7.	55s
Br ship.	Forest King	1602	Morris.	June 3.	Vancouver.	Callao.	G 1,224,846	14,224	Sept. 1.	47s 6d
Am ship.	Exporter.	1312	Kezer.	June 7.	Vancouver.	Melbourne.	H 890,132	8,892	Oct. 2.	65s
Am bark.	Spartan.	749	Anderson.	June 14.	Vancouver.	Melbourne.	I 502,000	5,276	Sept. 22.	60s
Am bark.	Hesper	661	Sodergren.	July 1.	Moodyville.	Shanghai.	J 688,544	8,365	Aug 27.	62s 6d
Swed bark.	Sven	603	Axelius.	July 5.	Vancouver.	Callao.	K 438,913	4,709	Sept 17.	47s 6d
Am ship.	Great Admiral.	1497	Rowell.	July 18.	Vancouver.	Melbourne.	L 919,586	8,716	Oct. 2.	62s 9d
Chil bark.	Luisa Marta	715	Meyer.	July 19.	Westminster.	Sydney.	M 551,780	5,596	Oct. 9.	53s 6d
Chil bark.	Leonor	801	Harken.	July 22.	Westminster.	Melbourne.	N 600,333	5,705	Oct. 6.	60s
Nor bark.	Borghild	757	Haugeland.	July 25.	Vancouver.	Melbourne.	O 561,556	6,000	Oct. 6.	65s
Br ship.	Duke of Abercorn.	1096	McDougall.	July 29.	Vancouver.	Adelaide.	P 888,333	8,213	Oct. 10.	62s 6d
Ger bark.	Cassandra.	733	Stehr.	July 31.	Vancouver.	Iquiqui.	Q 515,619	6,917	Nov. 12.	47s 6d
Br ship.	Leading Wind	1280	S B Savory.	Aug 6.	Moodyville.	Melbourne.	R 763,443	8,430	Oct. 27.	60s
Chil bark.	Antonietta.	995	Stack.	Aug 8.	Moodyville.	Valparaiso.	S 613,214	9,681		owners ac
Br bark.	Ordovic	825	Austin.	Aug 9.	Vancouver.	Callao.	T 613,300	6,516		50s
Chil ship.	Indostan	1513	Welsh.	Aug 14.	Moodyville.	Valparaiso.	U 1,200,419	11,869		owners ac
Br bark.	H 3 Cann	1229	Foote.	Aug 21.	Moodyville.	Sydney.	V 1,011,172	12,214	Nov. 2.	50s
Nor ship.	Saga	1413	Aftedal.	Sept. 3.	Moodyville.	Sydney.	W 900,254	8,777	Nov. 19.	50s
Nor bark.	Lotos.	718	Salvesen.	Sept. 25.	Vancouver.	Adelaide.	X 528,824	5,035	Dec. 26.	65s
Per bark.	Pisagua.	920	Benvenuto.	Oct 10.	Moodyville.	Pisagua.	Y 484,583	4,648		owners ac
Am bark.	Newsboy	559	Johnson.	Oct 1.	Westminster.	Sydney.	Z 615,792	6,540	Nov. 21.	52s 6d
Nor ss.	H. W. Jarlsberg.	1958	Hague.	Sept. 20.	Moodyville.	Port Pirie.	AA 2,043,269	18,389	Oct. 29.	Private.
Chil ship.	Emma Luisa.	1480	Beascoe.	Oct. 9.	Moodyville.	Valparaiso.	AB 300,868	3,187		52s 6d
Br bark.	Alfred Hawley	412	Lowelllyn.	Oct. 2.	Westminster.	Port Pirie.	AC 900,931	2,858		57s 6d
Nor bark.	Flora.	766	Anderson.	Nov. 21.	Vancouver.	Melbourne.	AD 557,932	5,241		62s 6d
Nor bark.	Dominion	1256	Eriksen.	Nov. 23.	Vancouver.	Adelaide.	AE 978,392	9,272		65s
Am bkt.	Willie R. Hume	632	Birgman.	Nov. 17.	Vancouver.	Callao.	AF 791,201	7,795		50s
Am ship.	Benj. Sewall	1361	Sewall.	Dec. 2.	Vancouver.	Valparaiso.	AG 755,537	10,230		45s
Am sel.	Olga	478	Ballard.	Nov. 12.	Moodyville.	Sydney.	AH 512,658	4,443		44s
Chil ship.	Atacama	1235	Calallero.	Dec. 15.	Moodyville.	Valparaiso.	AI 980,001	9,453		owners ac
Br bark.	Nineveh	1174	Broadfoot.	Dec. 15.	Vancouver.	Sydney.	AJ 710,935	9,925		owners ac
Am sel.	F. S. Redfield.	446	Birkholm.	Dec. 10.	Chemainus.	Sydney.	AK 579,485	5,223		45s
Br ship.	Athlon.	1371	Dexter.		Vancouver.	Adelaide.	AL 866,430	8,265		47s 6d
Nor ship.	Morning Light.	1316	Johansen.		Vancouver.	Melbourne.				

