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Risks taken at Moderate Rates and Losses  
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- 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.
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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.

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

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Vancouver,

British Columbia

## TRADE AND COMMERCE.

COMMERCIAL JOURNAL OFFICE.  
Tuesday Morning, Nov. 17.

## VICTORIA.

The money market is fairly firm, and the Bank of England rate is hardening. Hong Kong exchange is slightly dearer; 78½ is now asked, as against 75½ last week.

## FLOUR AND FRED.

Business continues fair with scarce any change in prices. Large shipments of produce and grain are being received to go into store. The steamer Maude brought down 100 tons of wheat and milling oats from Ladner's Landing last week. Large imports of Manitoba oats are being received, and are selling at \$28 per ton. A great part of the British Columbia crop was spoiled by the heavy fall rains. Potatoes are a drug in the market, and are selling at \$10 to \$20 a ton, according to quality. The Columbia Flouring Mills quote: Enderby flour for 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 10 @ 0 00     |
| " Strong Bakers.....        | 5 75 @ 0 00     |
| Snowflake.....              | 6 10 @ 0 00     |
| Portland Roller.....        | 6 10 @ 0 00     |
| Royal.....                  | 6 00 @ 0 00     |
| Oregon Superfine.....       | 4 25 @ 0 00     |
| Wheat, per ton.....         | \$40 00 @ 45 00 |
| Oats.....                   | 25 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 25 @ 0 00     |
| California rolled oats..... | 3 75 @ 0 00     |
| Cornmeal.....               | 3 00 @ 3 25     |
| Cracked corn.....           | 45 00 @ 50 00   |
| Hay, per ton.....           | 18 00 @ 20 00   |
| Straw, per bale.....        | 1 00 @ 1 25     |

## FRUITS AND VEGETABLES.

All of the Valley grown grapes are out of the market for shipment to British Columbia from San Francisco. These include the Rose of Peru and Muscat brands, which are now over ripe. The grapes now arriving are from the foothills, and will last till Christmas if the weather continues dry in California. Lemons are on the rise on account of the short crop in California. The first shipment of Japanese oranges will arrive on the Zambesi, which is due to arrive about the 20th Nov. The first lot will probably be a little green, but the second shipment, due shortly before Christmas, are the prime lot.

Quotations are: Pears, (winter), \$1.40; Tokays, Black Ferrara, in bxs, \$1.50, in crates, \$1.75. Cowichan apples (greenings), \$1.00; Baldwin, bellflower, rose and blue pearmain, \$1.10; Santa Barbara oranges, \$5.25; California Messina lemons, \$5.75; silverskin onions, 1½c. per lb.; potatoes, \$18 per ton; island apples, \$1.25 per box; tomatoes, \$1 to \$1.25; sweet potatoes, 2½c. per lb.

## GROCERIES AND PROVISIONS.

Pickled eggs are quoted in barrels at 23c, and fresh in cases at 25c. Manitoba dairy butter in assorted sizes is quoted at

23c, Manitoba creamery 30c, Ontario and Quebec creamery 27½c, in round lots. A recent advice from Montreal says: "There is a steady export movement in butter, and stocks in Canada are very light. You cannot make a mistake in keeping a carload ahead of you. If you are forced to buy in January you will have to pay well for the goods."

Canadian meats are still stiff, and are quoted: Hams 15c, rools 12½c, Dysart sides 11½c to 12c per lb. There will probably be a slight drop from these prices, as Eastern packers are quoting 5 to 10 per cent. lower for December. Mediterranean dried fruits are quoted by local jobbers as follows: Currants in bbls. 8½c, in half bbls. valencia, 8½c; sultanas, 10c; London layers, \$2.50 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; apples, 12½c; pitted plums, 11c. About the same grade of fruits in cotton sacks are quoted from 1c to 2c per lb. less.

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

## 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   |

## SALMON.

The outside stocks, amounting to a fair quantity, have, lately, been marketed, at San Francisco, at \$3.80 per case, and the entire pack is now in the hands of the Alaska packers' combination. It is not expected, however, that the association will begin to sell its holdings until next Spring, believing that by that time stocks in England and elsewhere will be so much reduced as to ensure a profit. The arrivals of Alaska, at San Francisco, to Nov. 6, are 581,975 cases. For the same period in 1890, 549,087 cases; and in 1889, 630,571 cases. During the past week, there has been very little doing. The Northern canneries are about all cleared up, the best part of the salmon, not already on shipboard, is in warehouse in Victoria. There is a large quantity also in store on the Fraser River. There is some demand from Eastern Canadian markets for barrelled salt salmon, which demand cannot be satisfied, on account of the limited supply here. The basis price is \$8.00 a bbl. A consignment of 2,000 cases will be shipped, this week, by the Upton Line SS. Sussex, for London via Hong Kong, and, it is expected, will reach its destination in 75 days. This shipment, being an experimental one, will be watched with interest.

The bark Lebu cleared, last week, for London, with 30,800 cases valued at \$161,424. The bark Rothesay Bay has about completed loading and will sail early in the week. The bark Wanlock is also expected to finish and sail by the end of this week. The ship Titania, from London,

now discharging merchandise at Victoria, will, shortly, load salmon on the Fraser River. The bark City of Carlisle, from London, is fully due, and will also load salmon homewards.

## LUMBER.

There is nothing to note in the foreign markets. The situation is extremely dull. The export trade to the Northwest has also dropped off, perceptibly, as is usual at this season of the year. The latest charter is the Am. schooner F. S. Redfield, 41 tons, Capt. Brikholm, which is now at Chemainus loading for Sydney. The schooner Olga has cleared from Vancouver for Sydney. There are five vessels loading at present at Burrard Inlet. The Nor. bark Flora, 713 tons, Capt. Anderson, for Melbourne; Nor. bark Dominior, 1,250 tons, Capt. Jensen, for Australia. Am. barkentine Willie R. Hume, 632 tons, Capt. Bergman, for Callao; Am. ship Benj. Sewall, 1361 tons, Capt. Sewall, for Valparaiso; Chil. ship Atacama, 1,235 tons, for Valparaiso, owner's account. 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, \$19; dressed flooring, \$17; pickets, \$9; laths, 4 feet, \$2.

For local trade, the Rock Bay Saw Mill quotes:

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

## DRUGS AND CHEMICALS.

The following advices have been recently received:—Oil of Anise firm and likely to advance; oil of Lemon and of Bergamoth firm; Orange oil, a short supply reported; Pennyroyal oil and Peppermint oil advancing; Castor oil is unchanged; Norwegian Cod Liver oil will probably advance. In roots Jensing and Goldensial are slightly higher, while Orris is steadily advancing. The best quality of rhubarb is scarce. Ipecac is easier.

In chemicals citric acid is firmer; tartaric acid lower. The fight among the manufacturers of bromides still goes on, and prices continue low. Chloride of lime is much higher. An advance has taken place in crude camphor, consequently refiners are also advancing prices. Chloroform is likely to rise on account of a recent advance in spirits and chloride of lime.

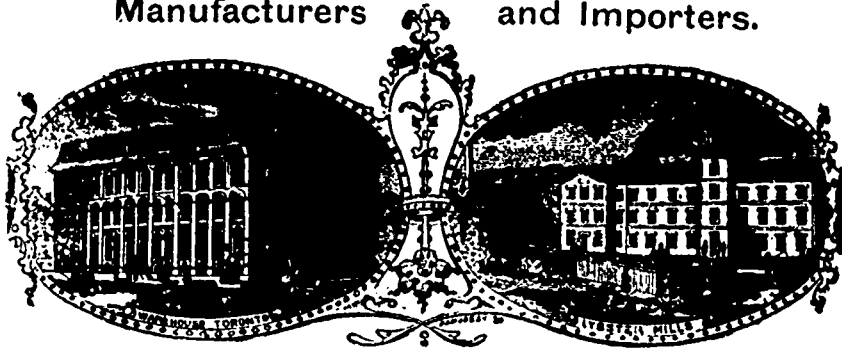
## VANCOUVER.

The general condition of trade is unchanged, the volume being fully up to that of last year. Some cutting has been done in flour, and the prices are unsettled. The potato market is still glutted, and the quality generally poor. Fraser River, \$15; Ashcroft, \$20 per ton. Ontario eggs 22c to 25c. Butter, creamery, 27c to 28½c; dairy, 21c to 25c. Manitoba cheese, 12½c to 13½c. British Columbia apples are worth 75c to \$1 per box; Oregon, 90c to \$1.25; British Columbia pears, \$1.25 per box; California, \$1.75; grapes, \$1.65; plums, \$1.25. Lard, 50 lb tubs, 13c; in pails, 13½c; in tins, 13½c to 14c; hams, 13½c to 15c; breakfast bacon, 13½c to 14c; rolled bacon, 12½c. In flour and feed, Ogilvie's Hungarian is quoted \$8.00. Some sales

# GORDON, MACKAY & CO.

TORONTO.

Manufacturers and Importers.



REPRESENTED BY R. S. NORTON, WINNIPEG.

were made last week at \$5.00. Strong Baker, \$5.60 to \$5.75; Portland Roller, \$0.25; Royal, \$0.25; Premier, (Enderby Mills), \$0.00; XXX, \$5.70; California rolled oats, \$1.00; California oatmeal, \$4.50; cornmeal, \$2.25; oats, \$30 to \$32; California chopped feed, \$35 to \$36; Manitoba chopped feed, \$31.50; bran, \$24 to \$25; shorts, \$20 to \$27; wheat, \$33; hay, \$15 to \$16; cracked corn, \$10.

### NEW WESTMINSTER.

The River boats are bringing in large quantities of produce every trip. The cold snap of last week, if it continues, will close navigation much earlier than usual, and prices will rise rapidly. The farmers generally are pushing the sale of perishable stuff, and holding back their oats. The crops from Langley to Mud Bay and Ladners were damaged considerably by the heavy rains. In Chilliwack they were mostly harvested in good condition. The cold snap has caused a brisk demand for stoves. Potatoes are quoted at \$12 to \$15. Dairy butter is quoted at 30c to 35c. Fresh laid eggs are in good demand at 50c to 70c per dozen. Apples are plentiful at 2c per lb. Hay is quoted \$10 to \$12; oats, \$26 to \$30.

### BUSINESS CHANGES.

G. H. Blakeway, druggist, Nanaimo, is dead.  
A. G. Horne, general store, Nanaimo, advertises selling out.  
Joseph Bayley, saloon, Esquimalt Road, sheriff in possession,  
B. C. Mitchell, tailor, Kamloops, advertises business for sale.  
Green & Birchall, real estate, Vancouver, have gone out of business.  
J. Mercer has taken over the Beehive saloon, Victoria, from J. Cowie.  
Richard Frane, harness maker, Lansdowne, sold out to Wm. Havcock.  
Harry Stevens, cornice works, Victoria, has sold out and gone to California.  
Madame Melvina Goudron has started in the hardware business in Vancouver.  
T. J. Jackman, formerly of Vancouver, has purchased the Willows Hotel, Victoria.

Schirbut & McDougall, Vernon Hotel have leased to McIntosh Bros., late of Qu'Appelle, Assinabo's.

J. L. Brown & Son, grocers, have purchased the business of H. E. Jackson, who lately succeeded Tierney & Jackson, of Vancouver.

William Piercey Turner, late of Stevens, Turner & Burns, London, has been admitted into the firm of Thynne & Henshaw, Vancouver, under the firm style of Thynne, Henshaw & Turner.

### THE LEPROUS QUESTION.

Victoria Times: When the Government accepts the Chinaman's entrance fee, it is morally responsible for any evils he may bring with him. In the same way, it may be said, the Canadian Pacific is responsible for the two men who were so unceremoniously dumped on Vancouver. It has been stated, and without contradiction, so far as we have seen, that the railway was paid full fare for these men from New York to China, whereas it has carried them only as far as Vancouver. In view of this fact, the lordly refusal of the company to hold itself in any way responsible for the maintenance of its two passengers is extremely refreshing. There may be no way of compelling the Dominion Government or the C. P. R. to look after the leprous immigrants, but they cannot get rid of their moral responsibility.

The C. P. R. traffic returns for the week ending November 7th were \$466,000; and for the same week last year \$429,000.

The sealing schooner Mascotte, which had been given up for lost, came into port yesterday with 79 sealskins on board.

The city of Sherbrooke is already preparing for the celebration of its centenary, which will take place next summer.

The Oriental fur market has been in a very uneasy state for the past few weeks, supplies being scarce, and prices have advanced considerably. Blacks and whites are very scarce and supplies of greys are moderate. Names of furs: Newchang goat skins, Kalgan goat skins, Kalgan sheep skins for rugs and robes.

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Crockery, Glassware,  
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Stoves and Tinware.

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

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## GLASSES.

Not only is it essential to have the proper glasses, but also of great importance to have the frames fitted correctly to insure comfort and ease to the eyes. Jewellers fit you like this:



Which means ruination of sight. We fit you like this:



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

**F. W. NOLTE & CO.**  
27 FORT STREET.

### INLAND REVENUE AND CUSTOMS.

(OFFICIAL REPORT.)

Exports from Nanaimo for month of October, 1891:

|                            | Tons.  | Value.    |
|----------------------------|--------|-----------|
| Coal to United States..... | 58,054 | \$226,184 |
| Coal to Hong Kong.....     | 602    | 2,408     |
| Coal to Australia.....     | 898    | 2,292     |
| Total coal.....            | 59,354 | \$231,384 |
| Miscellaneous to U. S..... |        | 2,540     |

|   |            |
|---|------------|
| Total Exports.....                        | \$233,394  |
| Collections at Nanaimo for October, 1891: |            |
| Custom duty.....                          | \$6,293 56 |
| Warehouse fees.....                       | 20 25      |
| Sick mariners' dues.....                  | 393 06     |
| Miscellaneous.....                        |            |

|  |             |
|--|-------------|
| Total.....   | \$ 6,637 77 |
| Value of Imports at port of Nanaimo for October, 1891: |             |
| Value of free goods.....                               | \$ 1,975    |
| Value of dutiable goods.....                           | 23,497      |
| Warehoused.....  | 1,204       |
| Total.....   | \$26,676    |
| Goods ex-warehoused.....                               | 399         |

Edwarde Garde & Co., gents' furnishings, pianos and organs, have started business at 104 Fort street, Victoria.

A most serious obstacle to the proposed trans-Pacific cable by way of the mainland of Alaska and the Aleutian Islands, has arisen in the discovery of such an extreme depth of water northeast of Japan, as to preclude the sinking of the cable.

The entire Chinese crew of the Canadian Pacific Company's steamship Empress of Japan, now lying at Vancouver, are up in arms. The trouble arose over some of the crew attempting to smuggle goods ashore, when they were stopped by the special officer, who was set upon and beaten by the Chinese.

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The Canada Life has increased the maximum limit of assurance on a single life from \$25,000 to \$30,000.

The City Council of Chicago has instructed a committee to draft an ordinance limiting the height of buildings to twice the width of the street, provided that the height shall in no case exceed 135 feet.

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MONEY TO LOAN, CONVEYANCING & NOTARIES PUBLIC

GENERAL AGENTS, BRITISH COLUMBIA  
**MUTUAL LIFE INS COMPANY of N. Y.**

**COMMERCIAL SUMMARY.**

The Corporation of Vancouver has expended this year up to 1st November \$30,431.41 on street improvements, and there is still about \$20,000 more to be done this year.

The late Right Hon. W. H. Smith was a believer in life assurance. He was the oldest policy-holder at the time of his death of the Star Life, holding policy No. 3, issued in 1843. All his accrued bonuses were used to increase the original sum assured.

It is estimated that over 500 men have left the Ottawa valley for the lumber shanties, an increase of nearly 200 over last year. Wages are much higher, and it is stated that over \$500,000 will be paid to the men during the season.—*Carleton Place Central Canadian.*

The C. P. R. Co. have a staff of men at work excavating for their new station at the foot of Granville Street, Vancouver. A statement appeared lately in a Seattle paper that Mr. Scraggs, C. P. R. purchasing agent, had told a reporter that the C. P. R. had no intention of building a new station at Vancouver. Mr. Abbott informed a representative of THE COMMERCIAL JOURNAL that the supposed interview was a pure invention, and that the work will go ahead as rapidly as the weather will permit.

The condition of the English labor market, according to the report of the labor correspondent of the British Board of Trade, is rather unsatisfactory, and the outlook is for a further decline in the demand for skilled labor. Labor troubles have been numerous. Of a total membership in twenty trades of 244,075 there was unemployed in October about 4½ per cent., against less than 3 per cent. last year in the same month. The general result of the monthly returns of the societies sending in their reports is to show that while the state of the labor market is not seriously bad, it is in a declining condition. The returns are, says *Bradstreet's*, the most unfavorable since the middle of 1888, just when trade was receiving the benefit of the upward movement which commenced in 1880, just, in fact, about midway between the periods of greatest depression and greatest prosperity. The building and printing trades are the most prosperous, while the iron and steel trades are the least so.

The fire underwriters at Halifax, N. S., have passed a resolution, that after the 16th inst. they will not insure any building or stock situated within three hundred of oil, in quantity exceeding that prescribed by law.

The British commissioners who have been visiting Chicago in regard to the steps to be taken by Great Britain to make a suitable exhibit at the World's Fair in 1893, declare themselves impressed with the manner in which the work is being done, and express the opinion that there is no doubt whatever of the ultimate success of the fair. They recommend the erection of a handsome building on the site provided for Great Britain.

The *Insurance Chronicle* of Montreal says:—The growth of British Columbia during the last decade, both in population and wealth, has been very satisfactory, the former since 1881 having been 87 per cent., with a present population of 92,767. Sold prosperity is indicated by the fact that in Victoria, Vancouver and New Westminster 50 per cent. of the mechanics own the houses they live in. The assessed value of real estate in the province, outside the cities, is \$20,000,000, and of personal property \$18,000,000. The value of real and personal property altogether is \$546 per head, and the debt of the province is \$12.50 per head.

A telegraphic despatch from San Francisco, commenting on the recent departure of the steamship *Oceanic* for China and Japan with one of the largest cargoes that has left there for the Orient for some time, says: "The cause of the heavy freight is the recent cut in the rate on flour. The Upton and Canadian Pacific lines have been carrying the bulk of the flour away to China for some time past, until nearly all the trade had been diverted from this port. Before the advent of the Canadian Pacific, the Pacific Mail and Occidental & Oriental lines enjoyed a monopoly of the Chinese trade, both out and in. The rate on flour from here to China was as high as \$6 a ton. The Canadian Pacific made the first slash, cutting it down to \$3.50 a ton. This was followed by an undercut of 60 cents by the Upton line. The Occidental and Oriental Company then made a cut to \$2.50, and the *Oceanic*, the first steamer to leave under the new regime, was loaded to the guards with flour. The Pacific Mail Company will probably fall into line with the Occidental & Oriental cut, and more heavy shipments may be expected."

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OFFICE: THE

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ment Co'y of B. C.

### HOW THE MERCHANT CAN MAIN- TAIN HIS CREDIT.

If he has any claims for shortage or damage, let him send them on the day the goods are checked.