A—Also 300,900 laths. B—Composed of 45,000 feet telegraph poles, 440,000 feet rough lumber, 151,000 feet flooring, and 108,000 feet ties. C—Composed of 387,871 feet rough lumber, 39,668 feet dressed lumber, and 587 bundles laths. D—Composed of 23,355 feet dressed and 844,799 feet rough, also 22,916 feet pickets and 231,210 feet laths. E—Also 2,875 bundles laths. F—Composed of 1,114,285 feet rough, 80,560 feet t & g flooring, 21,000 feet box shooks, (5,000 boxes.) G—Also 1,078 bundles pickets, 1,446 bundles laths. H—Also 1,715 bundles laths. I—Also 68,078 feet t & g flooring. J—47,039 feet is on deck. K—Of which 78,615 feet is on deck; also 11,925 feet pickets and 2,091 bundles laths. L—Also 3,500 bundles laths. M—Also 1,035 bundles laths and 463 bundles pickets; also 12,052 feet. N—Also 90,414 feet dressed, 2,488 bundles pickets and 1,131 bundles laths. O—Comprising 182,638 feet t & g flooring. P—Also 2,300 bundles laths and 8,679 bundles pickets, deck load 76,879 feet. Q—Also 139,161 t & g flooring, 1,423 bundles laths and 47 spars, deck load 41,942 feet. R—Composed of 484,996 feet rough and 123,304 feet flooring; deck load 53,729 feet rough. S—Also 2,001 bundles laths, deck load 106,157 feet. T—Also 2,138 bundles staves and 1,131 bundles laths. U—Also 22,461 feet t and g flooring, 2,272 bundles staves and 1,414 bundles laths; on deck 111,437 feet rough. V—Deck load 215,866 feet; sailed from Nanaimo Sept. 21. W—Also 712 bils laths and 1,463 bils pickets. X—Also 315 bils laths and 1,780 bils pickets. Y—Also 21,757 feet pickets and 56,000 feet lath. Z—Deck load 32,366 feet rough. AA—Also 148,000 feet rough. BB—Also 323 bils laths. CC—Composed of 15,684 ft T & G flooring, 159,453 ft clear and 619,064 ft rough. DD—Also 76,000 laths and 4,720 pickets. Sailed from Victoria Nov. 21. EE—Also 1047 bils pickets and 1006 bils laths. returned to Esquimalt Dec. 9 strained and leaking badly, being discharged for repairs. FF—Also 151,237 ft t and g flooring. GG—Also 167,553 ft t and g flooring and 3,596 bils laths. HH—Also 127 bils laths. II—Also 43 bils laths. JJ—Also 2,389 bils lath and 850 bils pickets.

SHIPPING INTELLIGENCE.

The British bark Banffshire sailed from Holyhead December 21, having arrived on 19th.

The American bark Colorado, 1,036 tons, Capt. Gibson, now out 165 days from New York to San Francisco, is about due there.

The Norwegian bark Lotos, 718 tons, Capt. Salvesen, from Vancouver with lumber September 25, arrived at Adelaide December 26.

The American bark Hesper, 661 tons, Capt. Sodergren, has been chartered to load a cargo of lumber at Burrard Inlet for Shanghai at 50s by the Hastings Mill Co. She is now at San Francisco, having arrived November 24.

On December 20th last, the schooner Maud M. left North Sydney, Nova Scotia, for Vancouver. She has been purchased by Messrs. Geo. Cassady, Geo. I. Wilson, W. S. Wescott and W. J. Bowser to engage in sealing. She comes laden with

blacksmith's coal and is expected at Vancouver in May, when she will be fitted out for sealing.

It has been decided to hold a grand Exhibition of Art and Industry in Paris during August, September, October and November of the present year. It will be specially directed to the display of articles made by or for women, its leading features being fine arts, teaching and industry.

THE COMMERCIAL JOURNAL'S SHIPPING LIST.

VESSELS ON THE WAY TO BRITISH COLUMBIA PORTS

FLAG.	NAME.	TNS.	MASTER.	SAILED.	FROM.	FOR.	CONSIGNEES.	DAYS OUT.
Br bark	Glenbervie	800	Groundwater	August 21	R. London	Victoria	R. P. Rithet & Co. (Limited)	137
Br bark	Lizzio Bell	1636	Edwards	Sept. 28	A. Liverpool	Victoria	It. P. Rithet & Co. (Limited)	99
Br bark	Argyleshire	1208	Stevens	Sept. 16	J. Glasgow	Victoria	C. Gardiner Johnson	111
Ger bark	Katinka	816	Kohler	Oct. 6	M. La Plata	Moodyville	Moodyville Sawmill Company	91
Am bark	Colorado	1636	Gibson	July 24	P. New York	Chemalmus	Victoria Lumber and Manufacturing Co	165
Port bark	Quiteria	353	Leite	July 5	O. Rio Janeiro	Victoria		184
Br ss	Landann	933	Bales			Antwerp		
Nor bark	Czar	1314	Ch' stopherson	Oct. 15	T. Rio Janeiro	Vancouver		82
Br ship	British India	1199	Lanes	Sept. 26	N. Samarang	Vancouver		101
Br ship	Mount Carmel	1586	Ivingstone	Nov. 17	N. Samarang	Vancouver		49
Br bark J.	Ariadne	1167	Croft	November 28	C. London	Victoria	Robt. Ward & Co.	38
Nor bark	Gion	1231	Hilstrup	Oct. 20	K. Newcastle	Vancouver		77
Br ship	Thermopylae	918	Winchester	Dec. 10	G. Bangkok	Victoria	Victoria Rice Mills	26
Br bark	Irvine	663	Jones	Nov. 28	G. Liverpool	Victoria	Turner Beeton & Co.	38
Br ship	Banfilshiro	889	McDonald	Dec. 18	E. Liverpool	Vancouver	Bell-Irving & Paterson	18
Br ship	Mary L. Burrell	1456	Kinney	Sept. 15	D. Bahia	Royal Roads		112
Br ss	Batavia	1628	Hill	Nov. 20	B. Hong Kong	Victoria	F. C. Davidgo & Co.	46
Br schr	Mormald	188	Crim	Nov. 14	S. London	Victoria	Robt. Ward & Co.	54
Br bkt	Bittern	333	Stronach	Oct. 23	H. Hong Kong	Royal Roads		75
Br ss	Bushmills	1588	Venning		H. Glasgow	Vancouver	Baker Bros. & Co., (ld)	
Br ship	Aristomene	1750	Jones	Sept 21	J. Sourabaya	Vancouver		
Br bark	Mistletoe	821	Smith	Nov. 23	F. Buenos Ayres	Vancouver		43
Br ship	Ben Novis	1061	Pike		G. Glasgow	Vancouver	C. Gardiner Johnson	
Br ship	Augerona	1215	Anderson		O. San Francisco	Royal Roads		
Am. bark	Hesper	661	Sodregan		Q. San Francisco	Vancouver		

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

E. G. PRIOR & CO., (LIMITED.)

The next issue of the *B. C. Gazette* will announce the incorporation of E. G. Prior & Co. as a joint stock company, with a capital stock at \$250,000. Col. E. G. Prior, G. F. Matthews and G. W. Wynne are the trustees of the company. This is one of the oldest established businesses in the province, having been founded in 1859 by Mr. Fellows. Col. Prior became connected with it in 1880, when he purchased a half interest. In 1883, he assumed the entire business, and, three years later, took Mr. Matthews into partnership. Mr. Wynne has been with the firm for over twenty years as a trusted employee, and will bring an experience to it the value of which cannot be over-estimated.

COSTLY MISTAKES

A local dry goods firm whose name has been frequently mentioned in the daily newspapers of late will have good reason to remember its costly mistakes of this year to the last day of its commercial existence. The firm in question, by the mistakes or inadvertence of its correspondents abroad, allowed certain goods to be shipped to it under a manifest which did not truthfully disclose the character of the goods shipped, and if the mistake had not been discovered by government officials, the probability is that the firm would have made a considerable saving on the duties on the goods imported. But the Government agents did discover the mistake, and were uncharitable enough to say that it

was not a mistake, but a plain and evident attempt to defraud the revenue. If it was a mistake, it was a very costly one. The firm has suffered in reputation, and besides is now being called upon to pay \$70,000 to the Government. The duties all must be paid, and perhaps a fine, and in addition to all that the firm must pay for its own loss of time and reputation and for the inconvenience to which it has been put in the clearing up of its mistake. - *S. F. Herald of Trade.*

VESSELS IN PORT.