When a monthly statement is rendered, check it, and if wrong write about the error at once.

When he writes, let him remember that civility is the password to good treatment, and that business correspondence is an art which, when properly cultivated, brings large returns.

If he cannot remit when asked to, he should drop a line stating when he reasonably expects to be able to do so.

If notified that after a lapse of time he will be drawn upon, immediate attention should be given to the matter, first to see that the amount and terms are correct, and, secondly, that his bill book will permit him to accept the draft. If not, let him write exactly what he wants. Unless there is a prior understanding to the contrary, let it be his ardent ambition never to dishonor a draft.

If he cannot meet a draft at maturity, he should write or telegraph.

And above all things he should make it his firm purpose never to "kick," when kicking is prompted solely by a captious spirit or when he is sure kicking will do no good.

To these suggestions we might add one more thing, and that is in ordering from salesmen or by mail, to order deliberately and with such intelligence that it will be unnecessary to cancel any order ever given.

The worst crank in business is the cancellation crank, and we sometimes speculate as to whether it would not be wiser for a man who has been hasty in sending an order, or has made a mistake in it, to stand the cost and charge it to experience rather than to class himself among the cranks referred to.—*Herald of Trade.*

The W. R. Strong Company, one of the heaviest fruit shipping houses on the Pacific coast, with branches in Fresno, Los Angeles, Riverside, and various eastern cities, recently made an assignment for the benefit of their creditors. The business of the company had outgrown its capital, and it was unable to meet the sudden demand of their creditors. The company has vast resources, and if given a little time will be able to meet all obligations.

It appears that in Scotland there is a company which pays a certain amount yearly to a number of iron works for the privilege of collecting the smoke and gases from the blast furnaces. These are passed through several miles of wrought iron tubing, and as the gases cool there is deposited a considerable yield of oil; one plant is reported to yield twenty-five thousand gallons of furnace oil per week. The sum paid for this privilege is such as to be profitable, it is said, to both parties. The oil thus obtained is distilled, and a considerable quantity of cresol, phenol and some other substances are procured from it, while the oil remaining is used as an enricher of gas for illuminating purposes.

### INTERIOR NOTES.

It is announced that the Hon. F. G. Vernon, through Mr. G. G. Mackay, has sold to the Earl of Aberdeen his large tract of land comprising nearly 14,000 acres, the price being in the vicinity of \$250,000. It is situated in the Coldstream valley, and stretches from within a mile of Vernon for about eight miles, and is believed to be the most beautiful, as it is one of the most valuable possessions in British Columbia. It is the Earl's intention to break up this large tract into small holdings, on which he will settle sturdy, young Scotch farmers. Hon. Mr. Vernon and Mr. McKay have, this week, gone up to Vernon to complete the details of the sale.—*Inland Sentinel.*

W. H. Irwin, of Montreal, after taking a look at the Tam O'Shanter and several other claims in which his company (the Montreal & Kootenay Mining Company, Limited) is interested, left for home this week, going by way of Bonner's Ferry. Mr. Irwin's firm are the owners of the asbestos mines in Quebec, and are more or less interested in other mining enterprises. He claims there will be no trouble in securing capital to develop this section once its mines begin to make an output. A shipment of ore will be made, this Fall, from the Tam O'Shanter to the smelter at Tacoma, and Mr. Irwin stated that a concentrator would more than likely be erected on the property in the Spring.—*Hot Springs News.*



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D. M. CARLEY . . . . . EDITOR

G. HENDERSON . . BUSINESS MANAGER.

Office—No. 77 Johnson Street.

VICTORIA, TUESDAY, NOV. 17, 1891.

## THE CATTLE QUESTION.

Dear beef has been the subject that has for some days past been vexing and annoying the thrifty housekeeper, who seeing from the daily papers that it was proposed to carry out the quarantine law with respect to live cattle brought in from the United States for purposes of slaughter, began to imagine all kinds of contingencies. A scarcity of beef, and therefore higher prices was the not most unnatural order of argument, and then came the inquiry of how was this going to be provided against? The facts, as we understand them, are that on November 13th, 1890, an order in Council was passed at Ottawa, ordering that the provisions in force regarding the importation of cattle into the province of Manitoba should be applied to the province of British Columbia. This law, which provides for a quarantine of ninety days for cattle coming in from the United States, never having been enforced here, recently, some Calgary stock breeders visited the city, and brought the matter before the notice of the Collector of Customs, urging him, it is said, to carry out the law. The Collector at once wrote to Ottawa for instructions.

According to the local butchers, glad as they are to utilize province-fed stock during some months of the year, it is impossible for them to do so all the time, as no fat cattle are available. Then they are compelled to look to Washington, Oregon and California, the freight and charges from the Canadian Northwest Territories being a serious obstacle in the way of making use of beeves from that section of country even should they happen to be in condition, which is not the case. However, the Calgary cattle men, understanding that the tariff of Canada is a protective one, have made up their minds that if there can, by any possibility, be any advantage to them from it, they are bound to have it. In a word, they propose to work off their thin beef, which they cannot sell in the east, on the British Columbia market, and that at exorbitant prices, since, by the assistance of the customs duty, they hope to control this market which cannot, like Ontario and Quebec, make any use of frozen meat.

The other day, utterly ignoring questions of policies or sentiment, Mr. L. Goodacre, the well known Victoria butcher, thus presented the case: "At present, the local butchers import 600 head of cattle per month into the Island, averaging 420,000 lbs. in weight. Now the price of prime

beef to our customers is 15c. per lb., but, should the law you speak of be enforced among us, the price, at the very lowest computation, will be raised to 20c., counting freight, wharfage and duty. So that the people of this island will have to pay per month \$21,000 more for their beef than they are doing to-day." This statement is one that is well calculated to alarm the consumer.

But, on the other hand, Mr. Van Volkenburg, himself a well-informed stock-raiser and butcher, has given an opinion that is entitled to considerable weight. He says:

"The Government at Ottawa know what they are doing when they make a law like the one under discussion. It will be the finest thing that could happen to the Province if it is carried out in its entirety. It is foolish to talk about a 'beef famine.' There could not possibly be anything of the sort, as beef, and good beef, is always available from the other side, and would cost no more than it does now. The wholesale price now, in all the Sound cities, is from 6c to 8c per lb., and, adding the freight and duty to this, the butchers in Victoria would not dare to offer it for sale for more than 11c wholesale, or 15c retail. If they did, they would have the Sound butchers over here competing with them, and running them out. Let us put every cent of duty we can on live stock, except for stock purposes, from the United States, and soon you will see hundreds of small farmers starting to breed cattle in this Province."

If it should happen that the present regulation be carried out to the letter, even though it be in the end a blessing in disguise the vast body of consumers must suffer materially unless, as has been represented, dressed meat from the Sound cities comes in at prices sufficiently low to prevent the retailers from selling the article at exorbitant rates. We fully agree with the idea of encouraging local industry to the utmost extent possible, but at the same time recognize the fact that there are consumers as well as producers who are entitled to consideration. By all means let every possible opportunity be given to the British Columbia farmer and stock raiser, who if they will only be content with a moderate amount of assistance will obtain all that is really necessary to enable them to make their industry in every way prosperous and thoroughly successful, as they have all the natural conditions necessary to that end.

## THE LAST OF THE STRIKE.

For some months it has been manifest that the promoters of and those who were mainly responsible for the continuance of "the state of strike" at Wellington have been losing the confidence of the members of the Miners' and Mine Laborers' Protective Association, and that at any time it was possible the *ante bellum* condition of things would soon be restored. We have said "the state of strike" for it was only a strike in name. The miners were all working as usual, and there were only a few miners out of work who were living at the expense of their fellow members—the majority of whom were anxious to be relieved of the responsibility and cost involved. The leaders in the Union have, it is charged, done their very utmost to prevent a full and free expression of opinion on the part of the miners, who

have been led into tacit acquiescence in what was being done for fear of the hard names that would be applied to them in the event of their failing to comply with the imperious demands of the men who were responsible for the whole trouble and to whom after the organization of the boycott at San Francisco, the return of the old order of things would be a terrible blow. We are not in the humor to moralize upon the collapse of the miners' movement; we are glad to see the strike ended, and would say that our hope is that past misunderstandings will be forgotten and that a better condition of mutual relations will be inaugurated for the future.

## THE BRAZILIAN REPUBLIC.

In view of the recent attention drawn to Brazil, a few words as to the resources of that rich country will not be out of place. Brazil, as is generally known, is one of the largest countries in the world, its area being somewhat greater than that of the United States, not including Alaska. Its resources are simply enormous, and, as yet, are practically undeveloped. It has a population of nearly 15,000,000 and a considerable export trade, yet less than one per cent. of its available area is under cultivation. It can produce enormous quantities of tropical products. Its forests are among the greatest wonders of the world, being so dense in places that it is impossible to penetrate them. The elevated table lands furnish pasture for millions of horses, cattle and sheep, and the wild animals of the forest are more numerous and of greater variety than can be found anywhere else. No country in the world is richer in gold, silver, iron, copper and precious stones. With all these sources from which commercial greatness can be developed, with a coast line three thousand miles long, fairly supplied with harbors, with a river system affording at least 10,000 miles of inland navigation for large craft, it is not exaggeration to say that Brazil, in the hands of the right people, must become one of the most influential countries in the world.

ALTHOUGH it has been known by the public for some time, it is only now it is officially announced that the letter rate to Australia has been reduced to 5 cents per half-ounce, with news paper postage correspondingly lowered.

DESPITE all the troubles of the past in connection with the sealing industry, there appears to be a strong probability that it will be carried on with increased energy during the next season, as announcements continually come from the east that additional schooners have either been chartered or purchased for the business.

ACCORDING to the *Canadian Trade Review*, the city of Quebec shows a considerable decline in both steam and sail tonnage arriving at that port this year as compared with last season. Up to October 22 the total sail tonnage arriving at Quebec was 220,306 tons against 313,217 tons last year, while the arrival of steam tonnage declined from 574,647 tons to 546,747 tons.

EDITORIAL NOTES.

The Czar of Russia says that rather than not see his pet scheme, the Trans-Siberian Railroad, completed in three years from lack of funds, he would advance the needed money—\$17,500,000—out of his private purse. He can do it; he has, it is said, \$50,000,000 always in bank in ready money.

The wreck of the Nova Scotia bark Sarah off the British Columbia coast, once more raises the question of the appliances and facilities of the Marine Department upon the Pacific coast. Are they what they should be, if, indeed, they are at all proportionate with those that have been so lavishly bestowed upon the Atlantic coast?

The net public debt of Canada in 1880 was \$152,451,588, and in 1890 \$237,533,212, an increase of \$85,081,624. During that decade the following expenditures were made:—Railways, \$67,009,152; canals, \$17,507,380; public buildings, \$8,507,481; other public works, \$13,898,132—a total of \$104,522,145, or \$19,440,521 more than the increase of the public debt.

NEW WESTMINSTER is agitated over the question of fire protection. A motion, looking to a portion of the cost of fire protection maintenance being borne by annual contributions from the various fire insurance companies doing business in that city was adopted. The *Columbian* rightly considers this is a reasonable imposition, as such assistance is rendered in other cities.

MONTHS and months ago, a department of manufacture, or rather of trade and commerce, was promised by the Government at Ottawa, but it has not yet been put into shape. It would most certainly prove to be a most valuable division of departmental work, and it will be well for the Government to give it all due consideration between now and the opening of the next session of Parliament.

UNDER the direction of Mr. Henry Elliott, an interesting exhibit for the World's Fair is being prepared by the Smithsonian Institution, consisting of models in papier mache representing the fur seal and walrus fisheries. One of the models shows a seal "drive" and includes hundreds of seals which Aleuts are driving along to the killing grounds. Another illustrates a "rookery," and another a hauling ground of bachelor seals. The killing of seals will also be shown. These representations are certain to have a peculiar interest for the people of British Columbia.

AT LENGTH in connection with the Sayward case, now before the Supreme Court of the United States, it has been officially announced by the American Attorney-General that Great Britain and the United States have agreed to submit the Behring Sea controversy to arbitration. Until the present, there has been a great deal of mystery which, though to a certain extent cleared up, leaves considerable doubt as to the satisfactory character of the outcome, experience having shown that, unless all

their expectations are realized, the Americans will do considerable kicking.

The *Northwest Trade*, of Minneapolis, calls attention to the fact that people are slow to learn that canned goods of all descriptions should be turned out of the can into a glass or earthen dish the moment the can is opened, and adds: "Fruits, vegetables, meats, game, fish, jams or jellies should never remain in the can a moment after the same has been cut open. Numerous cases of poisoning have occurred from the use of canned fruits, meats, fish, etc., which have been allowed to remain in the can for a length of time after the same has been opened."

IT WAS scarcely to be wondered that the people of China should, as they have done, take action against the—to them—"unspeakable foreigner," who forced himself into their country at the point of the bayonet and over their bombarded fortifications, and yet will not allow them when they land in his country to live, work and trade upon the same conditions as other people. No doubt all the existing troubles, in China, coupled in many cases with outrages, are no more than the methods adopted by the Celestials to show their dissatisfaction with the existing order of things between them and other nations. There ought most certainly to be a better understanding. Each party is endeavoring to obtain the advantage over the other, and what open and above-board dealing cannot do other means are resorted to to accomplish.

THE Dominion Minister of Finance is thus reported to have expressed himself on the question of trade relations with the United States:—"On the whole I gather that the McKinley Bill stands a fair chance to remain the law for several years, and without doubt the agricultural clauses will be fully maintained. This will preclude anyone concluding that a change to the advantage of agricultural products and their admission into the United States will be brought about by Congressional legislation. It does not follow, however, that it will change the status of the reciprocity question. The United States Cabinet and Congress may retain their present tariff intact, and yet be willing and able to make an agreement with Canada whereby for mutual advantage the tariff on certain conditions may be reduced or abolished. It depends upon the willingness of the United States to enter into negotiations with that end in view. The probability is they will result in an arrangement which could be accepted with honor and advantage." It is understood that next month a trade conference will take place between representatives of Canada and the United States.

Bell-Irving & Paterson, New Westminster, have removed to English's new block on Front street.

The steamer Delaware has been seized and is to be offered for sale by the sheriff, on a judgment of \$620, at the dock, New Westminster. The shareholders claim that it has been a case of bad management from the beginning. She cost \$34,000 and is mortgaged for \$13,000.

THE LEBU'S CARGO.

The British bark Lebu, 726 tons, Capt. Worrall, sailed Nov. 16 for Liverpool, with a cargo of 30,800 cases salmon, valued at \$181,424; also one case fishing tackle valued at \$40—R. P. Rithet & Co. (l'd), consignors. The following are the brands shipped:

|                                     | Cases. |
|-------------------------------------|--------|
| Harlock Packing Co.....             | 3,000  |
| Lowe Inlet Packing Co.....          | 3,728  |
| Cascade Packing Co.....             | 2,770  |
| Skeena Packing Co.....              | 1,254  |
| Wannuck Packing Co.....             | 3,000  |
| R. D. W. & Co., Liverpool.....      | 2,000  |
| Dominion Brand, Laidlaw & Co.....   | 2,200  |
| R. D. W. & Co., Liverpool.....      | 1,100  |
| Dominion Brand, Laidlaw & Co.....   | 1,450  |
| R. D. W. & Co., Liverpool.....      | 1,500  |
| Harlock Packing Co.....             | 2,000  |
| Wellington Packing Co.....          | 1,500  |
| Standard Packing Co.....            | 900    |
| Maple Leaf Brand, Delta Canning Co. | 4,398  |
| Total.....                          | 30,800 |

THE SALMON PACK.

The following is the salmon pack for this year, as far as returns have come in. There is still about fourteen canneries to hear from:

|                                   | Cases.  |
|-----------------------------------|---------|
| <i>Northern Pack, Naas River.</i> |         |
| Cascade Packing Co.....           | 3,000   |
| B. C. Canning Co.....             | 2,581   |
| McLennan.....                     | 5,477   |
| <i>Rivers Inlet.</i>              |         |
| Wannuck Packing Co.....           | 11,500  |
| Rivers Inlet Packing Co.....      | 15,000  |
| Victoria Canning Co.....          | 10,000  |
| Alert Bay Canning Co.....         | 650     |
| <i>Skeena.</i>                    |         |
| Inverness Co.....                 | 9,875   |
| North Pacific Canning Co.....     | 11,200  |
| Standard Canning Co.....          | 10,922  |
| Balmoral Canning Co.....          | 10,000  |
| Skeena Canning Co.....            | 11,800  |
| Windsor Canning Co.....           | 9,700   |
| B. C. Canning Co.....             | 13,659  |
| <i>Fraser River.</i>              |         |
| Harlock Packing Co.....           | 5,897   |
| B. C. Packing Co.....             | 8,318   |
| Beaver Canning Co.....            | 12,965  |
| Richmond Canning Co.....          | 12,085  |
| Garry Point Canning.....          | 8,101   |
| Dumfries Canning.....             | 5,000   |
| Phoenix Canning.....              | 7,624   |
| Britannia Canning.....            | 6,695   |
| Total.....                        | 192,070 |

L. Godbolt, representing J. & T. Bell, manufacturers of fine shoes, Montreal, has returned east, after a successful business visit to the provincial cities.

The British bark Nineveh 1,174 tons, Capt. Broadfoot, from Shanghai Sept. 18, arrived at Port Angeles Nov. 13. She will load lumber at Vancouver for Sydney on owner's account.

The American whaleback steamer, C. W. Wetmore, 1,075 tons, Capt. Hastings, from New York to Port Townsend, arrived at Valparaiso Nov. 7, and sailed the same day for destination. She is expected to arrive before December 1.

The British ship Zambesi, 1500 tons, Capt. Edwards, Upton line, sailed from Yokohama November 10 for this port, with a full cargo, composed principally of 2,000 tons tea for shipment overland, and 1,000 boxes of Japanese oranges. She is due November 30.

## BRITISH OAK.

The oak is indigenous throughout Britain, and in former ages, before the clearing away of the forests had commenced, appears to have covered a very large portion of its surface, for even in districts where the natural or self growing oak is now rarely seen, the remains of noble and gigantic trees are frequently met with, sometimes in alluvial deposits on the margins of our rivers, or in boggy places, covered with a layer of peat moss, which has been generated around them by the stagnation of water, caused by their fall. Several trees of large dimensions have been exhumed in tracts, where at the present day scarcely an oak of any great age, or that has attained one-fourth the size of those former denizens of the forest, are now to be met with. At Linden, the trunk of a magnificent oak was extracted from a peat moss. The oak was covered by a layer of peat moss to a distance of about three feet, and was discovered by probing the moss. The trunk, with a small portion of one of the larger limbs, was with great labor and difficulty dragged from its miry bed.