(January 4, 1892.)

VICTORIA.

British bark City of Carlisle, 823 tons, Capt. Kendall, loading salmon and naval stores for London, Robert Ward & Co., consignors.

VANCOUVER.

British ship Athlon, 1,371 tons Capt. Dexter, loaded with lumber for Adelaide. Nor. ship Morning Light, 1,316 tons, Capt. Johansen, loading lumber for Melbourne.

British bark Titania, 870 tons, Capt. T. W. Selby, loading salmon for London, Bell-Irving Paterson & Co., consignors.

British steamship Empress of India, 3,003 tons, Capt. Marshall.

NANAIMO.

NEW V. C. CO'S SHIPPING.

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

Am. ship Commodore, 1,076 tons, Capt. Davidson, waiting to load.

Am. ship Sea King, 1,436 tons, Capt. Mahon, loading.

EAST WELLINGTON SHIPPING.

Am. bark Melrose, 943 tons, Capt. Kalb, loading.

Am. bark C. D. Bryant, 920 tons, Capt. Jacobsen, loading.

WELLINGTON SHIPPING.

Haw. steamship Costa Rica, 1,274 tons, Capt. McIntyre, loading.

RECAPITULATION.

Ports.	No.	Tonnage.
Victoria.....	1	823
Vancouver.....	4	6,560
Nanaimo.....	6	7,470
Total.....	11	14,871

LIVE STOCK IMPORTATION.

Following are the importations of live stock to this province for the year ending December 31, 1891:

Sheep	33,197
Cattle	909
Hogs	51
Mules	63
Horses	408
Total.....	34,631

These figures show a large increase over those of 1890, which is attributed to various causes, the principle one of which is a change in transportation facilities between the Mainland and Sound ports.

Seals are reported fairly plentiful off the west coast. The Indians are taking a few with their canoes, but the heavy weather is against the work. One day last week a canoe got three seal. - *Times.*



REGISTERED TRADE MARK.

The Largest Factory of its Kind in the Dominion.

LION 'L' BRAND Pure Vinegars,

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

—PREPARED BY—
Michel Lefebvre & Co MONTREAL.

Established 1849. Gold, Silver and Bronze Medals. 20 1st Prizes.

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A COMPLETE STOCK OF ENGINEERS' AND MILL SUPPLIES.

Estimates for Marine and Stationary Engines furnished on application.

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INCORPORATED.

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

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

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

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

OF PETERBOROUGH.

Saw : Mill : Shingle, : Planing : and : Mining : Machinery.

Mill Supplies always on hand.

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And Importers of GENTLEMEN'S AND BOYS' CLOTHING SCOTCH HOUSE, 41 FORT STREET, VICTORIA, B. C.

COLONIAL METROPOLE

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The very best moderate priced Hotel in the City Rates, \$1.00 to \$1.50 per Day. THOS. TUGWELL, PROPRIETOR.

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A. E. PLANTA & CO

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CONVEYANCER, ETC.

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CORRESPONDENCE SOLICITED.

P. O. Box 415. Telephone 357

NOTICE.

The Committee of Lloyd's beg to call the attention 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 Underwriters 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 Underwriters, 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 certificates of a Lloyd's Agent. LLOYD'S, London, February, 1891.

Esquimalt & Nanaimo R'y

TIME TABLE NO. 15,
To take effect at 8.00 a.m. on Tuesday, October 20th, 1901. Trains run on Pacific Standard Time.

GOING SOUTH READ UP		STATIONS		GOING NORTH READ DOWN	
No. 1 Passenger Daily	No. 3 Passenger Saturdays Sundays	Victoria	Esquimalt	No. 2 Passenger Daily	No. 4 Passenger Saturdays Sundays
Ar 12.24	Ar 5.58	VICTORIA	RUSSELL'S VIC. W.	De 8.00 A.M.	De 2.30 P.M.
" 12.20	" 5.54	ESQUIMALT	ESQUIMALT	" 8.04	" 2.34
" 12.10 P.M.	" 5.44	GOLDSTREAM	GOLDSTREAM	" 8.14	" 2.44
" 11.45	" 5.19	SHAWNIGAN L'E	SHAWNIGAN L'E	" 8.30	" 3.00
" 10.40	" 4.24	COBBLE HILL	COBBLE HILL	" 9.34	" 4.04
" 10.27	" 4.14	MCPHERSON'S	MCPHERSON'S	" 9.44	" 4.14
" 10.17	" 3.59	KOKSILAH	KOKSILAH	" 9.57	" 4.29
" 10.12	" 3.49	DUNCAN'S	DUNCAN'S	" 10.07	" 4.39
" 10.02	" 3.44	SOMENOS	SOMENOS	" 10.22	" 4.44
" 9.30	" 3.34	CHEMAINUS	CHEMAINUS	" 10.48	" 4.64
De 8.34	" 3.12	NANAIMO	NANAIMO	Ar 11.50	" 5.10
Ar 8.23	" 2.14	WELLINGTON	WELLINGTON	De 11.50	" 5.14
De 8.10 A.M.	De 1.50 P.M.			Ar 12.14 P.M.	Ar 6.20

On Saturdays and Sundays
Return Tickets will be issued between all points for a single fare, good for return not later than Monday.
Return Tickets for one and a half ordinary fare may be purchased daily to all points good for three days, including day of issue.
No Return Tickets issued for a Single Fare, where such fare is twenty-five cents. Through rates between Victoria and Comox.

A. DUNSMUIR, JOSEPH HUNTER,
President. Gen'l Supt.
H. K. PRIOR,
Gen. Freight and Passenger Agent.

Union Steamship Co

B.C., (LIMITED.)
HEAD OFFICE: VANCOUVER, B. C.

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

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

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

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

William Webster, Manager.
Cable address: Union, Vancouver.
P. O. Box 217.

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Rice, Rice Meal,
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VICTORIA ROLLER FLOUR MILL.
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Superfine Flour, Bran & Shorts
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WM. P. SAYWARD,
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ISLAND LUMBER AND SPARS.
Importer and Dealer in
Doors, Windows and all kinds of Dressed Lumber, Etc.
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Lumber & Manufacturing
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SAW MILL.
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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..... 3:00 a.m.
1:30 p.m. " " Pt Townse'd " 12:00 p.m.
4:30 p.m. Ar Victoria † " 8:30 p.m.

STEAMSHIP CITY OF SEATTLE.
Whatcom Route.
6:45 p.m. † Lv Tacoma Ar..... 2:00 p.m.
9:00 p.m. " " Seattle Lv..... 2:30 p.m.
12:15 a.m. " " Pt Townse'd " 11:30 a.m.
2:45 a.m. " " Anacortes " 9:15 a.m.
4:30 a.m. Ar Fairhaven " 8:00 a.m.
6:15 a.m. " Schome " 7:30 a.m.
4:30 a.m. " Whatcom * " 6:00 a.m.

Snohomish River Route.
7:00 a.m. * Lv Seattle Ar..... 2:00 p.m.
8:45 a.m. " " Edmonds Lv..... 12:30 p.m.
10:30 a.m. " " Muckelteo " 10:45 p.m.
12:00 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..... 4:00 p.m.
1:30 a.m. " " Pt Madison " 4:10 p.m.
3:00 a.m. " " Pt Gamble " 1:00 p.m.
4:30 a.m. " " Ludlow " 12:00 m.
6:00 a.m. Ar Pt Townsend * " 10:00 a.m.
* Daily ex. Sunday. † Daily ex. Saturday.
For further information apply to
C. G. CHANDLER,
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ARE THE LARGEST COAL PRODUCERS ON THE PACIFIC COAST.

THE NANAIMO COAL.

(Used principally for Gas and Domestic Purposes.)

THE SOUTH FIELD COAL.

(Steam Fuel.)

THE : NEW : WELLINGTON : COAL.

(House and Steam Coal.)

ARE MINED BY THIS COMPANY ONLY.

THE "NANAIMO" COAL

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

THE "SOUTH FIELD" COAL

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

THE "NEW WELLINGTON" COAL,

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

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Daily Capacity..... 7,500 Barrels.

ROYAL—Montreal.....	2,500 Barrels	SEAFORTH—Seaforth, Ont.....	500 Barre
GLENORA ".....	2,500 "	GODERICH—Goderich, Ont.....	1,000 "
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