The contents of the portion recovered contained 545 cubic feet, although the whole of the sap wood had perished. The timber was perfectly sound, and the tree, by whatever accident it had been overthrown, had fallen in the vigor of its growth. When sawn up, the interior planks were found of a deep, rich, brown color, those nearer the interior darker, or approaching to black. A variety of elegant furniture had been made from the wood, but it has been found necessary, for fine cabinet work, to have it cut into veneers, as when worked in bulk it is apt to crack and become warped. The remains of other large oaks have also been met with upon the banks of the Tyne, the Aine and other rivers, as well as the various bogs and morasses, and we mention these instances to show in a district, where at the present day nothing but recently planted oak or dwarfish timber from stock shoots exist, that in former times the monarch of the forest grew luxuriantly, and attained a splendid development; and, also, as an inducement to the planter not to neglect the liberal insertion of this national tree wherever soil and situation are found congenial to its growth. In other parts of England, the oak still grows in all its magnificence of form and dimensions, and the remains of those ancient forests which are chronicled by our earliest writers, and which in the time of our Saxon ancestors spread over the greater portion of the country, are still to be traced in the venerable but living relics of enormous oaks, many of which are supposed to number more than a thousand years.

There may perhaps be some who suppose from the slower growth of the oak and the height of time it requires to attain maturity, that they are likely to gain more and within a shorter period by plantations composed of other trees than oak. Such an opinion we conceive to be erroneous, at least with respect to all soils in which this tree will thrive, for we believe that greater advantages and equal profit may be obtained from mixed plantations in which the oak has been introduced in sufficient

quantity to stand as an ultimate crop, for the number of plants required for this purpose and the room they occupy when quite young is not such to lessen materially the value of the necessary and periodical thinning of the other occupants which have been planted as secondaries. As compared with the larch, the Scotch fir and others of the pine tribe, or with the rapid growing poplars and willows, the growth of the oak during youth is undoubtedly much slower, being at only one-third the rate of that of the white poplar. The difference, however, in respect to the ash, the elm, the beech and some other forest trees is not nearly so great, as we find from Vancouver's observations that the relative increase in growth of various trees, taking them at ten years old, and fixing the oak as a standard, was as follows:—Oak, ten; elm, sixteen; ash, eighteen; and beech, twenty.—*The Canada Lumberman.*

## THE METRIC SYSTEM.

An effort is to be made in congress the coming session, by the American Metrological Society, to secure the passage of an act making the use of the metric system of weights and measures, authorized in 1866, compulsory in the United States custom service. At the recent meeting of the Geographical International Congress in Berne, a resolution was passed asking English scientists to adopt exclusively the metric system which all Europe uses.

In this country, outside of electricians and individual scientific use, the metric system has not been received with much favor. The Spanish American countries use it, and, indeed, it seems desirable that the whole civilized world should use the same system of weights and measures. It would be an important step to closer international relations. So long as it is optional in this country, whether business men use it or not, the old weights and measures will be continued. It is true some of the departments of our government use it; but it is obvious that if its use is merely optional, the change will never be made. The change to metres, centimetres, millimetres, etc., from our old standards, will put us all to a great deal of trouble, temporarily, because our minds are accustomed to grasp what is meant by a pound, a gallon, or a bushel or pint. Instead of considering the ten-millionth part of a quadrant of a meridian or cubes of pure water. If the Government makes the metric system compulsory in all branches of the public business, the pressure will ultimately become so great upon commercial interests that the whole American business world will be thinking and doing business on the basis of the metric denominations and values. We shall talk realty in centares and hectares, do our weighing in milliers, myrigrans, kilograms and centigrams, and measure distances by kilometres, hectometres, dekametres. If the old heads can't grasp the new units, the young children can. They can start on the new basis. Should the coming congress pass the Metrological Society's resolution, the country will soon follow the Federal departments in the use of the metric system.—*Minneapolis Journal.*

## VANCOUVER WATERWORKS.

Vancouver has now, practically, got hold of the water works, and \$150,000 will be spent in extending the system. The aldermen have, now, an opportunity of giving Vancouver the best and safest water supply in Canada, by making a storage reservoir in Stanley park. The city will not be running the risk of the breaking of the two supply pipes which cross the Narrows. It may not happen again, as it did last winter, for years, but it is liable to occur any day. The cost of such a reservoir will be large, but the feeling of security it will give the city, in case of accident to the mains, will more than repay for its cost.

## THE MACGILLIVRAY STEEL PIPE WORKS.

A representative of THE COMMERCIAL JOURNAL was shown over the extensive shops of this firm on Lulu Island by Mr. J. C. Whyte. The works have just started up, and are now employing 30 men. An electric light plant is being put in, and then the works will run night and day and give steady employment to 50 men. The latest and most efficient labor and time-saving appliances have been supplied. The  $\frac{1}{2}$  hydraulic accumulator has a pressure of 1,000 lbs. to the square inch, and carries a cargo of lead 25 tons in weight. It drives the three riveters as fast as a boy at each can pick up the rivets and put them in position. The shops are planned with a view to moving the material systematically from start to finish. In the storehouse are 1,000 tons of plates and four million rivets. The pipe is made up in 25 foot lengths. There are fifteen miles of main steel pipe to lay, 14 inches diameter on the line and one mile of 22 inch steel pipe in the city in Mr. MacGillivray's contract, and nineteen miles in the contract of Messrs. McQuarrie in the system of city distribution. It is expected to take from five to six months' time, working day and night, to fill this contract. An important feature of this establishment is that it is a permanent institution, and not a temporary factory for the contract now in hand. Every detail of the establishment is put in with a view to the permanent operation of the works.

The contract has been let for a wing to the Vancouver City Hospital, to be finished in May, 1892. The cost will be about \$10,000.

H. T. Scurry and Mr. Matthew, Vancouver, patentees of a subaqueous mining machine, are having a full-sized working model manufactured at one of the city foundries. It may be briefly described as a submerged flume with a series of steel brush attachments to brush the bottom of a river. When the flume is filled it is hoisted on deck. It will work in from 40 to 50 feet of water. When this machine is finished it is proposed to try it on the Fraser River, where good paying dirt has been found at low water for years. If this machine can sweep up the accumulation of ages from the bottom of the Fraser River, the inventor, Mr. H. T. Scurry, will reap a well-deserved reward for his perseverance.

**BANK OF B. C. BUILDING.**

Beginning last Tuesday, the business of the Vancouver branch of the Bank of British Columbia will be conducted in the new building on the corner of Hastings and Richards streets. The premises hitherto occupied by them, have, for some time past, been found too restricted for the volume of business done through the Vancouver branch. Vancouver has now grown to such proportions, and has her commercial foundation laid so firm and sure, the *News Advertiser* remarks, that the directors of the bank, most of whom reside in England, felt satisfied in erecting here one of the finest bank buildings they own anywhere.

The new Bank of British Columbia building stands on the southeast corner of Richards and Hastings streets, with a frontage of 33 feet on the latter and about 120 feet on Richards. The building is in the main of Chukanut sandstone resting on a base of granite and with the top story in brick and stone. The two rear walls are entirely of brick. The bank offices occupy the greater part of the ground story, but facing Richards street in the rear of the bank is a neat little shop very elegantly finished. Between the store and the bank, a flight of stairs go up leading to the second and third story. As yet, only one suite of offices on the second floor is taken, those of McPhillips & Williams being very splendidly fitted apartments, indeed. As regards the style of architecture in the building, the modified Gothic prevails. Abundance of ornament, by way of moulding and carving in stone, is everywhere conspicuous, but all are symmetric in outline and very artistically carved.

No pains or expense have been spared in making this building equal to any in the province. Especially in the banking office itself are the evidences of thoroughness and good taste apparent. Comfort, convenience and beauty were each paid consideration in the planning of that counting house. The entrance is from the northwest corner through very massive oak doors, left the natural color and polished. The floor of the general office is of mosaic tiles of very small pattern, making a smooth, lasting and pretty floor. The room is lighted by large plate glass windows, surmounted by a semi-circular sash made up of small squares of cathedral glass. The window sashes and frames are of English oak. The wainscotting and window casements are of dark British Columbia cedar, ornamented with numerous mouldings.

The arrangements for the officials are very commodious and conveniently arranged. The counters are of red hardwood, and the gratings separating the clerks from the public are of bronzed iron, a very suitable color. Not only have the clerks more room within the counter than in the former office, but the public outside have also, and there are more apertures for business to be conducted through. Beginning at the left side, the order of the apertures are: Bill clerk, receiving teller, paying teller, cheques A to M, cheques N to Z, savings bank and accountant.

It would be almost impossible to conceive a fire that would injure any of the books or valuables of the bank when they are enclosed within the receptacle for

**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. Palat.....     | 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.....     | Minnie.....             | 46       | Capt. Victor Jacobson.....        |
| August 5.....     | Triumph.....            | 98       | E. B. Marvin & Co.....            |
| August 11.....    | Winnifred.....          | 13       | C. Spring.....                    |
| August 11.....    | Aurora.....             | 46       | Thos. Harold.....                 |
| August 13.....    | C. H. Tupper.....       | 99       | Capt. C. J. Kelly.....            |
| August 14.....    | Henrietta.....          | 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       | Curno & Munsie.....               |
| August 29.....    | Mountain Chief.....     | 16       | Nawassen.....                     |
| August 29.....    | Hosie Olsen.....        | 39       | Andrew Gray.....                  |
| August 30.....    | Carlotta G. Cox.....    | 78       | E. B. Marvin & Co.....            |
| August 30.....    | Annie C. Moore.....     | 113      | C. Hackett.....                   |
| August 30.....    | Geneva.....             | 92       | Hall, Goepel & 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. Prouet.....                 |
| September 9.....  | Umbrina.....            | 98       | J. W. Peppett.....                |
| September 14..... | City of San Diego.....  | 46       | Curno & Munsie.....               |
| September 15..... | Viva.....               | 93       | Curno & Munsie.....               |
| September 17..... | Pioncer.....            | 66       | Curno & Munsie.....               |
| September 17..... | Wanderer.....           | 25       | Harry Paxton.....                 |
| September 17..... | Venture.....            | 48       | Morris Moss.....                  |
| September 18..... | Favorite.....           | 80       | Chas. Spring.....                 |
| September 22..... | Oscar and Hattie.....   | 81       | J. L. Penny.....                  |
| September 23..... | Ocean Belle.....        | 83       | Hall, Goepel & 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.....                  |

**VANCOUVER.**

|                |                      |    |   |
|----------------|----------------------|----|---|
| .....          | Eliza Edwards.....   | 37 | Pacific Trading and Navigation Co.....  |
| .....          | Vancouver Belle..... | 73 | Vancouver Shipbuilding, S. & T. Co..... |
| .....          | C. D. Rand.....      | 52 | H. I. Sealing and Trading Co.....       |
| August 29..... | Beatrice.....        | 49 | C. G. Doering.....                      |

them, or that any burglar could possibly have enterprise enough to lead him to attempt to reach the vault where the gold and notes are stored. The safes and vaults are as near burglar proof and fire proof as it is possible to make them. In the rear of the business office, is a small, cosy room for the manager, with a vestibule almost the same size in which those awaiting their turn may loiter for a moment. A room is also provided on the ground floor for the watchman, while, above, there are small galleries leading to the upper storey of the bank vaults and the toilet rooms. Very few business blocks on the Pacific coast surpass that of the Bank of British Columbia, and Vancouver has reason to feel proud of it.

**AS TO CANNED GOODS.**

After looking over the situation carefully, it would appear that canned goods generally will be lower this season than for years. Nearly every section of the nation, with perhaps the exceptions of Arkansas and Kansas, has had an abundant harvest of fruits and vegetables suitable for canning. It is stated that such an immense crop of peaches was had in New Jersey and Delaware that it was impossible for the canneries to handle the supply, and the markets for green goods being glutted, thousands of tons of this fruit were allowed to rot upon the ground. The amount canned, however, was exceedingly large. In the Mississippi basin the pack was larger in fruits, but in berries

the decrease is so great that a very material advance in prices is expected.

The tomato and corn packs were also rather below the average. California has put up a larger quantity of general vegetables and fruits than for years, and the prospects are generally favorable toward depreciation in prices in the northwest. The bid for the trade of Oregon and Washington between the agents of Eastern and California packers is likely to be more spirited than heretofore. The California pack is already moving, though the season is hardly at hand for the stocking up of the large interior jobbing firms. A large amount of the Pacific coast product is being exported, and the outlook is favorable to a considerable increase of exportation. Over 41,309 cases of canned fruits valued at \$205,000 was shipped last week from San Francisco, being, it is said, the most valuable cargo of canned fruit sent to England since 1887.

On the whole the situation is a fairly good one for the packer, jobber and retailer. Prices are so moderate that there will be a greater and livelier consumption, and as the cost of raw material has been low the packers will reap a profit, and if the jobbers do not also, it will be because they do not know how to purchase their supplies. The retailers of Seattle should get in on a profit by means of their association—the members buying their goods lower and selling at a price that will allow them respectable profits as well as giving the consumers good prices.—*Puget Sound Merchant's Review.*

# THE COMMERCIAL JOURNAL'S SHIPPING LIST.

## BRITISH COLUMBIA SALMON FLEET 1891.

| FLAG.    | NAME.        | TNS. | MASTER.      | SAILED.   | FROM.        | FOR.       | CASES. | VALUE.    | ARRIVED. |
|----------|--------------|------|--------------|-----------|--------------|------------|--------|-----------|----------|
| Br bark. | Serica.      | 913  | Smythe.      | Sept. 29. | Victoria.    | London.    | 38,623 | \$200,782 |          |
| Br bark. | Callao.      | 978  | James.       | Oct. 6.   | Victoria.    | London.    | 41,610 | \$212,000 |          |
| Br bark. | Lobu.        | 726  | Worrall.     |           | Victoria.    | Liverpool. |        |           |          |
| Br bark. | Rothsay Bay. | 750  | Partridge.   |           | Westminster. | Liverpool. |        |           |          |
| Br bark. | Wanlock.     | 745  | Cooper.      |           | Victoria.    | Liverpool. |        |           |          |
| Br ship. | Titania.     | 879  | T. W. Selby. |           | Westminster. | London.    |        |           |          |

## BRITISH COLUMBIA LUMBER FLEET 1891.

| FLAG.      | NAME.             | TNS. | MASTER.     | SAILED.   | FROM.        | FOR.           | CARGO FT.  | VALUE. | ARRIVED.  | RATE.     |
|------------|-------------------|------|-------------|-----------|--------------|----------------|------------|--------|-----------|-----------|
| Br ship.   | Stamboul.         | 1218 | Weston.     | Jan 3.    | Vancouver.   | Callao.        | 960,300 \$ | 9,600  | April 2.  | 50s       |
| Chil bark. | India.            | 433  | Funke.      | Feb 1.    | Moodyville.  | Valparaiso.    | 751,306    | 8,348  | April 20. | 65s       |
| Br bark.   | Nineveh.          | 1174 | Broadfoot.  | Feb 28.   | Vancouver.   | Sydney.        | 855,352    | 9,335  | April 21. | owners ac |
| Br bark.   | Formosa.          | 915  | Kain.       | Mar 21.   | Vancouver.   | Arica.         | 744,000    | 6,000  | July 5.   | 55s       |
| Am bkt.    | Catharine Sudden. | 338  | Thompson.   | Mar 31.   | Moodyville.  | Tientsin.      | 427,539    | 5,177  | June 19.  | 77s       |
| Am ship.   | Geo F Manson.     | 1333 | Crack.      | May 11.   | Moodyville.  | Sydney.        | 868,151    | 9,752  | Aug 5.    | 55s       |
| Br ss.     | Eton.             | 1735 | Newcomb.    | May 15.   | Moodyville.  | Port Pirie.    | 1,765,711  | 15,891 | June 20.  | Private   |
| Am sch.    | Olga.             | 478  | Atwood.     | May 22.   | Moodyville.  | Shanghai.      | 531,133    | 5,990  | Aug 7.    | 65s       |
| Am sch.    | Golden Shore.     | 961  | Henderson.  | June 3.   | Moodyville.  | Sydney.        | 799,658    | 8,063  | Aug 7.    | 55s       |
| Br ship.   | Forest King.      | 1692 | Morris.     | June 3.   | Vancouver.   | Callao.        | 1,221,816  | 11,221 | Sept. 1.  | 47s       |
| Am ship.   | Exporter.         | 1312 | Kezer.      | June 7.   | Vancouver.   | Melbourne.     | 829,132    | 8,802  | Oct. 2.   | 65s       |
| Am bark.   | Spartan.          | 719  | Anderson.   | June 14.  | Vancouver.   | Melbourne.     | 502,000    | 5,276  | Sept 22.  | 60s       |
| Am bark.   | Hesper.           | 661  | Sodergren.  | July 4.   | Moodyville.  | Shanghai.      | 919,586    | 8,355  | Aug 27.   | 62s       |
| Swed bark. | Svea.             | 603  | Afzells.    | July 5.   | Vancouver.   | Callao.        | 433,913    | 4,700  | Sept 17.  | 47s       |
| Am ship.   | Great Admiral.    | 1497 | Howell.     | July 18.  | Vancouver.   | Melbourne.     | 688,511    | 8,716  | Oct. 2.   | 65s       |
| Chil bark. | Luisa Maria.      | 715  | Meyer.      | July 19.  | Westminster. | Sydney.        | 551,780    | 5,596  | Oct. 9.   | 52s       |
| Chil bark. | Leonor.           | 801  | Harken.     | July 22.  | Westminster. | Melbourne.     | 600,333    | 5,705  | Oct. 6.   | 60s       |
| Nor bark.  | Borghild.         | 737  | Haugland.   | July 25.  | Vancouver.   | Melbourne.     | 561,556    | 6,000  | Oct. 6.   | 65s       |
| Br ship.   | Duke of Abercorn. | 1026 | McDougall.  | July 29.  | Vancouver.   | Adelaide.      | 919,586    | 8,213  | Oct. 10.  | 62s       |
| Ger bark.  | Cassandra.        | 733  | Stehr.      | July 31.  | Vancouver.   | Iquiqui.       | 515,619    | 6,917  |           | 47s       |
| Br ship.   | Leading Wind.     | 1280 | S B Savory. | Aug 6.    | Moodyville.  | Melbourne.     | 765,143    | 8,430  | Oct. 27.  | 60s       |
| Chil bark. | Antonietta.       | 925  | Stack.      | Aug 8.    | Moodyville.  | Valparaiso.    | 613,214    | 9,631  |           | owners ac |
| Br bark.   | Ordovic.          | 825  | Austin.     | Aug 9.    | Vancouver.   | Callao.        | 613,300    | 6,516  |           | 50s       |
| Chil ship. | Hindotan.         | 1513 | Welsh.      | Aug 14.   | Moodyville.  | Valparaiso.    | 1,200,419  | 11,809 |           | owners ac |
| Br bark.   | H B Cann.         | 1229 | Foote.      | Aug 21.   | Moodyville.  | Sydney.        | 1,011,172  | 12,214 | Nov. 2.   | 50s       |
| Nor ship.  | Saga.             | 1413 | Aftedahl.   | Sept. 3.  | Moodyville.  | Sydney.        | 960,251    | 8,777  |           | 50s       |
| Nor bark.  | Lotos.            | 718  | Salvesen.   | Sept. 25. | Vancouver.   | Adelaide.      | 528,824    | 5,035  |           | 65s       |
| Per bark.  | I sagun.          | 980  | Benvenuto.  | Oct 10.   | Moodyville.  | Pisagua.       | 481,583    | 4,618  |           | owners ac |
| Am bark.   | Newsboy.          | 539  | Johnson.    | Oct 1.    | Westminster. | Sydney.        | 645,792    | 6,510  |           | 52s       |
| Nor ss.    | H. W. Jarlsberg.  | 1438 | Hague.      | Sept. 20. | Moodyville.  | Port Pirie.    | 2,043,269  | 18,329 | Oct. 29.  | Private.  |
| Chil ship. | Ena Luisa.        | 1450 | Beascoe.    | Oct. 9.   | Moodyville.  | Valparaiso.    | 909,568    | 8,187  |           | 52s       |
| Br bark.   | Alfred Hawley.    | 412  | Llewellyn.  | Oct. 2.   | Westminster. | Port Pirie.    | 300,931    | 2,858  |           | 67s       |
| Nor bark.  | Flora.            | 713  | Anderson.   |           | Vancouver.   | Melbourne.     |            |        |           | 52s       |
| Nor bark.  | Dominion.         | 1256 | Eriksen.    |           | Vancouver.   | M. A. or P. P. |            |        |           | 50s       |
| Am bkt.    | Willie R. Hume.   | 62   | Brigman.    |           | Vancouver.   | Callao.        |            |        |           | 44s       |
| Am ship.   | Benj. Sewell.     | 1361 | Sowall.     |           | Vancouver.   | Valparaiso.    |            |        |           | owners ac |
| Am sch.    | Olga.             | 478  | Atwood.     | Nov.      | Moodyville.  | Sydney.        |            |        |           | owners ac |
| Chil ship. | Atacama.          | 1235 | Caballero.  |           | Moodyville.  | Valparaiso.    |            |        |           | owners ac |
| Br bark.   | Nineveh.          | 1174 | Broadfoot.  |           | Vancouver.   | Sydney.        |            |        |           | owners ac |

A - Also 360,900 laths. B - Composed of 45,000 feet telegraph poles, 440,000 feet rough lumber, 151,000 feet flooring, and 108,000 feet ties. C - Composed of 387,571 feet rough lumber, 39,668 feet dressed lumber, and 587 bundles laths. D - Composed of 23,355 feet dressed and 814,799 feet rough, also 22,916 feet pickets and 231,210 feet laths. E - Also 2,875 bundles laths. F - Composed of 1,144,286 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 1,633 bundles laths and 463 bundles pickets, deck load 72,032 feet. N - Also 90,411 feet dressed, 2,488 bundles pickets and 1,131 bundles laths. O - Comprising 182,638 feet t & g flooring. P - Also 2,500 bundles laths and 8,679 bundles pickets, deck load 76,879 feet. Q - Also 133,161 t & g flooring, 1,429 bundles laths and 47 spars, deck load 41,912 feet. R - Composed of 481,936 feet rough and 128,304 feet flooring; deck load 53,729 feet rough. S - Also 2,001 bundles laths, deck load 106,197 feet. T - Also 2,138 bundles staves and 1,131 bundles laths. U - Also 22,461 feet t. and g. flooring, 2,272 bundles staves and 1,414 bundles laths; on deck 111,437 feet rough. V - Deck load 245,866 feet; sailed from Nanaimo Sept. 21. W - Also 712 bds laths and 1,463 bds pickets. X - Also 315 bds laths and 1,780 bds pickets. Y - Also 21,757 feet pickets and 56,000 feet lath. Z - Deck load 32,356 feet rough. AA - Also 148,000 feet rough.

### SHIPPING INTELLIGENCE.

The Empress of Japan, 3,003 tons, Capt. Lee, is now nearly loaded. She sails on November 18 for Hong Kong.

The British ship Gov. Wilmot, 1,611 tons, Capt. Morris, is reported on the way from Acapulco to Royal Roads.

The British ship May L. Burrill, 1,150 tons, Capt. Kinney, is now on the way from Bahia to Royal Roads, for orders.

The British steamship Batavia, 1,628 tons, Capt. Hill, of the Upton line, sails from Hong Kong on Nov 20 for this port.

The British bark Ariadne, 1,167 tons, Capt. Croot, loading in London for Victoria on account Rob. Ward & Co., is reported just about ready to sail.

The bark British India, 1,199 tons, Capt. Lines, from Samarang Sept. 26, for Vancouver, passed Auger Oct. 5.

The bark Wanlock, 745 tons, Captain Cooper, is loading her cargo of salmon fast. She is going to Liverpool on account of Turner, Beeton & Co.

The American schooner E. S. Redfield, 446 tons, Capt. Burkholm, arrived at Chemainus Nov. 17. She is chartered to load a cargo of lumber for Sydney, and will take about 6,000 feet.

The British bark City of Carlisle, 823 tons, Capt. Kendall, from Liverpool June 13 for this port, is now fully due, being out 157 days. She is consigned to R. P. Rithet & Co., Ld., and will load a return cargo of salmon, etc.

The British bark, Zebina Gondey, 1,088 tons, Capt. Manning, from Hong Kong Sept. 19, arrived at Royal Roads Nov. 10, out 52 days. She loads lumber on the Sound for the West Coast.

The bark Rothsay Bay, 750 tons, Capt. Partridge, has about completed loading salmon at the Fraser River, and will sail for Liverpool early in the week; Bell Irving & Paterson consignees.

The British bark Sarah, 1,142 tons, Capt. Greenhalgh, from Manila Sept. 10, in ballast, for Royal Roads for orders, went ashore on Camanah Point, on the south west coast of Vancouver Island, and is a total loss. Two of the crew were drowned. The rest reached Bonilla Point lighthouse and signal station.

# 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   | City of Carlisle. | 823  | Kendall.      | June 13.     | C Liverpool.   | Victoria.    | R. P. Rithet & Co. (Limited).         | 157       |
| Br bark   | Glenborvie        | 800  | Groundwater.  | August 19.   | N London.      | Victoria.    | R. P. Rithet & Co. (Limited).         | 90        |
| Br bark   | Lizzio Bell       | 1036 | Adnm.         | Sept. 23.    | A Liverpool.   | Victoria.    | R. P. Rithet & Co. (Limited).         | 50        |
| Br bark   | Argyleshire       | 1298 | LoPago.       | Sept. 15.    | I Glasgow.     | Victoria.    | Jas. Crawford and C. Gardiner Johnson | 63        |
| Chil bark | India             | 953  | Funke.        | July 30.     | I Valparaiso.  | Moodyville.  | Moodyville Sawmill Company.           | 110       |
| Chil bark | Katinka.          | 816  | Kohler.       | August 21.   | M Rio Janeiro. | Moodyville.  | Moodyville Sawmill Company.           | 88        |
| Am bark   | Colorado          | 1036 | Gibson.       | July 25.     | P New York.    | Chemainus.   | Victoria Lumber and Manufacturing Co  | 116       |
| Port bark | Quiteria.         | 355  | Lalto.        | July 5.      | R Rio Janeiro. | Victoria.    | Victoria Lumber and Manufacturing Co  | 135       |
| Br ss.    | Landann.          | 985  | Bales.        | September 3. | T Liverpool.   | Victoria.    | Victoria Lumber and Manufacturing Co  | 76        |
| Nor bark  | Czar.             | 1314 | Ch'stopherson | July 1.      | T Cardiff.     | Vancouver.   | Victoria Lumber and Manufacturing Co  | 139       |
| Br ship   | Aristaene.        | 1750 | Jones.        | Sept. 26.    | N Java.        | Vancouver.   | Victoria Lumber and Manufacturing Co  | 52        |
| Br bark   | British India     | 1199 | Lines.        | Sept. 26.    | N Samarang.    | Vancouver.   | Victoria Lumber and Manufacturing Co  | 52        |
| Br ship   | Mount Carmel.     | 1596 | Livingstone.  | Sept. 7.     | O Melbourne.   | Vancouver.   | Victoria Lumber and Manufacturing Co  | 71        |
| Br bark   | Lyndne.           | 1167 | Croot.        | November.    | B London.      | Victoria.    | Robt. Ward & Co.                      | 71        |
| Nor ship  | Morning Light.    | 1316 | Johansen.     | Sept. 7.     | O Melbourne.   | Vancouver.   | Victoria Lumber and Manufacturing Co  | 71        |
| Nor ship  | Orion.            | 1231 | Westrup.      | Sept. 7.     | K Port Pirie.  | Vancouver.   | Victoria Lumber and Manufacturing Co  | 71        |
| Br ship   | Thermopylae.      | 918  | Wilson.       | Sept. 7.     | O Melbourne.   | Victoria.    | Victoria Rico Mills.                  | 26        |
| Br bark   | Irvine.           | 665  | Jones.        | Oct. 22.     | Liverpool.     | Victoria.    | Victoria Rico Mills.                  | 26        |
| Br ship   | Celeste Burrill.  | 1761 | Haynes.       | Sept. 14.    | R Rio Janeiro. | Royal Roads. | Victoria Rico Mills.                  | 61        |
| Br ss.    | Zambesi.          | 1560 | Edwards       | Oct. 17.     | H Hong Kong.   | Victoria.    | F. C. Davidson & Co                   | 31        |
| Br ss.    | Empress of China  | 3003 | Tillett       | Noy. 10      | H Hong Kong.   | Vancouver.   | Canadian Pacific Railway Company      | 31        |
| Br bark   | Bandfishie        | 829  | Edwards       | Sept. 15.    | E Liverpool.   | Vancouver.   | Bell-Irving & Paterson                | 31        |
| Br ship   | Mary L. Burrell   | 1156 | Kinney.       | Sept. 15.    | D Babia.       | Royal Roads. | Bell-Irving & Paterson                | 31        |
| Br ship   | Gov. Wilmot       | 1611 | Morris        | Sept. 15.    | F Acapulco.    | Royal Roads. | Bell-Irving & Paterson                | 31        |

B To sail in November with general cargo for Victoria direct. C—Spoken July 15 lat. 11 N., long. 25 W.; July 31, lat. 16.30 S., long. 32.58 W. chartered by Robt. Ward & Co. for a return cargo of salmon and naval stores, etc., to London. K Chartered to load lumber at Burrard Inlet to Melbourne wharf at 57s 6d. O—Coming in ballast under charter to load for M. A. or P. P. at 68s. option Sydney 50s. I—Passed off head September 17. L—Via Melina to load a return cargo to Valparaiso on owners' account. M Via Iquiqui, chartered for M. A. or P. P. rate 62s 6d. option Sydney 52s 6d. P—Sept. 16 put into Bahia leaking in upper works. Cargo of blacksmiths' coal for San Francisco, thence to load lumber. T Via Rio Janeiro, chartered for M. A. or P. P. at 57s 6d. option Sydney 47s 6d. A—Spoken Oct. 8, lat. 40 N. long 10 W. E—To sail about the end of November. N—Passed Auger Oct. 5. D—For orders. F—For orders. H—Sailed from Kobe Nov. 10, via Honolulu.

### VESSELS IN PORT.

(November 16, 1891.)  
VICTORIA.

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

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

British ss. Wellington, 1,267 tons, Capt. Salmond. Awaiting repairs.

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

#### NEW WESTMINSTER.

British bark Rothesay Bay, 750 tons, cap. Partridge, loading salmon for Liverpool Bell-Irving & Paterson, consignors.

#### VANCOUVER.

Norwegian bark Dominion, 1,256 tons, Capt. Eriksen, loading lumber for Melbourne or Adelaide.

American barkentine Willie R. Hume, 64 tons, Capt. Brigman, loading lumber for Callao.

Norwegian bark Flora, 743 tons, Capt. Anderson, loading lumber for Melbourne.

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

British ss. Empress of Japan, 3,003 tons, Capt. Lee, arrived Nov. 2 from Yokohama. To sail Nov. 18.

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

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

British bark Nineveh, 1,174 tons, Capt. Woodfoot, loading lumber for Sydney on owners' account.

### CHEMAINUS.

American schooner F. S. Redfield, 446 tons, Capt. Birkholm, loading lumber for Sydney.

### NANAIMO.

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

Am. bark Oregon, 1,364 tons, Capt. J. McCartney, loading for San Pedro.

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

Am. ship Ericsson, 1,568 tons, Capt. Reed, loading.

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

#### WELLINGTON SHIPPING.

Am. ship America, 1,952 tons, Capt. Harding, waiting to load.

#### EAST WELLINGTON SHIPPING.

Am. bark Southern Chief, 1,210 tons, Capt. Svensen, loading.

#### RECAPITULATION.

| Ports.          | No. | Tonnage. |
|-----------------|-----|----------|
| Victoria        | 4   | 3,617    |
| New Westminster | 1   | 750      |
| Vancouver       | 8   | 10,692   |
| Nanaimo         | 6   | 9,022    |
| Chemainus       | 1   | 446      |
| Total           | 20  | 21,527   |

### THE COAL MARKET.

The private circular of J. Stewart, of San Francisco, gives the receipts of coal at that port in October at 139,800 tons against 86,000 in October, 1890. The circular says "Foreign and domestic coal is in abundant supply, the deliveries in port during the month being very large. The decline in Puget Sound coals at Seattle was local and does not affect this market. Spot stocks are large and the market is weak, but forward futures are firmer.

### FOREIGN COAL SHIPMENTS.

The following are the shipments for the week ending November 14:

#### NEW VANCOUVER COAL CO. SHIPPING.

Date. Vessel and Destination. Tons.  
12—J. B. Brown, ship, San Pedro ... 3,280  
14—Wanderer, ship, Port Townsend 40

Total ..... 3,328

### FREIGHTS.

Lumber freights remain without change. Quotations are as follows: From Burrard Inlet or Puget Sound to Sydney, 44s; Melbourne, Adelaide or Port Pirie, 52s. 6d.; Valparaiso, 45s.; Cork for orders, 70s.; China and Japan quotations are nominal. Grain freights from San Francisco are fairly steady, after the late decline, at 35s for small and 32s 6d for large vessels to U. K., usual options. As long as wheat remains near its present price, freights are not likely to advance. Coal freights: Nanaimo or Departure Bay to San Francisco, \$2.50; from Puget Sound to San Francisco, \$2.25 per ton.

The Canadian Pacific steamer Grandholm, which has been at Portland for two weeks, waiting for cargo, has gone back to Vancouver without any flour. As the Upton steamer Sussex is in Portland loading for Japan and China, she will get all the flour there is to go.

The Alaska Packers' Association, comprising the controlling interest in the 33 salmon canneries of Western Alaska, has been formed at San Francisco. The association is controlled by the following trustees: S. M. Smith, G. W. Hume, J. N. Knowles, Charles Hirsch and E. B. Beckwith, D. B. Bradford as secretary.



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in the Dominion.

## LION 'L' BRAND Pure Vinegars,

Manufactured Solely under the Super-  
vision of the Inland Revenue Dept.  
Mixed Pickles, Jams, Jellies  
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—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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Pres't.J. P. BETTS, VANCOUVER, B. C.  
2nd Vice-Pres.

## PUGET SOUND AND BRITISH COLUMBIA STEVEDORING COMPANY.

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

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## THE WAVERLEY HOTEL,

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ARCHITECT,

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## 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<br>READY UP     |  | STATIONS       |                    | GOING NORTH<br>READY DOWN   |  |
|-----------------------------|--|----------------|--------------------|-----------------------------|--|
| No. 1<br>Passenger<br>Daily | No. 3<br>Passenger<br>Saturdays<br>Sundays | VICTORIA       | RUSSSELL'S VIC. W. | No. 2<br>Passenger<br>Daily | No. 4<br>Passenger<br>Saturdays<br>Sundays |
| Ar 12.24                    | Ar 5.59                                    | VICTORIA       | RUSSSELL'S VIC. W. | De 8.00 A.M.                | De 2.30 P.M.                               |
| " 12.20                     | " 5.54                                     | ESQUIMALT      | ESQUIMALT          | " 8.14                      | " 2.34                                     |
| " 11.45                     | " 5.19                                     | GOLDSTREAM     | GOLDSTREAM         | " 8.30                      | " 3.00                                     |
| " 10.50                     | " 4.24                                     | SHAWNIGAN L'VE | SHAWNIGAN L'VE     | " 9.34                      | " 4.04                                     |
| " 10.27                     | " 4.14                                     | COBBLE HILL    | COBBLE HILL        | " 9.44                      | " 4.14                                     |
| " 10.17                     | " 3.50                                     | MCPHERSON'S    | MCPHERSON'S        | " 10.07                     | " 4.20                                     |
| " 10.12                     | " 3.40                                     | DUNCAN'S       | DUNCAN'S           | " 10.12                     | " 4.30                                     |
| " 10.02                     | " 3.34                                     | SOMENOS        | SOMENOS            | " 10.22                     | " 4.54                                     |
| " 9.30                      | " 3.12                                     | CHEMAINUS      | CHEMAINUS          | " 10.48                     | " 5.10                                     |
| De 8.34                     | " 2.14                                     | NANAIMO        | NANAIMO            | Ar 11.50                    | " 0.14                                     |
| Ar 8.25                     |  | WELLINGTON     | WELLINGTON         | De 12.14 P.M.               | Ar 0.20                                    |

**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, 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.—**

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.

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**VANCOUVER AND LADNER'S LANDING—**

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

Steamer plies at regular intervals between Vancouver and Moodyville from 7 a.m. to 10 p.m. Excursion steamers are always available at short notice.

William Webster, Manager.

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**CHEMAINUS**  
**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 Towns'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..... 4:30 p.m.  
9:00 p.m. .... " Seattle Lv..... 2:30 p.m.  
12:15 a.m. .... " Pt Towns'd " ..... 11:30 a.m.  
2:45 a.m. .... " Anacortes " ..... 9:00 a.m.  
6:45 a.m. .... Ar Fairhaven " ..... 7:30 a.m.  
6:15 a.m. .... " Soho " ..... 6:30 a.m.  
4:30 a.m. .... " Whatcom " ..... 5:00 a.m.

Snomish 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. .... " Muckelco " ..... 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 Snomish " ..... 7:00 a.m.

STEAMER EDITH.

Pt Towns'd Mail Route.

11:00 p.m. .... Lv Seattle Ar..... 5:00 p.m.  
12:30 a.m. .... " Kingston Lv..... 4:10 p.m.  
3:00 a.m. .... " Pt Gambel " ..... 1:30 p.m.  
4:00 a.m. .... " Pt Ludlow " ..... 12:00 m.  
6:00 a.m. .... Ar Pt Towns'd " ..... 10:00 a.m.  
\* Daily ex Sunday. \* Daily ex Saturday.

For further information apply to  
C. G. CHANDLER,  
G. F. & P. A., Tacoma, Wash.  
E. E. BLACKWOOD, Agt., 82 Gov't Street.



# COAL. COAL. COAL.

The New Vancouver Coal Mining and Land Company, Ltd.

(FORMERLY THE VANCOUVER COAL CO.)

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**

gives a large percentage of Gas, a high Illuminating power, unequalled 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.

**SAMUEL M. ROBINS, Superintendent.**

# OGILVIE MILLING CO.,

WINNIPEG, - - - MANITOBA.

(REPRESENTED BY G. M. LEISHMAN.)

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

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